

**Addendum No. 1 to the
RiverPark Project
Final Environmental Impact Report**

State Clearinghouse No. 2000051046

Prepared for:

City of Oxnard
Community Development Department
305 West Third Street
Oxnard, California 93030

Prepared by:

Impact Sciences, Inc.
30343 Canwood Street, Suite 210
Agoura Hills, California 91301

August 2002

1.0 INTRODUCTION

This document is the first Addendum (Addendum No. 1) to the Certified Final Environmental Impact Report (FEIR) for the RiverPark Project. The City of Oxnard Planning Commission certified the FEIR in July 2002 [check date].

Purpose of this Addendum

When a Final EIR has been certified for a project, CEQA provides for the update of the information in the certified EIR to address changes to a project or changes to the circumstances under which a project will occur. An Addendum to a previously certified EIR may be prepared if changes or additions to the EIR are needed, but none of the conditions calling for a Subsequent EIR as defined in the CEQA Guidelines have occurred. Specifically, Section 15162 of the California Environmental Quality Act (CEQA) Guidelines provides that where the Lead Agency determines that neither project changes, changed circumstances, nor new information requires the preparation and circulation of a Subsequent or Supplemental EIR, the Lead Agency may prepare an Addendum to an EIR. CEQA Guidelines Section 15164 states that the purpose of an Addendum is to provide a way of making minor changes or additions to an EIR. Circulation of an Addendum for public review is not required.

The RiverPark Project, as described and analyzed in the Certified RiverPark FEIR included a proposal for temporary dewatering of limited areas during grading activities. Since the completion of the FEIR, the project applicant has completed additional geotechnical analysis to support the development of detailed construction plans. In response to the new information generated as part of this additional geotechnical analysis, the applicant is proposing a minor change to the proposed dewatering program. Specifically, dewatering of a second location within the project site is now proposed.

This Addendum to the Certified FEIR has been prepared because: (1) no substantial changes are proposed in the project which will require major revisions of the Certified FEIR due to the involvement of new significant effects or a substantial increase in the severity of previously identified significant impacts; (2) no substantial changes in circumstances under which the project is undertaken will occur which will require major revisions of the Certified FEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; and (3) no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Certified FEIR was certified as complete, shows any of the following:

(A) the project will have one or more significant effects not discussed in the Certified FEIR; (B) significant effects previously examined will be substantially more severe than shown in the Certified FEIR; (C) mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or, (D) mitigation measures or alternatives which are considerably different from those analyzed in the Certified FEIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Description of Dewatering Program as Analyzed in FEIR

The proposal for temporary dewatering during grading of the RiverPark Project is described on page 4.3-26 of the Draft EIR. Dewatering of a portion of the southeast corner of the existing sand and gravel mine site located in RiverPark Area 'B' as identified in the EIR was proposed and analyzed. Excavation and recompaction of an existing deep fill in this area is required to improve the structural characteristics of the soil in this location consistent with the Mine Reclamation Plan for the mine site that comprises RiverPark Area 'B'. Due to the depth of the excavation required in relation to the elevation of groundwater on the site, temporary dewatering of this location was proposed to lower the groundwater level below the bottom of the planned excavation.

The following description of the proposed dewatering program was provided on page 4.5-69 and 4.5-70 of the Draft EIR: A dewatering evaluation estimated that a wellpoint dewatering system could generate as much as 110 to 130 acre-feet per day (approximately 24,890 to 29,415 gallons per minute (gpm)) of discharge, if the groundwater level was at or below about 55 feet mean sea level (MSL) and excavation down to about 35 feet MSL was required. Further description provided on page 2.0-130 of the Final EIR indicated that this dewatering operation was anticipated to last for three to four months, based on anticipated groundwater levels, to accommodate the grading activities for the reclamation of the stockpile area.

As described on page 2.0-133 of the Final EIR, based on additional geotechnical analysis, the dewatering proposal was refined. The area requiring deep excavation, and dewatering, was determined to be approximately 5.5 acres (approximately a 400 foot by 600 foot area), identified as the deep excavation portion ("Area D") of the Area "C" region illustrated on Figure 2.9 in the Final EIR (provided as the following page). It was estimated that dewatering of this area would be required for approximately 55 days. Discharge of the majority of the water pumped during the dewatering operation to the adjacent mine pits in RiverPark Area 'B' was planned.

Description of Current Dewatering Program

The proposed dewatering program has been further defined in the RiverPark Dewatering Management Plan, dated June 6, 2002, prepared by Integrated Water Resources. This Plan is provided in Appendix A. As a result of the completion of more detailed geotechnical studies to support the preparation of grading plans, it has been determined that dewatering of two areas within RiverPark Area 'B' are required. In addition to dewatering of Area "D" as described above, dewatering of a second area, identified as Area "H" on the figure following this page is now planned.

As discussed in the June 2002 RiverPark Dewatering Management Plan, the temporary dewatering of these two areas is currently planned to occur in October of this year. Based on existing groundwater level elevations, dewatering is planned to sustain groundwater elevations at 15 feet ams (above mean sea level) over an 80-day period within Area "D" and 20 feet ams over a 25-day period within Area "H". The dewatering will be conducted by installing a series of temporary wells surrounding the areas of uncompacted fill and pumping them to create a localized cone of depression which will allow the grading equipment access for excavation and recompaction. The groundwater produced from the dewatering wells will be discharged to two primary locations: the Small Woolsey-Vickers pit and the Large Woolsey pit. The determination of the relative proportions of the pumped water going to each of these pits will be determined by the fundamental operating criteria of maintaining a no-net change to the water level gradient in the area immediately surrounding these locations. Specifically, the water level in the Small Woolsey-Vickers pit will be maintained at the same elevation as that present on the property located immediately east of the Small Woolsey-Vickers pit, with the intent to prevent a change in the existing groundwater gradient present at this property.

2.0 ENVIRONMENTAL ANALYSIS

WATER QUALITY

Summary of Environmental Analysis in FEIR

The potential for the proposed dewatering of Area "D" to impact groundwater quantity and quality was addressed on pages 4.5-69 and 4.5-70 of the Draft EIR. The conclusion of the analysis in the Draft EIR was that if the groundwater pumped during the dewatering operation was discharged to the Santa Clara River, the impact on groundwater quantity and quality would be significant. The analysis also determined that if the pumped water was discharged to a nearby location within the forebay of the Oxnard Aquifer System, the impact on groundwater quantity and quality would not be significant.

Accordingly, Mitigation Measure 4.5-1 (Draft EIR, page 4.5-99) for the construction dewatering states that groundwater extracted as a result of dewatering during construction shall be discharged to the location within the Oxnard forebay to mitigate significant impacts on groundwater quantity and quality to less than significant

The Draft EIR Water Resources Section also identified several leaking underground storage tank (LUST) sites under investigation in close proximity of the RiverPark Project Site. As indicated on page 4.5-50 of the Draft EIR the following three known active LUST sites, as of October 25, 2001, in the industrial areas to the north of the Specific Plan Area were identified

- Poole Oil Company, 3885 E. Vineyard Avenue;
- Ventura Oil, 3815 E. Vineyard Avenue; and
- Sparkletts/McKesson, 210 Beedy Street.

No significant impact was identified with the latter two LUST sites since contamination at these sites was limited to the soil and these sites were actively being remediated. For the Poole Oil Company Site, it was identified in the Draft EIR that elevated levels (i.e., concentrations) of benzene and MTBE had been found in groundwater samples on the Site (Draft EIR, page 4.5-50).

Based on information known at that time and on the results of an analysis presented by Fugro West, Inc. (Fugro) in a November 27, 2001 Technical Memorandum (Fugro, 2001; Draft EIR page 4.5-85), the potential for the dewatering operation to effect the movement of the existing groundwater contamination was not significant for the following reasons:

The contamination at the Poole Oil Company Site consists largely of Total Petrochemical Hydrocarbon (TPH) (gas) compounds, which are relatively immobile and contained onsite. Investigations of this site to date have determined that the mass of MTBE, benzene and TPH in the groundwater on the Site has been largely immobile since the early 1990s.

Groundwater modeling completed indicates that the open Small Woolsey/ Brigham/ Vickers mine pits will significantly dampen the lateral extent, configuration, and the magnitude of water declines from the dewatering.

For these reasons, the Draft EIR concluded that the dewatering operation would not significantly impact the existing contamination from the Poole Oil Company Site or result in a significant impact on groundwater quality related to the contamination.[cite EIR and add threshold of significance to the discussion either in this paragraph or one of the above paragraphs]

In response to comments, the Final EIR included further definition of the proposed dewatering operation, the nature of the existing MTBE contamination on the adjacent Poole Oil site and remediation plans, and additional analysis of the dewatering program. [cite FEIR] Specifically, more detailed groundwater modeling was completed to elaborate on the analysis in the Draft EIR.

As discussed above in Section 1.0, the dewatering program as described in the Final EIR consisted of dewatering of the 5.5 acre Area "D" to approximately 20 feet above MSL for approximately 55 days. Discharge of the majority of the water pumped during the dewatering operation to the adjacent mine pits in RiverPark Area 'B' was planned.

The Groundwater Model developed for the analysis in the Draft EIR was updated to better represent localized conditions within the RiverPark Project Site to provide more detailed analysis. The existing RiverPark Groundwater Model was developed by ETIC Engineering, Inc, as part of the Draft EIR to evaluate long-term loading of storm water on groundwater quality (Draft EIR page 4.5-12) and was based largely on a numerical model by the U.S. Geological Survey (USGS) to study the hydrogeology of the Santa Clara-Calleguas groundwater basin as part of the Southern California Regional Aquifer System Analysis (USGS, 1998).

Groundwater flow simulations were prepared by ETIC Engineering, Inc., using the updated RiverPark Groundwater Model to further evaluate the proposed construction dewatering. This modeling demonstrated that the proposed dewatering operation would not have a significant impact on

groundwater quantity or quality, including any significant impact on the location or extent of the existing MTBE contamination on the adjacent Poole Oil property. These conclusions were consistent with those made in the Draft EIR. [again, state threshold of significance applying to reach conclusion of no sign. Impact]

Updated Environmental Analysis for Proposed Dewatering Program

Additional groundwater flow and chemical transport model simulations were completed by ETIC Engineering, Inc., using the updated RiverPark Groundwater Model to evaluate the potential effects of the simultaneous dewatering of Areas "D" and "H" on water quality. The results of this additional modeling are described in a technical memorandum contained in Appendix B prepared by ETIC Engineering, Inc., dated August 1, 2002.

Model simulations indicate that approximately 53,000 gpm of continuous pumping is required from Area "D" for 80 days in order to achieve the previously discussed target groundwater elevations. Approximately 81,000 gpm of pumping is required within Area "H" for the first 25 days to achieve the previously discussed groundwater elevations in this area during the first 25 days. Representation of dewatering for this scenario was based on pumping from 16 wells at each dewatering area, spaced approximately 80 feet apart. Extracted groundwater was simultaneously recharged to the Vickers/Small Woolsey and Large Woolsey pits in the model simulation, consistent with the Dewatering Management Plan. As stated on page 3 of Appendix B, the groundwater extraction flow rates utilized in the groundwater modeling are based upon modeled conditions and are conservatively high related to actual dewatering rates projected for actual site activity. Because the modeled results use the higher extraction rates, effects related to actual conditions will be similar in all regards but less pronounced.

Based on available hydrogeologic data and groundwater model simulations, the proposed dewatering activities, which include recharge of extracted groundwater into the Vickers/Small Woolsey and Large Woolsey pits over a 80-day period would not result in a significant impact on groundwater quantity or quality, including any significant impact on the location or extent of the existing MTBE contamination on the adjacent Poole Oil property. These conclusions are consistent with those made in the Final EIR. The Final EIR concluded that the dewatering program would not result in any significant impact on groundwater quantity or quality. [same comment - incorporate threshold of sign. into discussion]

As Area "H" is located closer to the Santa Clara River than Area "D", the potential for dewatering of Area "H" to impact the Santa Clara River was examined. The distance from the Area "H" to the flow line of the Santa Clara River ranges between 1000 to 2000 feet. Due to the hydraulic relationship between the

shallow alluvium and the Santa Clara River, negligible and not significant impact on river flows will result from dewatering of Area "H". [same comment re-threshold]

The Santa Clara River is highly dynamic even under ambient (i.e. no dewatering) conditions, with flow to (i.e. contribution of groundwater to the river) and from (i.e. contribution of surface water to groundwater) the river occurring in response to seasonal changes in groundwater level elevations and stream flow. Specifically, during summer months and other dry periods, due to the low rate of recharge and high groundwater pumping in the area, groundwater levels are generally at their lowest elevations and below the elevation of the river.

As a result, the limited water in the river can recharge the aquifer. Conversely, during winter, flows of the Santa Clara River are highly variable. During times when flow is limited (i.e. significant time between storm events), groundwater elevations are likely to be above the stage of the river, causing groundwater to discharge to the river. Hence, when considered as a system, the river and the aquifer interact in such a way that any increased flow from the river to the aquifer induced by dewatering is temporary[Tony, need to clarify that we don't have a short term significance impact] and will be replenished naturally.

**Addendum No. 2 to the
RiverPark Project
Final Environmental Impact Report**

State Clearinghouse No. 2000051046

Prepared for:

City of Oxnard
Development Services Department
Planning and Environmental Services Division
305 West Third Street
Oxnard, California 93030

September 2002

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ATTACHMENT 3
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1.0 INTRODUCTION

This document is the second Addendum (Addendum No. 2) to the Certified Final Environmental Impact Report (FEIR) for the RiverPark Project. The City of Oxnard City Council upheld the Planning Commission's decision certifying the FEIR on July 16, 2002. The first addendum was prepared in August 2002 to examine the dewatering of a second location within the project site.

Purpose of this Addendum

When a Final EIR has been certified for a project, CEQA provides for the update of the information in the certified EIR to address changes to a project or changes to the circumstances under which a project will occur. An Addendum to a previously certified EIR may be prepared if changes or additions to the EIR are needed, but none of the conditions calling for a Subsequent EIR as defined in the CEQA Guidelines have occurred. Specifically, Section 15162 of the California Environmental Quality Act (CEQA) Guidelines provides that where the Lead Agency determines that neither project changes, changed circumstances, nor new information requires the preparation and circulation of a Subsequent or Supplemental EIR, the Lead Agency may prepare an Addendum to an EIR. CEQA Guidelines Section 15164 states that the purpose of an Addendum is to provide a way of making minor changes or additions to an EIR. Circulation of an Addendum for public review is not required.

The RiverPark Project, as described and analyzed in the Certified RiverPark FEIR and Addendum No. 1 included an application for the adoption of a new specific plan. Since the completion of the FEIR and Addendum No. 1, the inclusion of regulations for temporary uses within the specific plan has been proposed. In response to the new information, the applicant is proposing a minor change to the specific plan to include regulations for temporary uses.

Addendum No. 2 to the Certified FEIR has been prepared because: (1) no substantial changes are proposed in the project which will require major revisions of the Certified FEIR due to the involvement of new significant effects or a substantial increase in the severity of previously identified significant impacts; (2) no substantial changes in circumstances under which the project is undertaken will occur which will require major revisions of the Certified FEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; and (3) no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Certified FEIR was certified as complete, shows any of the following: (A) the project will have one or more significant effects not discussed in the Certified FEIR; (B) significant

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effects previously examined will be substantially more severe than shown in the Certified FEIR; (C) mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or, (D) mitigation measures or alternatives which are considerably different from those analyzed in the Certified FEIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Description of the Specific Plan

The RiverPark Specific Plan is proposed to provide the City of Oxnard with a comprehensive planning program to govern the orderly development of a new mixed-use community within the 701-acre Specific Plan Area. The adoption of specific plans is authorized by Section 65450 of the State Government Code, which states that specific plans may be prepared to provide for the systematic implementation of the general plan for all or part of the area covered by the general plan. The RiverPark Specific Plan supercedes and replaces the existing Oxnard Town Center Specific Plan. A Specific Plan Amendment for the RiverPark Specific Plan was originally analyzed in the FEIR certified by the City Council on July 16, 2002.

Description of the Specific Plan Amendment

Since the completion of the FEIR and Addendum No. 1, the inclusion of regulations for temporary uses within the specific plan has been proposed. In response to the new information, the City is proposing a minor change to the specific plan to include regulations for temporary uses. The proposed RiverPark Specific Plan is organized into the following eight sections addressing the requirements set by the Government Code:

1. Introduction
2. Land Use Master Plan
3. Commercial Land Use Master Plan
4. Residential Land Use Master Plan
5. Landscape Master Plan
6. Infrastructure Master Plan
7. Specific Plan Implementation
8. Glossary

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The RiverPark Specific Plan is proposed to guide the development and use of the land within the Specific Plan Area. The RiverPark Specific Plan would permit the development of an integrated mixed-use community consisting of open space, residential, commercial, and public facilities uses. The community design of RiverPark follows the design principles of the 'New Urbanism' and 'Smart Growth' movements, which emphasize the importance of mixed land uses, communities scaled for pedestrian movement, limiting automobile usage and the importance of physical design in creating communities that people want to live, work, and shop in. Accordingly, the RiverPark community is designed as a diverse, environmentally-conscious mixed-use and pedestrian-oriented community with a complete range of facilities for living, learning, working, entertainment, and recreation. It is intended to create a strong sense of community and place. The proposed amendment to the specific plan would be included in Section 7, Implementation. The new temporary use regulations would include the following:

- Defines a temporary use.
- Provides permitted uses within the various land use districts (residential, commercial, office, open space, schools and public facilities) within the RiverPark Specific Plan area. The following uses would be allowed within residential districts:
 - (1) Construction signs, defined as a sign stating the names of those individuals or firms directly connected with the construction project. Said sign may include the name of the city in which their business is located and emergency phone numbers.
 - (2) Sales or rental offices (used only for the sale or rental of residential properties which are part of a project containing five (5) or more contiguous lots or units, said offices to be located on or immediately adjacent to the site of the project and as further regulated by section 7.11.8).
 - (3) Subdivision model homes and related facilities.
 - (4) Subdivision signs, as defined in the City Code.
 - (5) Temporary construction yards and offices (used only in conjunction with development of uses permitted by the applicable zone, said offices and yards to be located on or immediately adjacent to the site of the development. One adult caretaker may be present during nonconstruction hours).
 - (6) Youth, charitable or nonprofit organization projects.
 - (7) Other temporary uses, which the development services director has determined to be compatible with the zone and surrounding land uses.

The following uses would be allowed in commercial and office land use districts:

- (1) Those temporary uses listed in the residential land use districts.
- (2) Christmas tree lots.

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- (3) Grand opening signs, banners and other similar temporary signage excluding balloons and other inflatables.
- (4) Auctions (as defined and regulated in section 7-1 et seq.).
- (5) Outdoor carnivals, circuses and rodeos (as defined in the City Code).
- (6) Outdoor concerts.
- (7) Other outdoor shows.
- (8) Outdoor religious revival meetings.
- (9) Outdoor sales, when the sale occurs adjacent to the permanent retail facility in which the same type of goods are sold by the same seller.
- (10) Temporary office structure may be used where a permanent building has been severely damaged by fire or other catastrophe.
- (11) Other temporary uses, which the development services director has determined to be compatible with the zone and surrounding land uses.

The following uses would be permitted in the open space, school and public facilities land use designations:

- (1) Subdivision signs.
 - (2) Temporary construction yards and offices (used only in conjunction with development permitted in this zone, said offices and yards to be located on or immediately adjacent to the site of said development. One adult caretaker may be present during nonconstruction hours).
 - (3) Youth, charitable or nonprofit organization projects.
 - (4) Other temporary uses, which the development services director has determined to be compatible with the zone and surrounding land uses.
- Establishes time limits for various temporary uses.
 - Provides a listing of prohibited temporary uses.

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2.0 ENVIRONMENTAL ANALYSIS

Summary of Environmental Analysis in FEIR/ Updated Environmental Determination from the Proposed Specific Plan Amendment

The original specific plan amendment was analyzed in the FEIR certified for the project. The addition of regulations for temporary uses to the specific plan document will not create any new significant impacts. No new significant impacts have been identified from the various temporary uses that could be sited within the specific plan area in Section 1.0.

The City's noise ordinance regulates noise impacts by land use activity (i.e., residential, commercial and industrial) which minimizes noise impacts. The City's sign ordinance governs any proposal for new signs. The uniform building code (UBC) and other building-related codes govern certain construction activities including temporary trailers and other similar construction related uses. Therefore, no new significant impacts would result from the proposed specific plan amendment as all uses would be temporary in nature and are subject to existing city code requirements as they relate to signs, construction activities and other outdoor activities.

The City also imposes standard conditions on temporary use permits depending on the nature of the temporary use requested to minimize any operational impacts. Sample conditions are as follows:

1. No alcoholic beverages will be permitted. Sections 25662 B&P-1 20-03 Oxnard City Code)
2. Sound will be kept at a reasonable level as determined by the ranking law enforcement officer at the scene.
3. Applicant will be on the premise at all times during the event and available to law enforcement.
4. Applicant / Business owner will afford full cooperation with law enforcement. If problems arise the Applicant / Business owner will assist law enforcement personnel. If necessary, the event may be terminated by the ranking law enforcement officer at the scene. (Sections 12.1.7 Oxnard City Code)
5. Applicant / Business owner hereby agrees that all conditions are met and or adhered to. Applicant / Business owner will advise Security of the conditions and have the conditions available for inspection. (Section 12-1.4 Oxnard City Code)
6. All event staff will wear distinctive clothing or badges to identify themselves. Event organizer will provide a number for a communication device for emergency contact. Full cooperation will be provided to members of the Oxnard Police Department, and Oxnard Code Enforcement Department. Such cooperation will include access to any location on the site, including locations restricted to public access. All event staff will wear distinctive clothing or badges to identify themselves. Event organizer will provide a number for a communication device for emergency contact.
7. Provide a minimum of _____ licensed and bonded security guards. Guards must be readily identifiable as security guards.
8. * Security Company Name: _____ Phone #: _____
9. Contact Name: _____ Title: _____
10. Parking area shall be monitored by event staff to facilitate traffic movement and parking.

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11. No loitering will be allowed at the conclusion of the event. Spectators shall be ushered out by staff.
12. Based on the factors of this event:
13. Store restrooms should be accessible and available to event participants.
14. Provide a minimum of _____ portable restrooms and _____ handwash container.
15. Note that at least _____ portable restrooms must be handicap accessible.
16. Failure to comply with these conditions may result in your inability to conduct another event.
17. Tables, booths, canopies or any other equipment must be removed upon completion of event.
18. Any banners or other sign posting is limited to the lot in which this event is permitted to take place.
19. There shall be continuous and ongoing parking lot, street, curb, gutter and sidewalk clean-up while the event is taking place. Area should be clear of any debris such as papers, flyers, soda cans, thrash and any other item(s) that may have been left behind by any event participant.
20. An adequate number of trash cans/containers should be placed throughout the event site to relieve the spillage of trash.
21. Streets may not be closed during the occurrence of this event.
22. The event must be confined to the area indicated on the approved site-plan.
23. Prior to event applicant must provide the Risk Management Program a Certificate of Insurance including an insurance endorsement from an insurance carrier rated A-7 or better. The insurance certificate must name the "City of Oxnard, its City Council, officers, agents, employees, and volunteers" as additional insured. The insurance coverage per occurrence should be in the amount as required by the Risk Management Program. Certificate must be mailed to the attention of Sabrina Rodriguez at City of Oxnard, Risk Management, 300 West Third Street, Oxnard, CA 93030.
24. General liability in the amount of \$ _____ is required.

In addition, the City has the ability to impose special conditions on temporary use permits to minimize the impact on the community.

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**Addendum No. 3 to the
RiverPark Project
Final Environmental Impact Report**

State Clearinghouse No. 2000051046

Prepared by:

City of Oxnard
Development Services Department
Planning and Environmental Services Division
305 West Third Street
Oxnard, California 93030

January 2004

1.0 SUMMARY

This document is the third addendum (Addendum No. 3) to the Certified Final Environmental Impact Report (FEIR) for the RiverPark Project. The City of Oxnard City Council upheld the Planning Commission's decision certifying the FEIR on July 16, 2002. The first addendum was prepared in August 2002 to examine the dewatering of a second location within the project site. The second addendum was prepared in September 2002 to examine temporary uses.

Purpose of this Addendum

When a Final EIR has been certified for a project, CEQA provides for the update of the information in the certified EIR to address changes to a project or changes to the circumstances under which a project will occur. An Addendum to a previously certified EIR may be prepared if changes or additions to the EIR are needed, but none of the conditions calling for a Subsequent EIR as defined in the CEQA Guidelines have occurred. Specifically, Section 15162 of the California Environmental Quality Act (CEQA) Guidelines provides that where the Lead Agency determines that neither project changes, changed circumstances, nor new information requires the preparation and circulation of a Subsequent or Supplemental EIR, the Lead Agency may prepare an Addendum to an EIR. CEQA Guidelines Section 15164 states that the purpose of an Addendum is to provide a way of making minor changes or additions to an EIR. Circulation of an Addendum for public review is not required.

The RiverPark Project, as described and analyzed in the Certified RiverPark FEIR, Addendum No. 1 and Addendum No. 2 included an application for the adoption of a new specific plan. Since the completion of the FEIR, Addendum No. 1 and No. 2, an amendment to the Specific Plan land uses has been proposed. In response to the new information, the applicant is proposing a minor change to the specific plan to change the land use designation of a privately held parcel from Open Space to Commercial. This amendment is the result of an unintentional conversion of the parcel to Open Space.

Addendum No. 3 to the Certified FEIR has been prepared because: (1) no substantial changes are proposed in the project which will require major revisions of the Certified FEIR due to the involvement of new significant effects or a substantial increase in the severity of previously identified significant impacts; (2) no substantial changes in circumstances under which the project is undertaken will occur which will require major revisions of the Certified FEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; and (3) no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Certified FEIR was certified as complete, shows any of the following: (A) the project will have one or more significant effects not discussed in the Certified FEIR; (B) significant effects previously examined will be substantially more severe than shown in the Certified FEIR; (C) mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or, (D) mitigation measures or alternatives which are considerably different from those analyzed in the Certified FEIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

2.0 ENVIRONMENTAL ANALYSIS

Air Quality

No new significant impacts would result for air quality from the revised land use designation. The developer would be required to comply with the mitigation measures adopted for short-term construction impacts and long-term impacts associated with the emission created by any projects, which may be proposed in the future.

Cultural and Heritage Resources

No new significant impacts would result from the proposed amendment. The developer would be required to obtain the services of a qualified archaeologist and Native American for monitoring during future grading activities.

Parking Analysis

No new significant impacts would result from the proposed amendment. And any future development proposed on the subject parcel would need to meet the standards of the Specific Plan as they relate to commercial uses.

Traffic and Circulation

No new significant impacts would result from the proposed amendment. Traffic analysis for any future project will be determined once a specific use is proposed.

Insignificant Effects

As identified in the FEIR for the project, the following environmental categories were analyzed and it was concluded that the proposed amendment would not create significant impacts associated with agricultural resources, hydrology, water supply, hazardous materials, noise, police protection, wastewater treatment and solid waste management. The proposed amendment would not create additional impacts on any of these environmental categories.

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Prepared for:

City of Oxnard
Community Development Department
305 West Third Street
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Prepared by:

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November 2005

1.0 INTRODUCTION

OVERVIEW

This document is the second Addendum to the Certified Final Environmental Impact Report (FEIR) for the RiverPark Project. This Addendum to the Certified FEIR addresses a change in the grading operation.

Purpose of this Addendum

When a FEIR has been certified for a project, the California Environmental Quality Act (CEQA) provides for the update of the information in the Certified FEIR to address changes to a project or changes to the circumstances under which a project will occur. An Addendum to a previously Certified FEIR may be prepared if changes or additions to the FEIR are needed, but none of the conditions calling for a Subsequent EIR as defined in the CEQA *Guidelines* have occurred. Specifically, Section 15162 of the CEQA *Guidelines* provides that where the Lead Agency determines that neither project changes, changed circumstances, nor new information requires the preparation and circulation of a Subsequent or Supplemental EIR, the Lead Agency may prepare an Addendum to an EIR. CEQA *Guidelines* Section 15164 states that the purpose of an Addendum is to provide a way of making minor changes or additions to an EIR. Circulation of an Addendum for public review is not required.

The RiverPark Project, as described and analyzed in the Certified RiverPark FEIR included a conceptual grading plan for the entire 701-acre site. The conceptual grading master plan identified a total of 10 million cubic yards of cut and fill of earth materials on the project site. It was anticipated that the grading operations would be a balanced operation, thus no import or export of earth materials was anticipated to be needed based on the soil characteristics identified in the geotechnical report prepared for the project site. Since the completion of the Certified FEIR, the project applicant has begun the mass grading of the project site. As a result of the commencement of the initial mass grading of the site, the applicant has identified the need to import fill soils to the project site as a result of higher than anticipated soil compression. Additionally, mitigation measures identified in the Certified EIR have necessitated deeper soil removal depths and thus have generated the need to import soils to adequately balance the site. In response to this discovery, the applicant is proposing to import approximately 500,000 to 600,000 cubic yards of soil to balance the project site.

This Addendum to the Certified FEIR has been prepared because: (1) no substantial changes are proposed in the project which will require major revisions of the Certified FEIR due to the involvement of

new significant effects or a substantial increase in the severity of previously identified significant impacts; (2) no substantial changes in circumstances under which the project is undertaken will occur which will require major revisions of the Certified FEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; and (3) no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Certified FEIR was certified as complete, shows any of the following: (A) the project will have one or more significant effects not discussed in the Certified FEIR; (B) significant effects previously examined will be substantially more severe than shown in the Certified FEIR; (C) mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or, (D) mitigation measures or alternatives which are considerably different from those analyzed in the Certified FEIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Grading as Analyzed in the Certified EIR

Section 3.0, Project Description of the Draft EIR describes the grading operations as originally planned and evaluated in the EIR. Grading was planned to provide adequate drainage and remediate existing soil conditions on the project site.

The existing topography in RiverPark Area 'A', which was historically used for agricultural purposes, is generally flat. RiverPark Area 'B' includes a former sand and gravel mine site, including the three existing mine pits. The topography in RiverPark Area 'B' is varied due to the historic mining operations of cutting, filling, and disposal of tailings. RiverPark Area 'B' also contains the existing El Rio Retention Basins 1 and 2 developed and operated by the Ventura County Watershed Protection District.

Based on soils studies, it was anticipated that mass grading of the 701-acre Specific Plan Area would require no import or export of earth materials. Overall, approximately 10 million cubic yards of earth materials was estimated to be graded on the site. The majority of the grading was associated with the excavation and replacement of earth in RiverPark Area 'B' to stabilize the slopes of the existing mine pits and improve the structural characteristics of the soils in the plant and stockpile areas of the mine site.

Grading was planned to respond to the existing topography by holding street grades to a minimum slope in RiverPark Area 'A' with gravity drainage directed towards the proposed extension of the existing Stroube Street drain across the Specific Plan Area and to the planned drainage detention basins and

swales in RiverPark Area 'B'. Existing grades are also going to be maintained where the project site joins existing improvements such as the Vineyard Avenue, Ventura Road, Myrtle Street, and Town Center Drive. The planned grade for Oxnard Boulevard was designed to match the plans for the Oxnard Boulevard Interchange. In order to create the planned grades, some material was planned to be relocated between areas in RiverPark Areas 'A' and 'B'.

In RiverPark Area 'A,' the existing elevations range from approximately 70 to 90 feet. The maximum cut or fill in RiverPark Area 'A' as planned will be about 7 feet with an average of 5 feet of material that will need to be removed and recompacted. Overall, approximately 1.9 million cubic yards of earth materials was planned be excavated in RiverPark Area 'A'. The resulting grades will be 75 to 90 feet.

In RiverPark Area 'B', approximately 7.8 million cubic yards of earth was planned to excavated to remediate the existing soil conditions on the former mine site. The majority of this grading, approximately 5.95 million yards, was planned to occur in the stockpile area of the mine site. Approximately 1.5 million cubic yards was planned in the plant area of the mine site. The majority of the material excavated from the stockpile and plant areas will be replaced where excavated to improve the structural characteristics of the soils. The existing land bridge separating the Brigham and Small Woolsey Pits and the peninsula of fill material that presently extends into the Small Woolsey Pit from the east, consisting of approximately 0.35 million cubic yards of material, would also be excavated. Excavation of the existing slopes of the pits would involve 0.6 million cubic yards, some of which would be used as fill for slope remediation. The majority of this material will be replaced where excavated to improve the structural characteristics of the soils. El Rio Retention Basin No. 2 will also be filled. The existing elevations vary from approximately 70 to 115 feet in RiverPark Area 'B'. After grading, the elevations will vary from 80 to 100 feet.

Current Grading

As described above, the Certified FEIR evaluated a conceptual grading plan for the site that identified a total of 10 million cubic yards of material to excavated and replaced within the Specific Plan Area in a balanced grading operation.

Due to higher than anticipated soil compression encountered during the ongoing grading operations, as well as deeper excavation depths required pursuant to mitigation measures identified in the Certified EIR, an additional 500,000 to 600,000 cubic yards of soil is required in order to create the planned grades. This volume of soil represents approximately 5% of the total amount of earthwork planned in the Specific Plan Area.

This additional soil is proposed to be imported to the project site over the next 12 to 18 month period. On average, approximately 113 daily truck trips would be required to import the soil over the 12 to 18 month timeframe¹. The sources, or potential sources of import soil, are not known at this time, but it is anticipated that all of the import soil will come from sites within Ventura County in order to minimize the cost of transporting soil to the project site.

Haul trucks transporting soils to the project site would access the RiverPark site via the recently completed Oxnard Boulevard Interchange. This recently completed interchange will allow direct access to the site from Highway 101 for trucks coming northbound or southbound.

Environmental Analysis

This **Introduction** is followed by **Section 2.0, Environmental Analysis**, which compares the environmental impacts associated with the current grading operation, including the importation of soil, with the impacts identified in the Certified FEIR for the RiverPark Project. The environmental analysis section includes separate subsections for each applicable topic addressed in the Certified FEIR. Based on a review of the Certified FEIR, it has been determined that the need to import soils to the project site has the potential to alter the analysis of the following three analysis sections previously discussed in the Certified FEIR; Air Quality, Noise, and Transportation & Circulation. Each of the three topical sections in **Section 2.0** includes a summary of the information and conclusions of the analysis in the Certified FEIR. Updated information reflecting any change in circumstances is also provided along with an analysis of the proposed soil importation to determine if any new significant impacts or any substantial increase in the severity of the impacts previously identified in the Certified FEIR would occur. This format provides the substantial evidence required by the *CEQA Guidelines* to support the preparation of an Addendum on a topic-by-topic basis.

¹ In order to generate a worst-case conservative scenario, the analysis in this Addendum assumes that 600,000 cubic yards will be imported over a 12-month period using trucks with a haul capacity of 20 cubic yards. This would result, over 264 working days in a 12-month period, on average 113 truck trips on a daily basis.

2.0 ENVIRONMENTAL ANALYSIS

AIR QUALITY

Summary of the Analysis Contained in the FEIR

The Certified FEIR for the RiverPark project included an air quality analysis, which was prepared in accordance with the Ventura County Air Pollution Control District's *Guidelines for the Preparation of Air Quality Analyses* (APCD Guidelines). The APCD Guidelines identified criteria for determining the level of significance of the impact of a project on air quality. The following discussion summarizes the construction emission analysis contained in the Certified FEIR.

During construction occurring on the site, on-site stationary sources, heavy-duty construction vehicles, construction worker vehicles, and energy use were identified as potential construction emission sources. In addition to construction vehicle emissions, fugitive dust would also be generated during grading and construction activities over the entire 701-acre Specific Plan Area.

Earthmovers typically generate approximately 21.8 pounds of airborne dust per hour of operation. The analysis assumed an average use of five earthmovers during grading activities, which equates to approximately 872 pounds of dust generated per day. Most of the airborne dust would settle on, or near, the area being graded, smaller particles would remain in the atmosphere, increasing existing particulate levels within the surrounding area. Standard dust control techniques typically reduce the amount of airborne dust generated by construction activities by an average of 70 percent. Measures to mitigate dust emissions were identified as mitigation measures for the project.

Some health problems, particularly those of the eye and respiratory tract (i.e., Coccidioidomycosis or its common name Valley Fever), may be aggravated by fugitive dust. (Valley fever is contracted through breathing spores that become airborne through disturbance of the soil.) However, Ventura County has not been recognized as an area where Coccidioidomycosis is highly endemic.² The only large-scale outbreak in the County occurred in Simi Valley between January 24 and March 15, 1994 following the Northridge earthquake due to uncontrolled dust clouds created by landslides.³ Because construction-related emissions occur on a temporary basis, the APCD considered construction related air quality impacts to be less than significant. However, the APCD recommended the implementation of mitigation

² Eileen Schneider and others, "A Coccidioidomycosis Outbreak Following the Northridge, Calif. Earthquake," *Journal of American Medicine* Vol. 277, No. 11 (March 19, 1997): 904.

³ Ibid.

measures to limit the extent of dust emissions. Based on the criteria used by the APCD to assess construction air quality emissions, the determination was made that construction emissions generated during the development of the RiverPark project would result in a less than significant impact.

With regard to the emissions associated with construction equipment, the California Air Resources Control Board (ARB) classified diesel exhaust as a toxic air contaminant. However, the ARB was researching the matter further. This process was anticipated to take several years before controls and regulations will be introduced for all sources of diesel emissions, including construction equipment, generators, school buses, and passenger vehicles. Additionally, it was anticipated that it would take several years for the ARB to develop methodologies and/or models to assess the impacts of mobile diesel exhaust sources. The APCD did not require air toxic analyses for diesel sources. When the ARB develops methodologies and/or models for diesel exhaust emissions, the APCD will incorporate them into the *Ventura County Air Quality Assessment Guidelines* as guidance. However, as construction operations occur over a relatively short time frame of up to a few years, the APCD did not consider the exposure to construction air quality emissions, including diesel exhaust, to cause any significant impacts.

Updated Analysis of Current Grading Operations

As noted in Section 1.0, approximately 500,000 to 600,000 cubic yards of soil will be imported to the project site. In order to minimize haul costs associated with the transport of import soil to the site, it is anticipated that all import soils would be obtained from sites within Ventura County. On average, approximately 113 truck trips would be required on a daily basis to haul this volume of soils to the project site over a 12-month period.

The primary emission source associated with this hauling operation would be generated by the use of diesel haul trucks. Haul trucks are considered to be on-road mobile emission sources by the ARB. The ARB regulates the manufacturers of on-road vehicles by way of maximum emission levels. Thus, the use of haul trucks moving soil to and from the project site would not generate a health risk to individuals due to the temporary duration required to haul the import soils to the project site. As noted in the Certified EIR, and summarized above, the ARB classified diesel exhaust as a toxic air contaminant. The most recently adopted version of the *Ventura County Air Quality Assessment Guidelines* (October 2003) prepared by the APCD does not include a methodology and/or models for the evaluation of diesel exhaust emissions.

As noted in the APCD Guidelines, the APCD does not have construction emission thresholds, since these emissions are considered temporary activities. The APCD instead recommends that construction-related

emissions be mitigated, but are not considered significant. Mitigation measures recommended by the APCD to mitigate emissions generated by construction activities to the greatest degree feasible were previously identified in the Certified EIR. These mitigation measures are also applicable for the importation of soils to the project site. Based on the APCD guidelines, the importation of soils to the site over the 12 to 18 month period is considered a temporary impact and thus considered less than significant.

Based on the analysis provided above, the need to import soils to the RiverPark site would not result in any new or substantially more severe air quality impacts than those identified in the Certified FEIR.

Mitigation Measures

The following measures were identified in the Certified FEIR for construction-related air quality emissions pursuant to APCD requirements. These measures are required to be implemented in association with the importation of soils to the project site.

Fugitive Dust Mitigation Measures

- 4.8-1 The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized to prevent excessive amounts of dust.
- 4.8-2 Pre-grading/excavation activities shall include watering the area to be graded or excavated before commencement of grading or excavation operations. Application of water (preferably reclaimed, if available) should penetrate sufficiently to minimize fugitive dust during grading activities.
- 4.8-3 Fugitive dust produced during grading, excavation, and construction activities shall be controlled by the following activities:
 - All trucks shall be required to cover their loads as required by California Vehicle Code § 23114
 - All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.

- 4.8-4 Inactive graded and/or excavated areas shall be monitored at least weekly for dust stabilization. Soil stabilization methods, such as water and roll-compaction, and environmentally safe dust control materials, shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area should be seeded and watered until grass growth is evident, or periodically treated with environmentally-safe dust suppressants, to prevent excessive fugitive dust.
- 4.8-5 Signs shall be posted on-site limiting traffic to 15 miles per hour or less.
- 4.8-6 During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on-site. The site superintendent/supervisor shall use his/her discretion in conjunction with the APCD in determining when winds are excessive.
- 4.8-7 Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.
- 4.8-8 Personnel involved in grading operations, including contractors and subcontractors, should be advised to wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations.

Valley Fever Mitigation Measures

- 4.8-9 Hire crews from local populations where possible, since it is more likely that they have been previously exposed to the fungus and are therefore immune.
- 4.8-10 Require crews to use respirators during project clearing, grading, and excavation operations in accordance with California Division of Occupational Safety and Health regulations.
- 4.8-11 Require that the cabs of grading and construction equipment be air-conditioned.
- 4.8-12 Require work crews to work upwind from excavation sites.

- 4.8-13 Pave construction roads.
- 4.8-14 Where acceptable to the fire department, control weed growth by mowing instead of disking, thereby leaving the ground undisturbed and with a mulch covering.
- 4.8-15 During rough grading and site development, the primary access roads into the Specific Plan Area from adjoining paved roadways should be treated with environmentally safe dust control agents.

ROC and NOx Mitigation Measures

- 4.8-16 Minimize equipment idling time.
- 4.8-17 Maintain equipment engines in good condition and in proper tune as per manufactures' specifications.
- 4.8-18 Lengthen the construction period during smog season (May through October), to minimize the number of vehicles and equipment operating at the same time.
- 4.8-19 Use alternatively fueled construction equipment, such as compressed natural gas (CNG), Liquefied natural gas (LNG), or electric, if feasible.

NOISE

Summary of the Analysis Contained in the FEIR

Development of the RiverPark Project involves two main phases of construction activities. First, overall site development, involving mass grading and construction of all major infrastructure and primary roadways would occur over the entire Specific Plan Area. The second phase of construction would consist of the construction of individual building projects within the Specific Plan Area. Equipment used would range from heavy machinery such as graders, scrapers, tractors, loaders and cranes during site development, to jackhammers, pneumatic tools, saws, and hammers during individual building projects. This equipment would generate both steady state and episodic noise that would be heard both on and off the Specific Plan Area.

Site development of the RiverPark Project would involve rough grading and site preparation activities occurring over an estimated 12-month period. RiverPark Area 'A' is bordered by the El Rio West Residential Neighborhood to the east, the Ventura Freeway to the south and the Santa Clara River to the west. RiverPark Area 'B' is bordered by industrial uses to the north, Vineyard Avenue, the El Rio Community and agricultural uses to the east and the El Rio West Neighborhood to the south. RiverPark Area 'B' has historically been used for sand and gravel mining activities. As a result, soils in the area consist of uncompacted sandy soils unsuitable for development. Additionally, there are three existing mine pits as well as the existing El Rio Retention Basins 1 and 2 in RiverPark Area 'B'. These areas would require extensive earthwork in order to properly engineer the soils to accommodate the land uses identified in the Specific Plan. As a result of these existing conditions the RiverPark Area 'B' area would require greater amounts of grading and site preparation.

Site development activities, which involve the use of backhoes, tractors, scrapers, graders, and trucks, would be conducted throughout the Specific Plan Area, and in the case of the El Rio West Neighborhood, immediately adjacent to existing residences. Equipment used during the site development and preparation activities typically generate the loudest noise levels of all standard construction equipment. These noise levels would primarily affect adjacent land uses during the construction phase. Specifically, adjacent land uses include residential uses in the El Rio West Neighborhood to the east of the Specific Plan Area with some industrial uses to the north and existing mid-rise offices in the southwest corner of the plan area.

However, of these adjacent uses, only the residences in the El Rio West Neighborhood and El Rio Community would be sensitive to noise generated from the construction activities. El Rio West is located directly adjacent to RiverPark Area 'A' and 'B', while Vineyard Avenue separates the El Rio Community from RiverPark Area 'B'. The El Rio Community has four residences fronting the RiverPark Specific Plan Area separated by Vineyard Avenue, while El Rio West has a total of sixteen (16) single-family residences and one multi-family complex directly fronting the plan area. Of these, eight residences directly front RiverPark Area 'A' with the remaining eight residences and the multi-family complex front RiverPark Area 'B'. Due to the proximity of El Rio West to the construction area, noise levels resulting from construction activities would be greater at these residences than the four located in the El Rio Community. The El Rio West residences would receive unattenuated sound waves from the on site construction activities, while concurrently providing attenuation to the El Rio West residences directly adjacent to them.

Potential construction noise impacts to existing and proposed off-site uses were analyzed based on the proximity of the El Rio West and El Rio Communities adjacent to the project site. Unattenuated noise

levels at the residences fronting the Specific Plan Area could periodically exceed 95 dB(A) during grading activities in which the grading equipment is operating along the project boundary. When compared to the noise thresholds used by the City of Oxnard, the short-term 95 dB(A) noise level generated by the heavy grading equipment was found to exceed the threshold and result in a significant impact. Mitigation measures were identified in the Certified FEIR to mitigate construction noise to less than significant levels.

Another aspect of construction related noise involves the use of heavy trucks to haul equipment and materials to the site, as well as transport debris. Additionally, all workers would most likely be transported to the site by automobiles utilizing the local roadway system which would in-turn generate additional noise. However, at the time the Certified FEIR was prepared, Vineyard Avenue experienced traffic volumes in excess of 20,000 average daily trips (ADT). The addition of construction worker trips and transport of equipment on the roadway was found to not generate a noticeable difference in ambient noise levels. Thus, the impact was determined to be less than significant. Additionally, as noted earlier, at the time that the Certified FEIR was prepared it was believed that no import or export of soils would be required. Thus, the use of haul trucks to import or export soils would not be needed and would not impact sensitive noise receptors along Vineyard Avenue.

Updated Analysis for the Soil Importation

The importation of soils to the project site would involve the use of haul trucks picking up import soils at various sites within Ventura County. These trucks would use Highway 101 to transport soils to the project site and access the site at the recently completed Oxnard Boulevard Interchange. Highway 101 in the vicinity of the project site currently supports approximately 161,000 ADTs as of 2004⁴. Based on the current traffic volumes utilizing Highway 101, the addition of 113 daily trips associated with haul of soil to the project site represents a 0.07 percent increase in daily traffic volume. This volume would not cause in audible increase in freeway noise along Highway 101. Thus, noise impacts associated with increased traffic volumes generated by the haul trucks along Highway 101 would cause less than significant impacts.

In addition, the Certified FEIR identified the use of Vineyard Avenue as the access route for trucks moving to and from the project site. The use of Vineyard Avenue would route haul trucks through existing communities to the north of Highway 101 and could generate temporary noise impacts. However, as the Oxnard Boulevard Interchange is now operational, haul trucks would be routed from

⁴ California Department of Transportation. Traffic and Vehicle Data Systems Unit. 2004 All Traffic Volumes on CSHS. <http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/2004all.htm>. Accessed: November 8, 2005.

Highway 101 and provided direct access to the site from the southern boundary at the primary access point to the site. In the vicinity of the Oxnard Boulevard Interchange on the north side of Highway 101, there are no sensitive noise receptors, such as residential communities, in the immediate area. Thus, the use of the Oxnard Boulevard Interchange by the haul trucks to deposit import soils on the project site would generate less than significant noise impacts

Based on the analysis provided above, the need to import soils to the RiverPark site would not result in any new or substantially more severe noise impacts than those identified in the Certified FEIR.

Mitigation Measures

The following measures were identified in the Certified FEIR for construction-related noise impacts. These measures are required to be implemented in association with the importation of soils to the project site.

- 4.9-1 On-site construction activities shall be limited to between the hours of 7:00 AM and 6:00 PM, and exclude Sundays.
- 4.9-2 Staging areas shall be provided on-site to minimize off-site transportation of heavy construction equipment. These staging areas shall be located to maximize the distance to residential areas.
- 4.9-3 Construction equipment is fitted with modern sound-reduction equipment.
- 4.9-4 When construction operations occur adjacent to occupied residential areas, additional noise reduction measures shall be implemented, including, but are not limited to, changing the location of stationary construction equipment, shutting off idling equipment and notifying adjacent residences in advance of construction work.
- 4.9-5 During rough grading construction activities adjacent to the El Rio West Neighborhood, the temporary acoustical barriers shall be provided along the property boundary separating the construction site from the residences. These barriers shall be at height equal to that of the tallest mobile equipment being used.

TRANSPORTATION & CIRCULATION

Summary of the Analysis Contained in the FEIR

An analysis of the traffic impacts of the project was conducted in the Certified FEIR in accordance with the guidelines set forth in the City of Oxnard's Traffic Impact Study Standards. Under the City's technical direction, traffic impacts on the study area transportation system were assessed for the RiverPark Project. Existing and future traffic conditions were assessed in accordance with procedures specified by the Ventura County Transportation Commission (VCTC) and SCAG in the Ventura County *Congestion Management Plan* (CMP). The analysis incorporated a detailed evaluation of traffic conditions at 33 intersections, consisting of 25 intersections in Oxnard and immediately surrounding areas and 8 intersections in the City of Ventura. Five segments of the state highway network were also evaluated. These study locations include those roadway facilities most likely to be directly impacted by the traffic generated by the RiverPark Project.

The uses allowed by the RiverPark Specific Plan would generate approximately 94,500 daily trips, of which 9,860 would occur in the evening peak traffic period. Of the total daily trips, 78,840 would leave the Specific Plan Area. The remainder of the daily trips would be trips between the allowed residential, commercial and school uses contained within the Specific Plan Area. These additional trips were found to significantly impact 8 of the 33 intersections studied. All of these impacts were mitigated with identified roadway improvements.

Traffic conditions on the Highway 101 were also forecast for future year 2020. All freeway segments analyzed were projected to operate at level of service (LOS) D and better with the exception of the Ventura Freeway south of Central Avenue, where traffic conditions were projected at LOS F in the northbound direction during the morning peak hour and in the southbound during the evening peak hour with all projected cumulative growth. Traffic from the proposed project was determined to contribute to this cumulative impact. As this level of service exceeds the minimum acceptable LOS E standard set by the Ventura County CMP, this cumulative impact is significant. Improvements necessary to achieve an acceptable level of service on the Highway 101 will be identified and addressed through the Ventura County CMP program. No unavoidable significant traffic impacts would result from the RiverPark Project.

Updated Analysis of Current Grading Operations

In order to import the roughly 500,000 to 600,000 cubic yards of import soil to the RiverPark site, a number of large haul trucks would be required to be used to transport the soil from various sites within Ventura County. On average 113 daily truck trips are required to import soils to the project site over the 12 to 18 month timeframe. In order to transport soils to the project site, it is anticipated that haul trucks would utilize Highway 101 to access the surrounding area from various locations in Ventura County. The recently completed Oxnard Boulevard Interchange would provide direct access to the site, where soils would be deposited at prearranged locations.

As noted earlier, in the vicinity of the project site, Highway 101 currently supports approximately 161,000 ADTs. The addition of all 113 daily trips to the freeway during the 12 to 18 month period required to haul soils to the site would not constitute a substantial increase of traffic volumes. Thus, the importation of soils to the project site by haul trucks would not generate a short-term impact at any of the freeway segments along Highway 101. Additionally, the use of the Oxnard Boulevard Interchange would not be impacted as a result of the use of haul trucks as there are currently very limited traffic volumes in this area due to the fact that no structures on the RiverPark site have been completed. Thus, the project site has not begun to generate operation trips that may impact this roadway segment. Nevertheless, mitigation measures recommending that the haul trucks operate during off-peak hour travel periods (between 9 AM to 4 PM) is recommended below to reduce potential short-term traffic impacts to the degree possible during the AM and PM Peak hour commutes.

Based on the analysis provided above, the need to import soils to the RiverPark site would not result in any new or substantially more severe transportation and circulation impacts than those identified in the Certified FEIR.

Mitigation Measures

The following measure is recommended to be implemented in association with the soil importation to the project site.

- TC-1 Haul trucks transporting soil to the project site shall have restricted operation hours between 9 AM to 4 PM in order to avoid travel during peak hour travel periods.

**Addendum No. 3 to the
Riverpark Project
Final Environmental Impact Report**

State Clearinghouse No. 2000051046

Prepared for:
City of Oxnard
Community Development Department
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June 2007

When a Final EIR has been certified for a project, the California Environmental Quality Act (CEQA) provides for the update of the information in the Final EIR, under certain circumstances defined in the CEQA *Guidelines*, to address changes to a project or changes to the circumstances under which a project will occur. An Addendum to a Final EIR may be prepared if changes or additions to the EIR are needed, but none of the conditions calling for a Subsequent EIR as defined in the CEQA *Guidelines* have occurred. Specifically, Section 15162 of the CEQA *Guidelines* provides that where the Lead Agency determines that neither project changes, changed circumstances, nor new information requires the preparation and circulation of a Subsequent or Supplemental EIR, the Lead Agency may prepare an Addendum to an EIR. CEQA *Guidelines* Section 15164 states that the purpose of an Addendum is to provide a way of making minor changes or additions to an EIR. Circulation of an Addendum for public review is not required.

The Riverpark Project, as described and analyzed in the certified Riverpark Final EIR, included a proposed Specific Plan containing a land use plan defining planning districts and the uses allowed in each planning of these districts. The Riverpark EIR addressed a series of related discretionary actions that made up the project including a General Plan Amendment, Adoption of the proposed Specific Plan and annexation of a portion of the site. In addition, the EIR addressed several agreements related to the implementation of the project including a Development Agreement between the City of Oxnard and the applicant and a Owner Participation Agreement (OPA) between the Oxnard Community Development Commission and the applicant for that portion of the Specific Plan Area located within the City's HERO (Historic Enhancement and Revitalization of Oxnard) Redevelopment Project Area.

The land use plan from the adopted Specific Plan and the Land Use Summary are provided on the following pages as Figure 1 and Figure 2, respectively. As shown, the Land Use Plan defines thirteen (13) Planning Districts, identified by the letters A through M. The primary allowed land use in each planning area is identified on the plan. The Land Use Summary by Planning District table from the Specific Plan defines the maximum allowed intensity of land uses within the Specific Plan Area by type. As shown in this exhibit, the Specific Plan allows development of up to 2,805 residential units of varying types and densities and 2,485,000 square feet of commercial uses, including retail commercial and commercial office uses.

**RIVERPARK LAND USE PLAN:
PERMITTED USES**
Land Use Plan Date: February 14, 2002

Legend

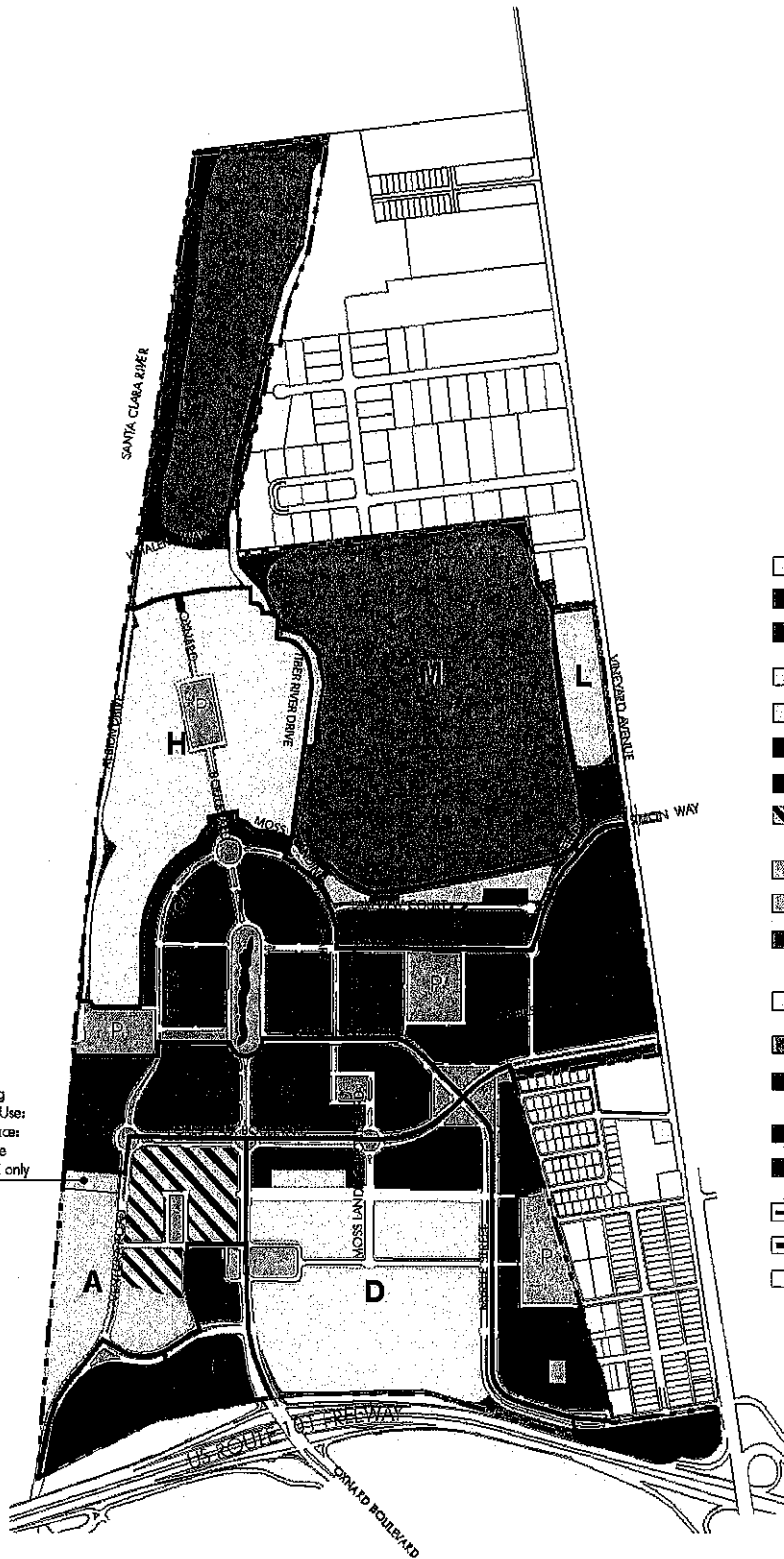
Planning Districts

- A Mixed Use/Office District
- B West Peripheral Commercial District
- C Convention/ Hotel District
- D Town Square Commercial District
- E East Peripheral Commercial District
- F Vineyards Neighborhood District
- G Village Square Neighborhood District
- H RiverPark Crescent Neighborhood District
- I RiverPark Loop Neighborhood District
- J RiverPark Mews Neighborhood District
- K Lakeside Neighborhood District
- L Public Facility District
- M Water Storage/Recharge Basins & Storm Water Control District

Land Use

- Residential: Low Medium (8-12 DU/gross acre)
- Residential: Medium (12-18 DU/gross acre)
- Residential: High (18-30 DU/gross acre)
- Commercial: Regional
- Commercial: Office
- Commercial: Convention/ Hotel
- Commercial: Retail/ Office
- Mixed Use: Residential: High/ Commercial: Office
- Open Space: Park Space
- Open Space: Neighborhood Parks
- Open Space: Landscaped Buffer
- Open Space: Miscellaneous: Dry Swales/ Detention Basins
- Open Space: Miscellaneous: Water Storage/ Recharge Basins
- Open Space: Miscellaneous: Water Feature
- Schools/ Community Park
- Public Facilities
- Specific Plan Area
- Planning District Boundary
- Planning District Designation

Underlying
Permitted Uses:
Open Space:
Park Space
(this parcel only)



SOURCE: AC Martin Partners, Impact Sciences, Inc. - June 2007

FIGURE 1

Land Use Plan: Permitted Uses

LAND USE SUMMARY BY PLANNING DISTRICT

July 4, 2002 / Based on February 14, 2002 Land Use Plan/ See notes at bottom of this page

Planning District	Land Use	Gross Acreage ¹	Max Commercial KSF Allowable for Each Planning District	Allowed Dwelling Unit Range For Each Planning District ²
A	Mixed Use/Office District			
	Mixed Use Development Option A: All Residential			
	RESIDENTIAL: HIGH ³	21.1	20 ⁴	317-440
	Subtotals	21.1	20	
	Development Option B: Commercial/Residential			
	COMMERCIAL: OFFICE	14.4	360	
	RESIDENTIAL: HIGH ³	6.7	10 ⁵	100-180
	Subtotals	21.1	370	
	COMMERCIAL: OFFICE Parcels with existing offices	15.4	221	
	Remaining parcels designated Commercial:Office	9.3	200	
	Subtotals	24.7	421	
	OPEN SPACE: PARK SPACE	1.3	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/DETENTION BASINS	0.4	NA	
	Subtotals Planning District A	47.3	441	317-440
	Development Option B	47.3	791	100-180
B	West Peripheral Commercial District			
	COMMERCIAL: REGIONAL	13.0	260	
	Subtotals Planning District B	13.0	260	NA
C	Convention / Hotel District			
	COMMERCIAL: CONVENTION/HOTEL	15.7	510	
	OPEN SPACE: PARK SPACE	0.6	NA	
	Subtotals Planning District C	16.3	510	NA
D	Town Square Commercial District			
	COMMERCIAL: REGIONAL (Retail/Entertainment)	68.2	935	
	VERTICAL MIXED USE OVERLAY			100-180
	RESIDENTIAL: HIGH ³	15.0	20 ⁶	220-300
	OPEN SPACE: PARK SPACE	3.5	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/DETENTION BASINS	0.8	NA	
	OPEN SPACE: LANDSCAPED BUFFER	0.9	NA	
	Subtotals Planning District D	88.4	955	220-450
E	East Peripheral Commercial District			
	COMMERCIAL: REGIONAL	8.9	130	
	Subtotals Planning District E	8.9	130	NA
F	Vineyards Neighborhood District			
	RESIDENTIAL: HIGH ³	12.3	10 ⁷	140-260
	RESIDENTIAL: MEDIUM ³	15.5	5 ⁸	150-190
	OPEN SPACE: PARK SPACE	2.1	NA	
	OPEN SPACE: NEIGHBORHOOD PARK	7.4		
	OPEN SPACE: LANDSCAPED BUFFER	0.6		
	Subtotals Planning District F	37.9	15	290-450
G	Village Square Neighborhood District			
	RESIDENTIAL: MEDIUM ³	37.6	20 ⁸	325-425
	OPEN SPACE: PARK SPACE	2.8	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/DETENTION BASINS	1.2		
	SCHOOLS/ COMMUNITY PARK ^{2,4,5}	11.4	NA	
	Subtotals Planning District G	52.9	20	315-425
H	RiverPark Crescent Neighborhood District			
	RESIDENTIAL: LOW/MEDIUM	24.7	NA	425-485
	OPEN SPACE: NEIGHBORHOOD PARKS	3.3	NA	
	Subtotals Planning District H	28.0		420-485
I	RiverPark Loop Neighborhood District			
	RESIDENTIAL: MEDIUM ³	43.0	10 ⁶	375-510
	OPEN SPACE: PARK SPACE	6.6	NA	
	OPEN SPACE: NEIGHBORHOOD PARKS	5.8		
	OPEN SPACE: MISCELLANEOUS: WATER FEATURE	1.4		
	Subtotals Planning District I	56.8	10	375-510
J	RiverPark Mews Neighborhood District			
	RESIDENTIAL: MEDIUM ³	21.0	10 ⁸	220-310
	OPEN SPACE: PARK SPACE	1.4	NA	
	OPEN SPACE: NEIGHBORHOOD PARKS	6.1		
	OPEN SPACE: LANDSCAPED BUFFER	2.5		
	SCHOOLS/ COMMUNITY PARK ^{2,4,5}	30.4	NA	
	Subtotals Planning District J	61.4	10	220-310
K	Lakeside Neighborhood District			
	RESIDENTIAL: MEDIUM ³	12.0	5 ⁸	80-112
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/DETENTION BASINS	8.0		
	Subtotals Planning District K	20.0	5	80-112
L	Public Facility District			
	PUBLIC FACILITIES	2.5	NA	
	OPEN SPACE: MISCELLANEOUS: WATER STORAGE/ RECHARGE BASINS	11.1	NA	
	Subtotals Planning District L	13.6	0	NA
M	Water Storage/Recharge Basins and Storm Water Control District			
	OPEN SPACE: MISCELLANEOUS: WATER STORAGE/ RECHARGE BASINS	173.0	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/DETENTION BASINS	19.3		
	OPEN SPACE: LANDSCAPED BUFFER	14.0	NA	
	Subtotals Planning District M	206.3	0	NA
TOTALS FOR SPECIFIC PLAN AREA		Total acreage within Specific Plan Area: 201.9 acres Maximum dwelling units allowed within Specific Plan Area: 2805 du Maximum commercial KSF allowed within Specific Plan Area: 2,485 ksf		

¹ Gross Acreage is measured to center line of bounding streets and/or to the Project boundary.

² Net school site area in Planning District J = 27.3 Acres; Net school site area in Planning District G = 10.0 Acres.

³ Vertical Mixed Use and/or Live/Work units are permitted in portions of this District as defined in Specific Plan Sections 2, 3, 4 and Exhibit 2.C.

⁴ Specially Permitted Uses are allowed in portions of this area as defined in Specific Plan Section 2 (Land Use)

⁵ Specially Permitted Land Uses for sites designated for Schools/Community Park land use can only be applied for after the Rio School District submits a letter indicating that it does not want to purchase or utilize the land.

⁶ Allocation of residential units among Planning Districts is subject to ongoing monitoring by the Master Developer. Total dwelling units cannot exceed 2,805 units.

⁷ Density range provides flexibility in allocating residential units within and between Planning Districts. Lower end of range is a suggested minimum.

Upper end of range is regulated through monitoring by Master Developer per note 6 to assure that the total dwelling units within RiverPark does not exceed 2805.

⁸ See Chapters 2, 3, and 4 for regulations and Section 7 for Implementation.

⁹ Ground Level Commercial and/or Live/Work use

Refer to Specific Plan Sections 2, 3 and 4 for detailed descriptions of Permitted and Specially Permitted land uses and development standards. This Land Use

Summary (Exhibit 2.J) and Exhibits 2.B and 2.C indicate Permitted (by-right) uses only. See Section 2 and Exhibit 2.D for Specially Permitted Uses.

The EIR included analysis of the potential environmental effects of the Riverpark Project based on the maximum intensity of land uses that would be allowed by the Specific Plan and the permitted location of these land uses. The Riverpark Specific Plan permits development of up to 955,000 square feet of retail/entertainment commercial uses in Planning District D, the Town Square Commercial District, and up to 510,000 square feet of commercial uses, consisting of a hotel and convention center, in Planning District C, the Convention/Hotel District.

The current Owner Participation Agreement (OPA) between the Oxnard Community Development Commission and the owners and developers of the Specific Plan Area specifies that the hotel permitted by the Specific Plan is to be developed on a 12-acre site in Planning District C located on the northwest corner of Oxnard Boulevard and Town Center Drive.

This Addendum addresses a proposed amendment to the OPA to permit the hotel to be developed in Planning District D on a 5-acre site on the southeast corner of Oxnard Boulevard and Danvers River Street. Figure 3 shows the current and proposed location of the hotel within the Riverpark Specific Plan Area. The 12-acre site in Planning District C where the hotel is currently being planned would be developed with approximately 100,000 square feet of retail commercial development currently permitted in Planning District D by the Specific Plan.

This Addendum to the Final EIR has been prepared because: (1) no substantial changes would result from this change to the project which would require major revisions of the Final EIR due to the involvement of new significant effects or a substantial increase in the severity of previously identified significant impacts; (2) no substantial changes in circumstances under which the project is undertaken have or would occur which would require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; and (3) no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified as complete, shows any of the following: (A) the project would have one or more significant effects not discussed in the Final EIR; (B) significant effects previously examined would be substantially more severe than shown in the Certified FEIR; (C) mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or, (D) mitigation measures or alternatives which

**RIVERPARK LAND USE PLAN:
PERMITTED USES**
Land Use Plan Date: February 14, 2002

Legend

Planning Districts

- A Mixed Use/Office District
- B West Peripheral Commercial District
- C Convention/Hotel District
- D Town Square Commercial District
- E East Peripheral Commercial District
- F Vineyards Neighborhood District
- G Village Square Neighborhood District
- H RiverPark Crescent Neighborhood District
- I RiverPark Loop Neighborhood District
- J RiverPark Mews Neighborhood District
- K Lakeside Neighborhood District
- L Public Facility District
- M Water Storage/Recharge Basins & Storm Water Control District

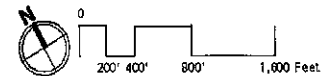
Land Use

- Residential: Low Medium (8-12 DU/gross acre)
- Residential: Medium (12-18 DU/gross acre)
- Residential: High (18-30 DU/gross acre)
- Commercial: Regional
- Commercial: Office
- Commercial: Convention/Hotel
- Commercial: Retail/Office
- Mixed Use: Residential: High/Commercial: Office
- Open Space: Park Space
- Open Space: Neighborhood Parks
- Open Space: Landscaped Buffer
- Open Space: Miscellaneous: Dry Swales/ Detention Basins
- Open Space: Miscellaneous: Water Storage/ Recharge Basins
- Open Space: Miscellaneous: Water Feature
- Schools/Community Park
- Public Facilities
- Specific Plan Area
- Planning District Boundary
- Planning District Designation

Underlying
Permitted Uses:
Open Space:
Park Space
(this parcel only)

Current 12 acre
Hotel Site

Proposed 5 acre
Hotel Site



RIVERPARK

SOURCE: AC Martin Partners, Impact Sciences, Inc. - June 2007

FIGURE 3

Current and Proposed Hotel Sites

are considerably different from those analyzed in the Final EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The type and magnitude of the environmental impacts of the Riverpark Project as identified in the Final EIR would not change as a result of this modification to the project because the overall amount of commercial land uses allowed in Planning Districts C and D will not be increased. Analysis of the potential traffic impacts this proposed relocation of hotel and retail commercial uses is provided in Appendix A to this Addendum. This analysis concludes the relocation of the hotel from the west side of Oxnard Boulevard in Planning District C to the east side of Oxnard Boulevard in Planning District D, and the corresponding relocation of 100,000 square feet of retail commercial development from the site in Planning District D to Planning District C will not result in a substantial change in the distribution of traffic from these commercial districts or any new significant traffic impacts not identified in the certified Riverpark Final EIR. The height and mass of the commercial development in Districts C & D will also not change substantially. For these reasons, impacts will not be substantially more severe than identified in the certified Final EIR for the Riverpark Project and no new significant impacts will occur.

APPENDIX A

**Fehr & Peers Kaku Associates
Traffic Analysis Update
June 11, 2007**

MEMORANDUM

TO: Ann Walsh, Shea Properties
FROM: Sean Mohn and Eugene Tang
DATE: June 11, 2007
SUBJECT: The Collection at Riverpark
Proposed Hotel/Retail Relocation

REF: LA06-2027

The traffic impacts identified in the The Collection at Riverpark Environmental Impact Report (EIR) were based on the results of an analysis contained within the following document: *Traffic Analysis for Oxnard Riverpark Specific Plan Development* (Crain & Associates, October 2001).

This memorandum discusses the results of an analysis conducted by Fehr & Peers/Kaku Associates to identify any significant traffic impacts not already identified in the EIR that might result from the following land use repositioning:

- Moving the site of the proposed 600 room hotel from the west side of Oxnard Boulevard to the east side of Oxnard Boulevard
- Moving 100,000 square feet (sf) of commercial space from the east side of Oxnard Boulevard to the west side of Oxnard Boulevard, i.e. the original hotel site.

PROJECT DESCRIPTION

The traffic impact analysis contained within the EIR was based on the following project description: 1,416 single family residences, 1324 multi-family residences, 40,000 sf of neighborhood retail space, 1,345,000 sf of regional retail space, a 600 room hotel, 1,030,000 sf of office space, 81,000 sf of light industrial space, a 1,600 student elementary/middle school, and 257 acres of park/open space.

Various commercial/mixed-use districts were identified within this larger framework, and for each of these districts certain land use assumptions (type and size) were made for trip generation and trip distribution purposes. The following districts contain the hotel and retail land uses previously identified as the focus of this memorandum:

To: Ms. Ann Walsh
June 11, 2007
Page 2

District C (North Collection and a portion of West Collection))

- 600 room hotel

District D (Main Collection)

- 935,000 sf of commercial development (including restaurant and retail)
- 220-300 residential units (Residential: High)
- 100-150 residential units (Vertical Mixed Use Overlay)

As stated earlier, minor revisions have been made to the proposed project regarding the positioning of certain commercial components since the approval of the EIR. The most current version of the plan proposes to relocate the hotel and some related facilities from the southeast corner of the North Collection site (west of Oxnard Boulevard, north of Town Center Drive), which was the site in the original EIR, to the northwest corner of the Main Collection site (east of Oxnard Boulevard, south of Danvers River Place). This repositioning of land uses results the following revisions to District C and District D:

District C (North Collection and a portion of West Collection) - Revised

- 100,000 sf of commercial development (including restaurant and retail)

District D (Main Collection) - Revised

- 835,000 sf of commercial development (including restaurant and retail)
- 220-300 residential units (Residential: High)
- 100-150 residential units (Vertical Mixed Use Overlay)
- 600 room hotel

POTENTIAL EFFECT OF PROPOSED CHANGE

Based on the trip generation rates detailed in the EIR, the peak hour trip generation estimates for the repositioned project components are as follows:

- 600 room hotel – 414 AM peak hour trips and 456 PM peak hour trips
- 100,000 sf of commercial development - 86 AM peak hour trips and 306 PM peak hour trips

Given that the differences of the overall peak hour trip generation estimates for each repositioned project component are relatively minor when compared to the trip generation estimates for the project as a whole (5,807 AM peak hour trips and 9,859 PM peak hour trips), and that no changes to the total trip generation or regional trip distribution patterns are expected to occur as a result of this shift, it is our conclusion that the proposed project as currently planned (i.e., with the hotel located in the northwest corner of the Main Collection site and 100,000 sf of retail distributed

between the North Collection site and a portion of the West Collection site) would **not generate any new significant traffic impacts** over those previously identified in the original EIR.

It should be noted, however, that the shifting of land uses between District C and District D could have an effect on site access, resulting in minor changes to traffic patterns at the intersection of Oxnard Boulevard/Town Center Drive. Effectively, the hotel location will shift from the west side to the east side of Oxnard Boulevard and slightly north of the original location. While hotel access from Oxnard Boulevard essentially remains unchanged, the repositioning of the hotel will result in hotel-related traffic traveling further north along Oxnard Boulevard, perhaps as far as Danvers River Place, in order to gain access into the Main Collection site.

As stated previously, this is a minor traffic shift related to site access, and is not significant enough to result in any additional impacts. In fact, the intersection of Oxnard Boulevard/Town Center Drive would continue to operate at LOS A in the morning peak hour and LOS C in the evening peak hour, which were the peak hour levels of service originally identified in the EIR.

**Addendum No. 4 to the
Riverpark Project
Final Environmental Impact Report**

State Clearinghouse No. 2000051046

Prepared for:

City of Oxnard
Community Development Department
305 West Third Street
Oxnard, California 93030

Prepared by:

Impact Sciences, Inc.
803 Camarillo Springs Road, Suite A
Camarillo, California 93012

June 2007

1.0 INTRODUCTION

OVERVIEW

This document is the fourth Addendum to the Certified Final Environmental Impact Report (EIR) for the Riverpark Project. This Addendum to the Final EIR addresses the implementation of the air quality mitigation measures identified in the Final EIR for the retail center, The Collection at Riverpark, proposed in Planning Area D, the Town Square Commercial District, as defined in the adopted Riverpark Specific Plan.

Purpose of this Addendum

When a Final EIR has been certified for a project, the California Environmental Quality Act (CEQA) provides for the update of the information in the Final EIR to address changes to a project or changes to the circumstances under which a project will occur. An Addendum to a Final EIR may be prepared if changes or additions to the EIR are needed, but none of the conditions calling for a Subsequent EIR as defined in the *CEQA Guidelines* have occurred. Specifically, Section 15162 of the *CEQA Guidelines* provides that where the Lead Agency determines that neither project changes, changed circumstances, nor new information require the preparation and circulation of a Subsequent or Supplemental EIR, the Lead Agency may prepare an Addendum to an EIR. *CEQA Guidelines* Section 15164 states that the purpose of an Addendum is to provide a way of making minor changes or additions to an EIR. Circulation of an Addendum for public review is not required.

The Riverpark project, as described and analyzed in the certified Riverpark FEIR, consisted of a proposed Specific Plan which included a land use plan that defined planning areas and the uses allowed in each planning area. The land use plan from the adopted Specific Plan and the Land Use Summary are provided in the following pages as **Figures 1 and 2**, respectively. As shown, the Land Use Plan from the Specific Plan defines thirteen (13) Planning Districts, identified by the letters A through M. The primary allowed land use in each planning area is also displayed on the plan. The Land Use Summary by Planning District table from the Specific Plan defines the maximum allowed intensity of land uses within the Specific Plan Area by type. As shown in this exhibit, the Specific Plan allowed development of up to 2,805 residential units of varying types and densities and 2,485,000 square feet of commercial uses, including retail commercial and commercial office uses.

July 4, 2002 / Based on February 14, 2002 Land Use Plan/ See notes at bottom of this page

Planning District	Land Use	Gross Acreage ¹	Max Commercial KSF Allowable for Each Planning District	Allowed Dwelling Unit Range For Each Planning District ²
A	Mixed Use/Office District			
	MIXED USE			
	Development: Option A: All Residential			
	RESIDENTIAL: HIGH ³	21.1	20 ⁴	317-440
	Subtotals	21.1	20	
	Development: Option B: Commercial/Residential			
	COMMERCIAL: OFFICE	14.4	360	
	RESIDENTIAL: HIGH ³	6.7	10 ⁵	100-150
	Subtotals	21.1	370	
	COMMERCIAL: OFFICE Parcels with existing offices	15.4	221	
	Remaining parcels designated Commercial: Office	9.3	200	
	Subtotals	24.7	421	
	OPEN SPACE: PARK SPACE	1.3	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/RETENTION BASINS	0.4	NA	
	Subtotals Planning District A: Development: Option A	47.5	441	317-440
	Development: Option B	47.5	791	100-150
B	West Peripheral Commercial District			
	COMMERCIAL: REGIONAL	13.8	260	NA
C	Convention / Hotel District			
	COMMERCIAL: CONVENTION/HOTEL	15.7	510	NA
D	Town Square Commercial District			
	COMMERCIAL: REGIONAL (Retail/Entertainment)	68.2	935	100-150
E	East Peripheral Commercial District			
	VERTICAL MIXED USE OVERLAY			220-300
	RESIDENTIAL: HIGH ³	15.0	20 ⁶	
	OPEN SPACE: PARK SPACE	3.5	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/RETENTION BASINS	0.9	NA	
	OPEN SPACE: LANDSCAPED BUFFER	0.9	NA	
	Subtotals Planning District D	88.4	955	320-450
	COMMERCIAL: REGIONAL	8.9	130	NA
	Subtotals Planning District E	8.9	130	NA
F	Vineyards Neighborhood District			
	RESIDENTIAL: HIGH ³	12.3	10 ⁶	140-260
	RESIDENTIAL: MEDIUM ³	15.5	5 ⁸	150-190
	OPEN SPACE: PARK SPACE	2.1	NA	
	OPEN SPACE: NEIGHBORHOOD PARK	7.4		
	OPEN SPACE: LANDSCAPED BUFFER	0.6		
	Subtotals Planning District F	37.9	15	290-450
G	Village Square Neighborhood District			
	RESIDENTIAL: MEDIUM ³	37.6	20 ⁸	325-125
	OPEN SPACE: PARK SPACE	2.8	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/RETENTION BASINS	1.2		
	SCHOOLS/ COMMUNITY PARK ^{2,4,5}	11.4	NA	
	Subtotals Planning District G	53.0	20	325-425
H	RiverPark Crescent Neighborhood District			
	RESIDENTIAL: LOW/ MEDIUM	74.7	NA	425-185
	OPEN SPACE: NEIGHBORHOOD PARKS	3.3	NA	
	Subtotals Planning District H	78.0		425-450
I	RiverPark Loop Neighborhood District			
	RESIDENTIAL: MEDIUM ³	43.0	10 ⁶	375-610
	OPEN SPACE: PARK SPACE	6.6	NA	
	OPEN SPACE: NEIGHBORHOOD PARKS	5.8		
	OPEN SPACE: MISCELLANEOUS: WATER FEATURE	1.4		
	Subtotals Planning District I	56.8	10	375-610
J	RiverPark Mews Neighborhood District			
	RESIDENTIAL: MEDIUM ³	21.0	10 ⁶	220-310
	OPEN SPACE: PARK SPACE	1.4	NA	
	OPEN SPACE: NEIGHBORHOOD PARKS	6.1		
	OPEN SPACE: LANDSCAPED BUFFER	2.5		
	SCHOOLS/ COMMUNITY PARK ^{2,4,5}	30.4	NA	
	Subtotals Planning District J	61.4	10	220-310
K	Lakeside Neighborhood District			
	RESIDENTIAL: MEDIUM ³	12.0	5 ⁶	80-112
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/RETENTION BASINS	8.0		
	Subtotals Planning District K	20.0	5	80-112
L	Public Facility District			
	PUBLIC FACILITIES	2.5	NA	
	OPEN SPACE: MISCELLANEOUS: WATER STORAGE/ RECHARGE BASINS	11.1	NA	
	Subtotals Planning District L	13.6	0	NA
M	Water Storage/Recharge Basins and Storm Water Control District			
	OPEN SPACE: MISCELLANEOUS: WATER STORAGE/ RECHARGE BASINS	173.0	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/RETENTION BASINS	19.3	NA	
	OPEN SPACE: LANDSCAPED BUFFER	14.0	NA	
	Subtotals Planning District M	206.3	0	NA
TOTALS FOR SPECIFIC PLAN AREA		Total acreage within Specific Plan Area: 201.9 acres Maximum dwelling units allowed within Specific Plan Area: 2805 du Maximum commercial KSF allowed within Specific Plan Area: 2,485 ksf		

¹ Gross Acreage is measured to center line of bounding streets and/or to the Project boundary.

² Net school site area in Planning District J = 27.3 Acres; Net school site area in Planning District G = 10.0 Acres.

³ Vertical Mixed Use and/or Live/Work units are permitted in portions of this District as defined in Specific Plan Sections 2, 3, 4 and Exhibit 2.C.

⁴ Specially Permitted Uses are allowed in portions of this area as defined in Specific Plan Section 2 (Land Use)

⁵ Specially Permitted Land Uses for sites designated for Schools/Community Park land use can only be applied for after the Rio School District submits a letter indicating that it does not want to purchase or utilize the land.

⁶ Allocation of residential units among Planning Districts is subject to ongoing monitoring by the Master Developer. Total dwelling units cannot exceed 2,805 units.

⁷ Density range provides flexibility in allocating residential units within and between Planning Districts. Lower end of range is a suggested minimum.

Upper end of range is regulated through monitoring by Master Developer per note 6 to ensure that the total dwelling units within RiverPark does not exceed 2805.

See Chapters 2, 3, and 4 for regulations and Section 7 for Implementation.

⁸ Ground Level Commercial and/or Live/Work use

Refer to Specific Plan Sections 2, 3 and 4 for detailed descriptions of Permitted and Specially Permitted land uses and development standards. This Land Use

Summary (Exhibit 2.J) and Exhibits 2.B and 2.C indicate Permitted (by-right) uses only. See Section 2 and Exhibit 2.D for Specially Permitted Uses.

The EIR included analysis of the potential air quality impacts of the maximum amount of residential and commercial uses proposed and included mitigation measures suggested in the Ventura County Air Quality Assessment Guidelines. This Addendum addresses the incorporation of the operational mitigation measures for air quality impacts included in the Final EIR into the retail commercial project, The Collection at Riverpark, currently proposed in Planning Districts B, C, and D as identified in the Riverpark Specific Plan. The Riverpark Specific Plan permits development of up to 1,725,000 square feet of commercial uses in Planning Districts B, C, and D. The Collection includes approximately 767,137 square feet of commercial uses, consisting of 712,269 square feet of retail commercial space and 49,868 square feet of commercial office.

This Addendum to the Final EIR has been prepared because:

1. No substantial changes are proposed in the project which will require major revisions of the Final EIR due to the involvement of new significant effects or a substantial increase in the severity of previously identified significant impacts;
2. No substantial changes in circumstances under which the project is undertaken will occur which will require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; and
3. No new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified as complete, shows any of the following:
 - (a) The project will have one or more significant effects not discussed in the Final EIR;
 - (b) Significant effects previously examined will be substantially more severe than shown in the Certified FEIR;
 - (c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (d) Mitigation measures or alternatives which are considerably different from those analyzed in the Final EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

2.0 ENVIRONMENTAL ANALYSIS

AIR QUALITY

Summary of the Analysis and Mitigation Program in the Riverpark Final EIR

An evaluation of the air quality impacts of the proposed Riverpark Project is found on pages 4.8-1 through 4.8-24 of the Draft EIR. The analysis was completed in accordance with the Ventura County Air Pollution Control District (APCD) Air Quality Assessment Guidelines.

The analysis in the EIR determined that the Riverpark project would generate emissions from both stationary and mobile sources on a regular, day-to-day basis as the allowed residential, commercial, and institutional uses are built out and occupied. The City of Oxnard uses the thresholds of significance recommended by the APCD in its air quality analyses. Based on these thresholds, a project is considered to have a significant impact on air quality if it would generate over 25 pounds per day of either Reactive Organic Compounds (ROC) or Oxides of Nitrogen (NO_x). Emission modeling completed for the proposed Riverpark project, assuming full buildout by the year 2020, shows that emissions of NO_x and ROC will exceed this threshold by approximately 173 and 64 pounds per day, respectively. This impact is considered significant. Certain design features, consistent with the APCD Guidelines, were incorporated into the Riverpark Specific Plan. The APCD Guidelines state that addressing site design and land use issues at the conceptual stage of development maximizes opportunities to incorporate measures to reduce potential air quality impacts. Land use design features suggested in the APCD Guidelines incorporated into the Riverpark project include:

- Encourage the development of higher density housing and employment centers near public transit corridors;
- Encourage compact development featuring a mix of uses that locates residences near jobs and services;
- Provide services, such as food services, banks, post offices, and other personal services, within office parks and other large developments;
- Encourage infill development;
- Ensure that the design of streets, sidewalks, and bike paths within a development encourage walking and biking; and
- Provide landscaping to reduce energy demand for cooling.

Several other standard mitigation measures recommended by the APCD were included in the EIR to reduce daily emissions of these pollutants to the maximum extent feasible. Specifically, the mitigation measures listed below were identified in the EIR:

- 4.8-20 Ensure that there will be adequate childcare facilities and services to serve the Specific Plan area. (Maximum trip reduction potential of 1.0 percent)
- 4.8-21 Incorporate employee locker/shower/changing facilities into all non-residential buildings in the commercial portions of the Specific Plan area. (Maximum trip reduction potential of 1.0 percent)
- 4.8-22 Plant and maintain shade trees and shrubs to reduce heat buildup on structures. (Maximum trip reduction potential of 0.5 percent)
- 4.8-23 The master developer shall work with the California Department of Transportation (Caltrans) to establish a park-and-ride lot in or near the Specific Plan area. (Maximum trip reduction dependent on number of spaces in park and ride lot and the average length of the vehicle trips generated by the project)

The potential maximum trip reduction potential of each of these measures identified in the EIR is also noted above. As planned and proposed The Collection landscape plan includes shade trees that implement **Mitigation Measure 4.8-22**.

The APCD Air Quality Assessment Guidelines state that operational emissions include emissions associated with motor vehicle trips generated by or attracted to land uses, and from dust generated by motor vehicles associated with the project on paved or unpaved roads. For many land uses, motor vehicle trips are often the primary source of emissions associated with the project. These motor vehicle trip emissions associated with land uses are often referred to as "indirect sources" of emissions. Broadly speaking, mitigation measures to reduce emissions from project operation include strategies that reduce vehicle trips or vehicle miles traveled (VMT), use of low emission vehicles, and measures that improve traffic flow or reduce congestion.

The Guidelines provide a list of standard operational measures intended to reduce vehicle trips and information on the maximum amount of trip reduction associated with each of these measures expressed as a percentage. These measures include "Environmental Factors" consisting of design features that will enhance walking and use of bicycles and transit as an alternative to autos, and "Vehicle Trip Mitigation" measures which either reduce the number of vehicle trips associated with a project or the length of these trips.

The maximum trip reduction associated with the provision of on-site child care on or within 0.5 mile of a commercial center, as included in **Mitigation Measure 4.8-20** is 1 percent. The maximum trip reduction associated with the provision of lockers and showers for employees in a commercial center, as included

in **Mitigation Measure 4.8.21** is also 1 percent. These "Vehicle Trip Mitigation" measures would result in a 2 percent reduction in vehicle trips. Provision of shade trees as included in **Mitigation Measure 4.8-22**, which also shade sidewalks, is an "Environmental Factor" that encourages pedestrian travel. As indicated above, The Collection landscape plan includes shade trees that implement **Mitigation Measure 4.8-22**. Enhancing the pedestrian environment in this manner can result in up to a 0.5 percent reduction in vehicle trips.

The effectiveness of the provision of a park and ride lot, as included in **Mitigation Measure 4.8-23** is determined based on the number of parking spaces provided and the average length of trips associated with the project.

Air Quality Mitigation Measures included in the Collection at Riverpark

The Collection at Riverpark includes a variety of air quality mitigation measures including "Environmental Factors" intended to facilitate and encourage pedestrian travel, bicycle and transit use, and "Vehicle Trip Mitigation" measures intended to reduce the amount of vehicle trips associated with the proposed commercial uses. These measures and the maximum trip reduction potential of these features of the project as identified in the Ventura County Air Quality Assessment Guidelines include:

Provision of transit shelters, benches and related improvements	2.00%
Provision of street lighting	0.50%
Provision of route signs and displays	0.50%
Provision of bus turnouts	1.00%
Provision of wide sidewalks and on-site pedestrian facilities	1.00%
Provision of shade trees to shade sidewalks	0.50%
Provision of pedestrian safety designs/infrastructure at crossing	0.50%
Articulated storefront display windows for visual interest	0.25%
No long uninterrupted walls along pedestrian access routes	0.25%
Provision of bike lanes/paths connecting to bikeway system	2.00%
Shuttle/minibus service to the SCAT transfer station at the Esplanade	2.00%
Charge for customer parking ¹	1.00%
<u>Lunch/shopping shuttle service</u>	<u>1.50%</u>
Total Maximum Trip Reduction	13.00%

The Collection at Riverpark includes one measures specifically intended to facilitate the use of bicycles for transportation: the provision of bike lanes and paths connecting to a bikeway system inside the

¹ The Ventura County Air Quality Assessment Guidelines indicate that charging \$1.00 per hour for parking will reduce the amount of trips associated with commercial uses by up to 11 percent. Of the 2,877 parking spaces to be provided in The Collection, 274 (approximately 9.5 percent of the total number of parking spaces) will be spaces with parking meters charging \$1.00 per hour for parking. As 9.5 percent of the total spaces would be metered, the amount of trip reduction would be approximately 1 percent of the total trips associated with these commercial uses (9.5 percent of the 11 percent total trip reduction potential for the entire project = 1 percent).

Riverpark community. As indicated above, this measure has the potential to reduce project vehicle trips by up to 2 percent.

The Riverpark Final EIR contains a different mitigation measure intended to facilitate bicycle transportation, the provision of lockers and showers in all non-residential buildings in the commercial portions of the Specific Plan Area. This maximum trip reduction potential of this measure, as identified in the Ventura County Air Quality Assessment Guidelines is 1 percent. Due to the design and configuration of the retail commercial buildings and the operational characteristics of the tenants, it is not feasible to incorporate lockers and showers into every individual non-residential building.

Overall, the design features incorporated into The Collection at Riverpark have the potential to reduce the amount of vehicle trips associated with these commercial uses up to 13 percent, which is greater than the 2.5 percent potential for the mitigation measures included in the Final EIR.

As proposed, The Collection at Riverpark will not result in any new significant air quality impacts, or any increase in severity of the air quality impacts identified in the Final EIR. In addition, The Collection at Riverpark incorporates all feasible mitigation measures and will mitigate the air quality impacts of the proposed commercial uses to a greater degree than the mitigation program included in the Final EIR.

**Addendum No. 5 to the
Riverpark Project
Final Environmental Impact Report**

State Clearinghouse No. 2000051046

Prepared For:

City of Oxnard
Community Development Department
305 West Third Street
Oxnard, California 93030

Prepared By:

Impact Sciences, Inc.
803 Camarillo Springs Road
Camarillo, California 93012

November 2007

When a Final EIR has been certified for a project, the California Environmental Quality Act (CEQA) provides for the update of the information in the Final EIR, under certain circumstances defined in the *CEQA Guidelines*. An Addendum to a Final EIR may be prepared if changes or additions to the EIR are needed, but none of the conditions calling for a Subsequent EIR as defined in the *CEQA Guidelines* have occurred. Specifically, Section 15162 of the *CEQA Guidelines* provides that where the Lead Agency determines that neither project changes, changed circumstances, nor new information requires preparation and circulation of a Subsequent or Supplemental EIR, the Lead Agency may prepare an Addendum to an EIR. *CEQA Guidelines* Section 15164 states that the purpose of an Addendum is to provide a way of making minor changes or additions to an EIR. Circulation of an Addendum for public review is not required.

The Riverpark Project, as described and analyzed in the certified Riverpark Final EIR, included a proposed Specific Plan containing a land use plan defining planning districts, defines the uses allowed in each district, and development standards and design guidelines. The Riverpark EIR addressed the potential environmental effects of the proposed Specific Plan and a series of related discretionary actions that made up the project, including a General Plan Amendment, adoption of the proposed Specific Plan and annexation of a portion of the site. In addition, the EIR addressed several agreements related to the implementation of the project including a Development Agreement between the City of Oxnard and the applicant and a Owner Participation Agreement (OPA) between the Oxnard Community Development Commission and the applicant for that portion of the Specific Plan Area located within the City's HERO (Historic Enhancement and Revitalization of Oxnard) Redevelopment Project Area.

This Addendum addresses a proposed amendment to the Owner Participation Agreement and an amendment to the Memorandum of Understanding (MOU) between the Oxnard Community Development Commission (CDC) and the applicant. Under the amended agreements, the CDC would provide \$12 million in financing to be used for the construction of public infrastructure, parking facilities, and improvements that would support the Riverpark commercial project in accordance with the Community Redevelopment Law. These public improvements would include a 500-space parking structure within the primary commercial district, Planning District D, of the Riverpark Specific Plan. The parking structure would be located on the southwest corner of the intersection of Danvers River Drive and Riverpark Boulevard within Planning District D as shown in **Figure 1, Location of Proposed Parking Structure in Riverpark Land Use Plan**. The proposed parking structure would not exceed 45 feet in height and would be designed and developed in accordance with the applicable standards and regulations in the Riverpark Specific Plan.

**RIVERPARK LAND USE PLAN:
PERMITTED USES**
Land Use Plan Dates: February 14, 2002

Legend

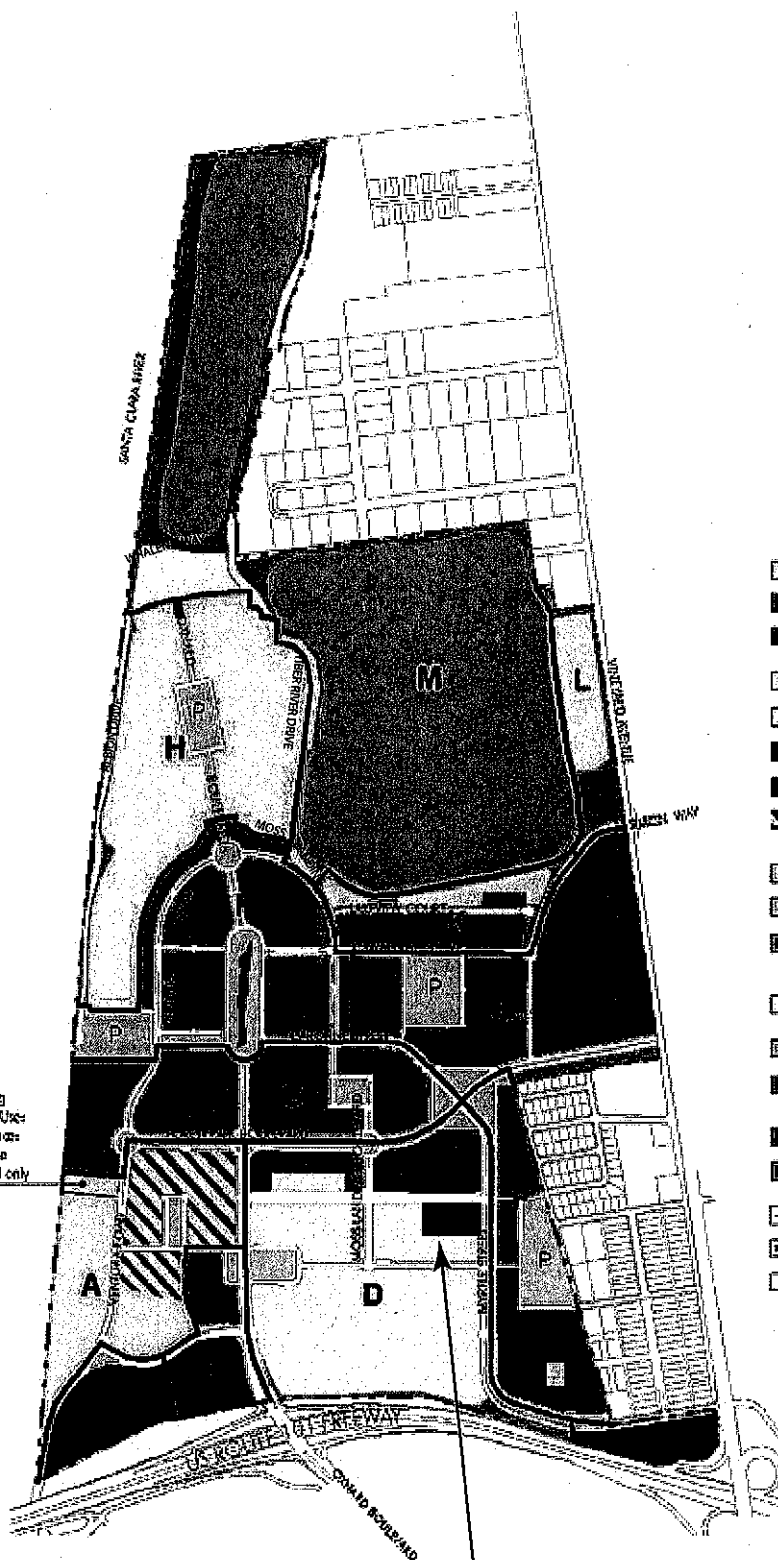
Planning Districts

- A Mixed Use/Office District
- B West Peripheral Commercial District
- C Conventions/ Hotel District
- D Town Square Commercial District
- E East Peripheral Commercial District
- F Vineyard Neighborhood District
- G Village Square Neighborhood District
- H RiverPark Crescent Neighborhood District
- I RiverPark Loop Neighborhood District
- J RiverPark Mews Neighborhood District
- K Lakeside Neighborhood District
- L Public Facility District
- M Water Storage/Recharge Basins & Storm Water Control District

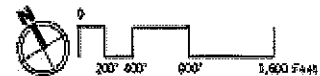
Land Use

- Residential: Low Medium (8-12 DU/gross acre)
- Residential: Medium (12-18 DU/gross acre)
- Residential: High (18-30 DU/gross acre)
- Commercial: Regional
- Commercial: Office
- Commercial: Conventions/ Hotel
- Commercial: Retail/ Office
- Mixed Use: Residential: High/ Commercial: Office
- Open Space: Park Space
- Open Space: Neighborhood Parks
- Open Space: Landscaped Buffer
- Open Space: Miscellaneous: Dry Swales/ Detention Basins
- Open Space: Miscellaneous: Water Storage/ Recharge Basins
- Open Space: Miscellaneous: Water Feature
- Schools/ Community Park
- Public Facilities
- Specific Plan Area
- Planning District Boundary
- Planning District Designation

Underlying
Permitted Uses:
Open Space:
Park Space
(this parcel only)



Proposed Parking Structure



SOURCE: AC Martin Partners, Impact Sciences, Inc. - June 2007

FIGURE 1

Location of Proposed Parking Structure in Riverpark Land Use Plan

The EIR included analysis of the potential environmental effects of the Riverpark Project based on the maximum intensity of land uses that would be allowed by the Specific Plan and the permitted location of these land uses. The Riverpark Specific Plan contains standards for the location and development of parking structures. The Specific Plan permits development of parking structures in Planning District D – Town Square Commercial District.¹ **Figure 2, Location of Proposed Parking Structure in Planning District D**, shows the location of the proposed parking structure in relation to the parking plan for Planning District D within the Riverpark Specific Plan.

The Riverpark Specific Plan also contains development standards for commercial development that address parking structures.² These standards state that where parking structures are provided:

- Parking structures should be sited to avoid obstructing the public view and casting shadows on ground-floor pedestrian-oriented uses.
- The maximum allowable height for above-grade parking structures shall be limited to forty-five (45) feet to the top floor level, measured from grade.
- Vehicle access should not be located along pedestrian-oriented frontages. Wherever possible, access should be via service roads, alleys, and street frontages that do not contain pedestrian-oriented uses.
- Where possible, the ground level of parking structures along public streets and paseos should include active pedestrian uses, entrances, and arcades. Active pedestrian uses may include, but are not limited to restaurants, ready-to-eat food sales, retail sales, and personal services.
- Consideration should be given to building permitted uses, such as retail and office, directly attached or “laminated” to the parking structure. These are distinguished from incorporating uses on the ground floor of a parking structure. This “laminating” of the parking structure with other uses will help to integrate the parking structure with the overall development.
- Parking structures which primarily serve a building or group of buildings in a development shall be compatible in architectural design, scale, and materials with the architecture of the served building(s).
- Ramps, cars, and sources of artificial lighting shall be minimally visible from public ways and open spaces.

¹ Riverpark Specific Plan, Page 2.17. See Appendix A.

² Riverpark Specific Plan, Page 3.14. See Appendix A.

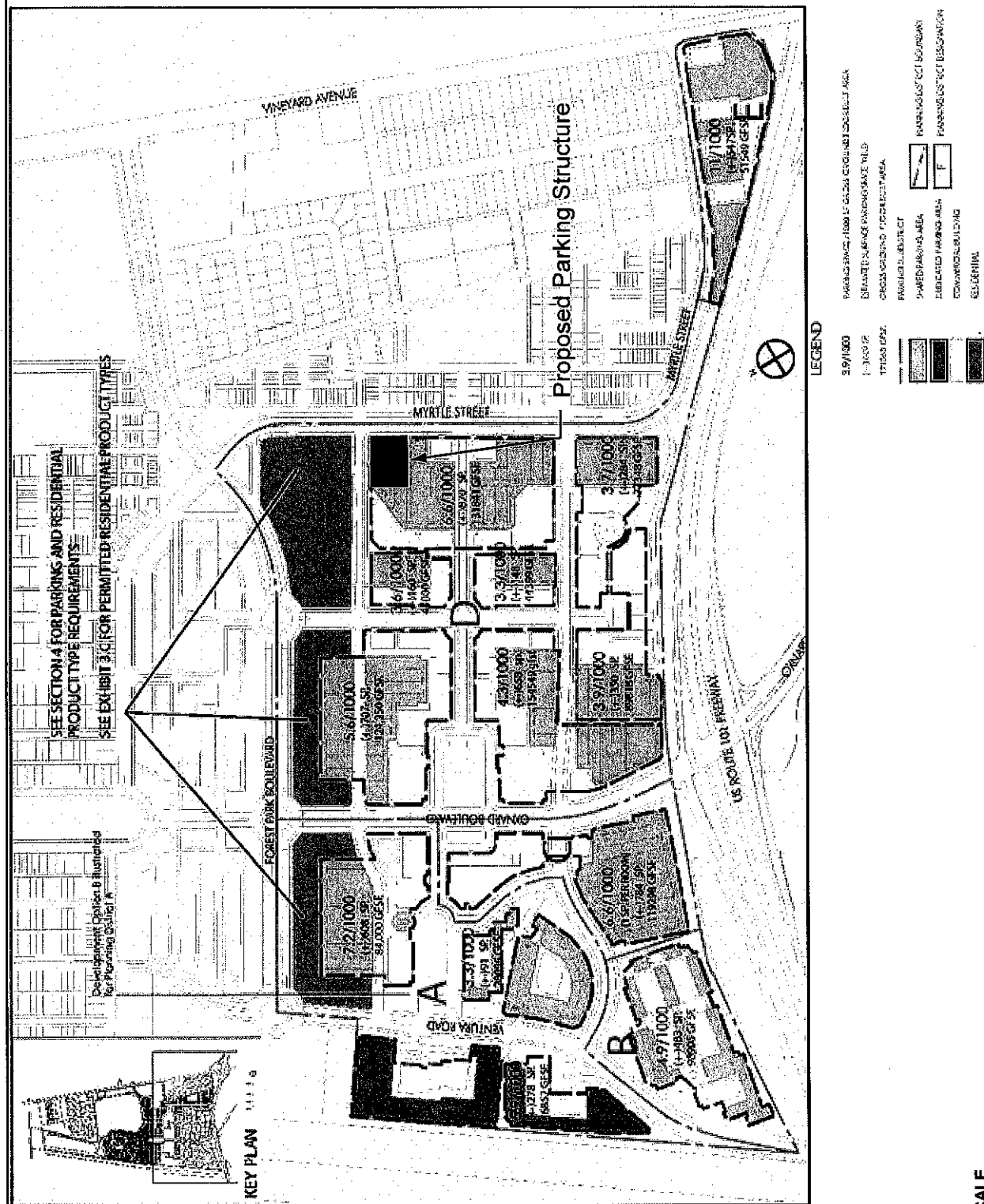


FIGURE 2

Location of Proposed Parking Structure in Planning District D

This Addendum to the Final EIR has been prepared because (1) no substantial changes would result from the proposed amendments to the OPA and related MOU which would require major revisions of the Final EIR due to involvement of new significant effects or a substantial increase in the severity of previously identified significant impacts; (2) no substantial changes in circumstances under which the project is undertaken have or would occur which would require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; and (3) no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified as complete, shows any of the following: (A) the project would have one or more significant effects not discussed in the Final EIR; (B) significant effects previously examined would be substantially more severe than shown in the Certified FEIR; (C) mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or, (D) mitigation measures or alternatives which are considerably different from those analyzed in the Final EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The type and magnitude of the environmental impacts of the Riverpark Project as identified in the Final EIR would not change as a result of the proposed amendments to the OPA and the related MOU. The funding to be provided through these amendments would facilitate the construction of public improvements that are consistent with the adopted Riverpark Specific Plan. The 500 space parking structure that would be funded under the amended agreements would be built in a location identified in the Specific Plan for parking facilities. The structure will also be designed in conformance with the applicable standards for parking structures contained in the Specific Plan.

For these reasons, approval of the proposed amendments to the OPA and MOU would not result in any new significant impacts not identified in the certified Final EIR for the Riverpark Project.

APPENDIX A

Riverpark Specific Plan Pages

LAND PLANNING DISTRICT D: Town Square Commercial District

ALLOWED USES FOR EACH PERMITTED & SPECIALLY PERMITTED LAND USE*

Permitted Land Use	Allowed Use
COMMERCIAL: REGIONAL	Retail stores or businesses not involved with any kind of manufacture, processing or treatment of products other than incidental to the retail business conducted on the premises; and provided that not more than five (5) persons are employed in the manufacture, processing or treatment of products, and that such operations or products are not objectionable due to noise, odor, dust, smoke, vibration, or other similar causes. Acceptable uses include, but are not limited to:
Retail/Entertainment	<p>Antique store</p> <p>Apparel, clothing and millinery store</p> <p>Art studio or gallery</p> <p>Delicatessens and sandwich shops</p> <p>Electronics, television, and radio store, including incidental repair.</p> <p>Expo Pavilions</p> <p>Florist</p> <p>Food and Wine Exposition</p> <p>Furniture store</p> <p>Gift store</p> <p>Health centers and clubs</p> <p>Hobby shop</p> <p>Interior decorating service</p> <p>Jewelry store</p> <p>Luggage store</p> <p>Music store selling recorded music and/or instruments, including incidental musical and vocal instruction</p> <p>Newsstand</p> <p>Parking structures</p> <p>Pet store</p> <p>Photographic equipment and sales</p> <p>Police substation</p> <p>Post Office</p> <p>Post offices and mailing services</p> <p>Public Library</p> <p>Restaurants</p> <p>Shoe store</p> <p>Sporting goods store</p> <p>Stationary and card sales</p> <p>Toy store</p> <p>Travel and ticket agencies</p> <p>Similar uses as determined acceptable by the Director of the Development Services Dept. of the City of Oxnard.</p>
RESIDENTIAL: HIGH	
OPEN SPACE: PARK SPACE	Parks
OPEN SPACE: MISCELLANEOUS	
Dry Swales/Detention Basins	Dry Swales/Detention Basins
OPEN SPACE: MISCELLANEOUS	Landscaped Buffer

Note:

- * Civic Assembly use (educational, cultural, social, human services, civic assembly, not-for-profit organizations, governmental), On-Sale and Off-Sale Alcohol and Bars and Sports Bars are allowed subject to granting of a Specially Permitted Use Permit based on conditions identified in Section 7.

RIVERPARK SPECIFIC PLAN

August 27, 2002



RIVERPARK

prepared for RiverPark Development, LLC by AC Martin Partners with

RTKL / EDSA / CRAIN AND ASSOCIATES / WILLIAM HEZMALHALCH ARCHITECTS / HUITT-ZOLLARS

finding, lighting of streets, sidewalks, bike paths and trails, street striping, and "eyes on the street" provided by the compact residential and commercial development.

- **Parking:** The parking standards defined by this Specific Plan for each use shall be met by attractive, convenient, well landscaped and lighted, and safe parking areas. Three parking strategies shall be used in the commercial areas of RiverPark: shared parking fields, dedicated parking lots, and dedicated residential parking in Planning Districts A and D. See Section 6 for the Parking Master Plan.

- **Parking Structures:** Where parking structures are provided:

- Parking structures should be sited to avoid obstructing the public view and casting shadows on ground-floor pedestrian-oriented uses.
- The maximum allowable height for above-grade parking structure shall be limited to forty-five (45) feet to the top floor level, measured from grade.
- Vehicle access should not be located along pedestrian-oriented frontages. Wherever possible, access should be via service roads, alleys, and street frontages that do not contain pedestrian-oriented uses.
- Where possible, the ground level of parking structures along public streets and paseos should include active pedestrian uses, entrances, and arcades. Active pedestrian uses may include, but are not limited to restaurants, ready-to-eat food sales, retail sales and personal services.
- Consideration should be given to building permitted uses, such as retail and office, directly attached or "laminated" to the parking structure. These are distinguished from incorporating uses on the ground floor of a parking structure. This "laminating" of the parking structure with other uses will help to integrate the parking structure with the overall development.

- Parking structures which primarily serve a building or group of buildings in a development shall be compatible in architectural design, scale and materials with the architecture of the served building(s).

- Ramps, cars and sources of artificial lighting shall be minimally visible from public ways and open spaces.

- **Signage and Lighting:** Signage and lighting standards are located in Section 5.

- **Mechanical Equipment Screening:** All mechanical equipment must be screened from public view using screening devices consistent with the adjacent architectural design.

3.4 STANDARDS FOR SPECIFIC PLANNING DISTRICTS

3.4.1 Standards Exclusive to Planning District A

- **Allowed Development Options:** Planning District A contains Office: Commercial and an area designated as mixed-use (Exhibit 2.B). Within the mixed-use area, two alternate mix of uses are allowed: Development Option A: All Residential and Development Option B: Commercial/Residential. Both options are illustrated in Section 2. The requirements for Development Option A and the residential product types in Planning District D are included in Section 4. The requirements for Development Option B (see plan in this Section) follow. Note that the parcel and road layout within the mixed-use portion of Planning District A differs according to the development option chosen.
- **Location of Streets Open Space and Land Uses:** Development Option B requires the location of streets and open space, as well as the distribution of land uses, as shown in the following graphic; Development Option B Commercial Residential.
- **Residential Land Use and Product Types:** The Permitted residential land use is Residential: High. The regulations for each building type are located in Section 4.

RIVERPARK SPECIFIC PLAN

August 27, 2002



prepared for RiverPark Development, LLC by AC Martin Partners with

RTKL / EDSA / CRAIN AND ASSOCIATES / WILLIAM HEZMALHALCH ARCHITECTS / HUITT-ZOLLARS

**Addendum No. 6 to the
RiverPark Project
Final Environmental Impact Report**

State Clearinghouse No. 2000051046

Prepared for:

City of Oxnard
Community Development Department
305 West Third Street
Oxnard, California 93030

Prepared by:

Impact Sciences, Inc.
803 Camarillo Springs Road, Suite A
Camarillo, California 93012

December 2007

INTRODUCTION

When a Final EIR has been certified for a project, the California Environmental Quality Act (CEQA) provides for the update of the information in the Final EIR, under certain circumstances defined in the *CEQA Guidelines*, to address changes to a project or changes to the circumstances under which a project will occur. An Addendum to a Final EIR may be prepared if changes or additions to the EIR are needed, but none of the conditions calling for a Subsequent EIR as defined in the *CEQA Guidelines* have occurred. Specifically, Section 15162 of the *CEQA Guidelines* provides that where the Lead Agency determines that neither project changes, changed circumstances, nor new information requires the preparation and circulation of a Subsequent or Supplemental EIR, the Lead Agency may prepare an Addendum to an EIR. *CEQA Guidelines* Section 15164 states that the purpose of an Addendum is to provide a way of making minor changes or additions to an EIR. Circulation of an Addendum for public review is not required.

The RiverPark Project, as described and analyzed in the certified RiverPark Final EIR, included a proposed Specific Plan containing a land use plan defining planning districts and the uses allowed in each of these districts. The RiverPark EIR addressed a series of related discretionary actions that made up the project, including a General Plan Amendment, adoption of the proposed Specific Plan, and annexation of a portion of the site. In addition, the EIR addressed several agreements related to the implementation of the project, including a Development Agreement between the City of Oxnard and the applicant and an Owner Participation Agreement (OPA) between the Oxnard Community Development Commission and the applicant for that portion of the Specific Plan Area located within the City's HERO (Historic Enhancement and Revitalization of Oxnard) Redevelopment Project Area.

The land use plan from the adopted Specific Plan and the Land Use Summary are provided on the following pages as **Figure 1** and **Figure 2**, respectively. As shown, the land use plan defines 13 Planning Districts, identified by the letters A through M. The primary allowed land use in each planning area is identified on the plan. The Land Use Summary by Planning District Table from the Specific Plan defines the maximum allowed intensity of land uses within the Specific Plan Area by type, with the overall amount of residential development allowed in the Specific Plan Area limited to 2,805 units and the maximum amount of commercial development limited to 2.485 million square feet.

This Addendum evaluates a minor amendment to the adopted RiverPark Specific Plan to change the intensity of the residential uses currently allowed by the Specific Plan in Planning District A, the Mixed-Use/Office District and Planning District F, the Vineyards Neighborhood District.

This Addendum to the Final EIR has been prepared because: (1) no substantial changes would result from this change to the project which would require major revisions of the Final EIR due to the involvement of

RIVERPARK LAND USE PLAN:
PERMITTED USES
Land Use Plan Date: February 14, 2002

Legend

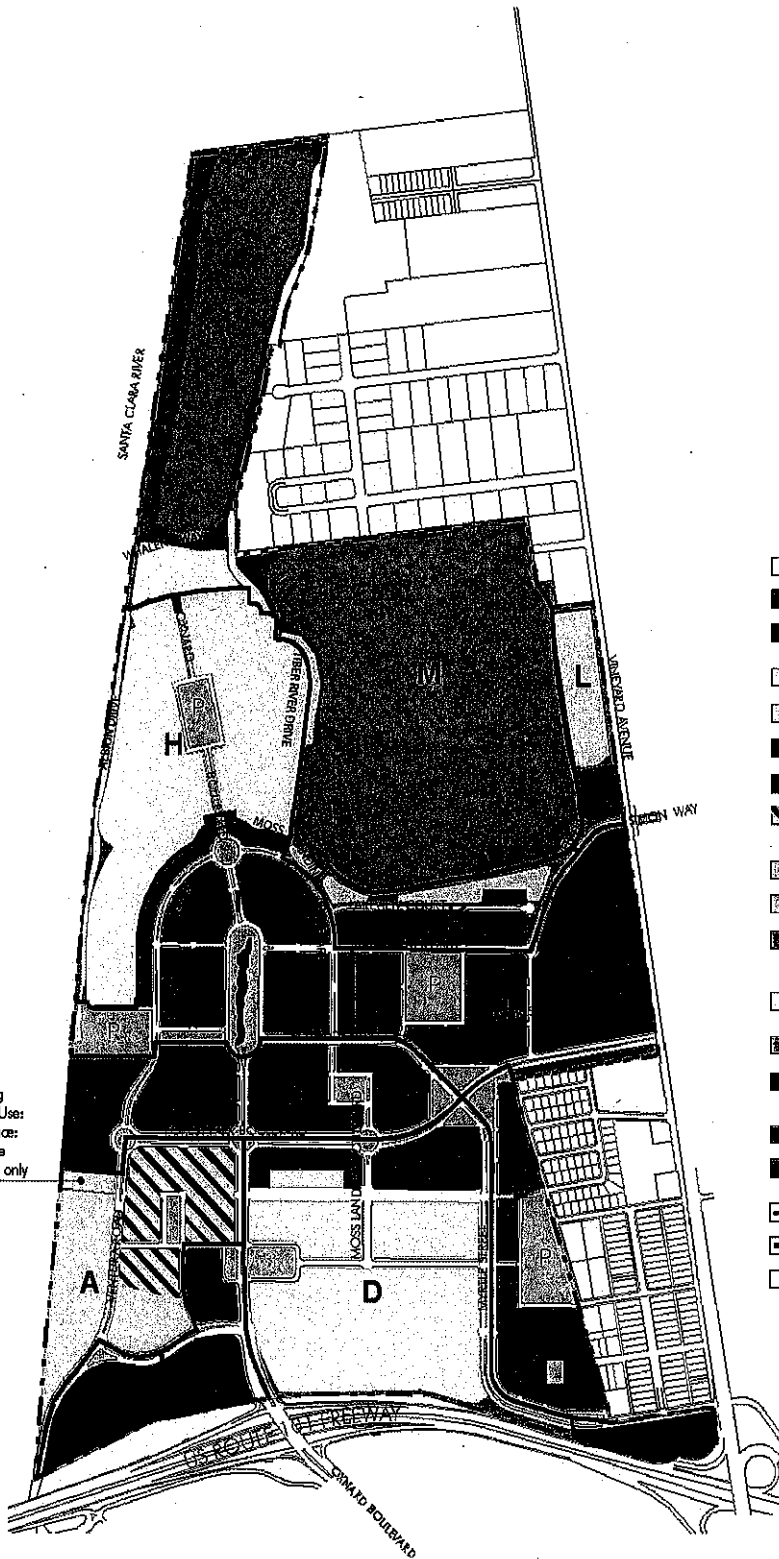
Planning Districts

- A Mixed Use/Office District
- B West Peripheral Commercial District
- C Convention/Hotel District
- D Town Square Commercial District
- E East Peripheral Commercial District
- F Vineyards Neighborhood District
- G Village Square Neighborhood District
- H RiverPark Crescent Neighborhood District
- I RiverPark Loop Neighborhood District
- J RiverPark Mews Neighborhood District
- K Lakeside Neighborhood District
- L Public Facility District
- M Water Storage/Recharge Basins & Storm Water Control District

Land Use

- Residential: Low Medium (8-12 DU/gross acre)
- Residential: Medium (12-18 DU/gross acre)
- Residential: High (18-30 DU/gross acre)
- Commercial: Regional
- Commercial: Office
- Commercial: Convention/Hotel
- Commercial: Retail/Office
- Mixed Use: Residential: High/Commercial: Office
- Open Space: Park Space
- Open Space: Neighborhood Parks
- Open Space: Landscaped Buffer
- Open Space: Miscellaneous: Dry Swales/ Detention Basins
- Open Space: Miscellaneous: Water Storage/ Recharge Basins
- Open Space: Miscellaneous: Water Feature
- Schools/Community Park
- Public Facilities
- Specific Plan Area
- Planning District Boundary
- Planning District Designation

Underlying
Permitted Uses:
Open Space:
Park Space
(this parcel only)



RIVERPARK

SOURCE: AC Martin Partners, Impact Sciences, Inc. - June 2007

FIGURE 1

Land Use Plan: Permitted Uses

LAND USE SUMMARY BY PLANNING DISTRICT

July 4, 2002 / Based on February 14, 2002 Land Use Plan/ See notes at bottom of this page

Planning District	Land Use	Gross Acreage ¹	Max Commercial KSF / Allowable for Each Planning District	Allowed Dwelling Unit Range For Each Planning District ²
A	Mixed Use/Office District			
	MIXED USE Development Option A: All Residential			
	RESIDENTIAL: HIGH ³	21.1	20 ⁴	317-440
	Subtotals	21.1	20	
	Development Option B: Commercial/Residential			
	COMMERCIAL: OFFICE	14.4	380	
	RESIDENTIAL: HIGH ³	4.7	10 ⁵	100-150
	Subtotals	21.1	370	
	COMMERCIAL: OFFICE Parcels with existing offices	15.4	221	
	Remaining parcels designated Commercial: Office	9.3	200	
	Subtotals	24.7	421	
	OPEN SPACE: PARK SPACE	1.3	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/RETENTION BASINS	0.4	NA	
	Subtotals Planning District A: Development Option A	47.5	41	317-440
	Subtotals Planning District A: Development Option B	47.5	791	100-150
B	West Peripheral Commercial District			
	COMMERCIAL: REGIONAL	13.8	260	
C	Convention / Hotel District			
	COMMERCIAL: CONVENTION/HOTEL	15.7	510	
D	Town Square Commercial District			
	COMMERCIAL: REGIONAL (Retail/Entertainment)	68.2	935	100-150
E	East Peripheral Commercial District			
	COMMERCIAL: REGIONAL	8.9	130	NA
F	Vineyards Neighborhood District			
	RESIDENTIAL: HIGH ³	12.3	10 ⁶	140-260
G	Village Square Neighborhood District			
	RESIDENTIAL: MEDIUM ³	37.6	20 ⁸	375-425
H	RiverPark Crescent Neighborhood District			
	RESIDENTIAL: LOW/MEDIUM	74.7	NA	425-455
I	RiverPark Loop Neighborhood District			
	RESIDENTIAL: MEDIUM ³	43.0	10 ⁶	375-510
J	RiverPark Mews Neighborhood District			
	RESIDENTIAL: MEDIUM ³	21.0	10 ⁸	220-310
K	Lakeside Neighborhood District			
	RESIDENTIAL: MEDIUM ³	12.0	5 ⁸	80-112
L	Public Facility District			
	PUBLIC FACILITIES	2.5	NA	
M	Water Storage/Recharge Basins and Storm Water Control District			
	OPEN SPACE: MISCELLANEOUS: WATER STORAGE/RECHARGE BASINS	173.0	NA	
	TOTALS FOR SPECIFIC PLAN AREA			
	TOTAL GROSS AREA WITHIN SPECIFIC PLAN AREA: 761.9 acres			
	Maximum dwelling units allowed within Specific Plan Area: 2,805 du			
	Maximum commercial KSF allowed within Specific Plan Area: 2,485 ksf			

¹ Gross Acreage is measured to center line of bounding streets and/or to the Project boundary.

² Net school site area in Planning District J = 27.3 Acres; Net school site area in Planning District G = 10.0 Acres.

³ Vertical Mixed Use and/or Live/Work units are permitted in portions of this District as defined in Specific Plan Sections 2.3, 4 and Exhibit 2.C.

⁴ Specially Permitted Uses are allowed in portions of this area as defined in Specific Plan Section 2 (Land Use)

⁵ Specially Permitted Land Uses for sites designated for Schools/Community Park land use can only be applied for after the Rio School District submits a letter indicating that it does not want to purchase or utilize the land.

⁶ Allocation of residential units among Planning Districts is subject to ongoing monitoring by the Master Developer. Total dwelling units cannot exceed 2,805 units.

⁷ Density range provides flexibility in allocating residential units within and between Planning Districts. Lower end of range is a suggested minimum.

Upper end of range is regulated through monitoring by Master Developer per note 6 to assure that the total dwelling units within RiverPark does not exceed 2805.

See Chapters 2, 3, and 4 for regulations and Section 7 for implementation.

⁸ Ground Level Commercial and/or Live/Work use

Refer to Specific Plan Sections 2, 3 and 4 for detailed descriptions of Permitted and Specially Permitted land uses and development standards. This Land Use Summary (Exhibit 2.J) and Exhibits 2.B and 2.C indicate Permitted (by-right) uses only. See Section 2 and Exhibit 2.D for Specially Permitted Uses.

new significant effects or a substantial increase in the severity of previously identified significant impacts; (2) no substantial changes in circumstances under which the project is undertaken have or would occur which would require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; and (3) no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified as complete, shows any of the following: (A) the project would have had one or more significant effects not discussed in the Final EIR; (B) significant effects previously examined would be substantially more severe than shown in the certified Final EIR; (C) mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or, (D) mitigation measures or alternatives which are considerably different from those analyzed in the Final EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

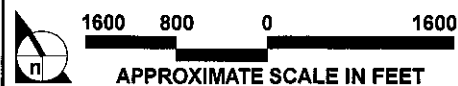
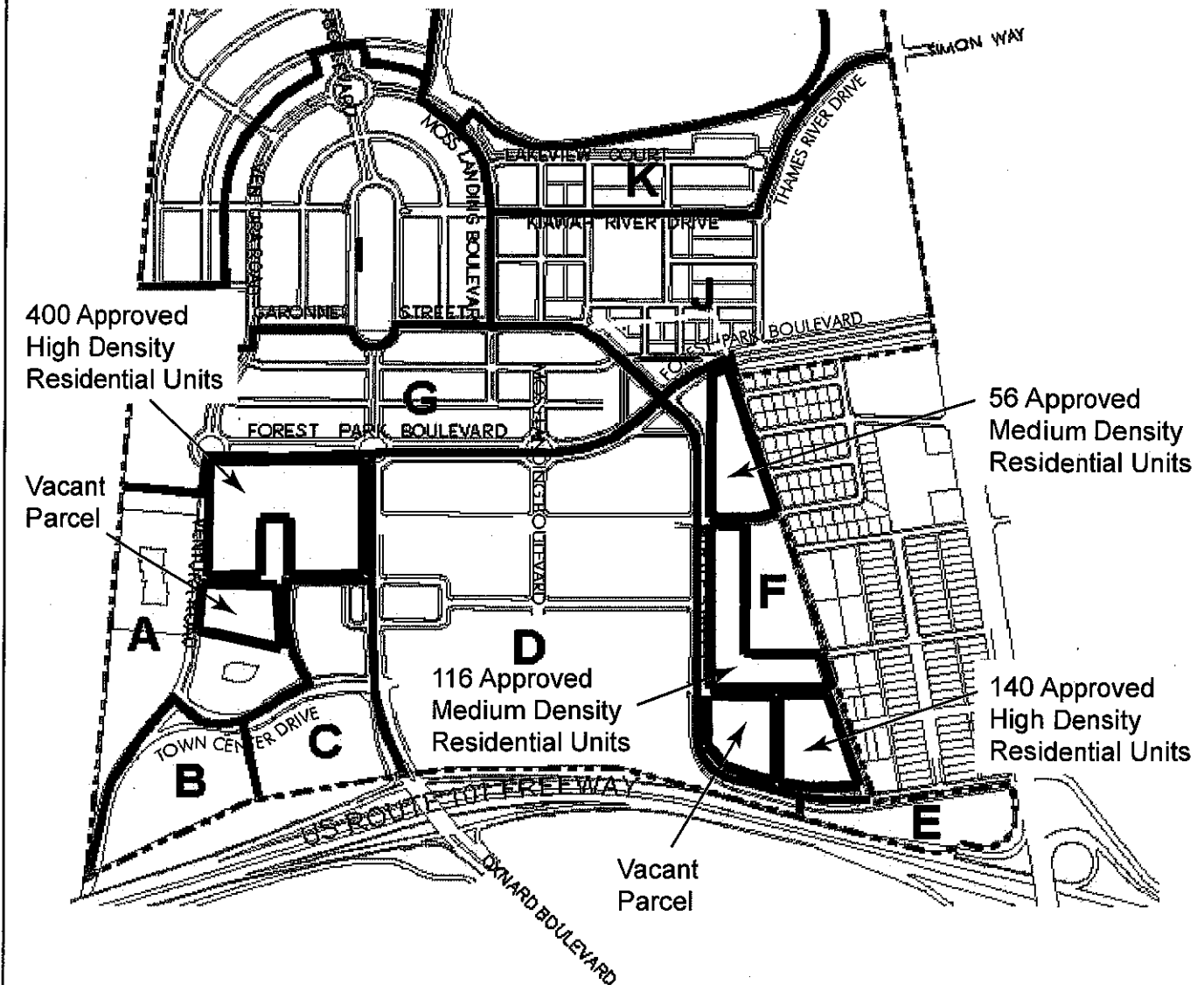
Proposed Specific Plan Amendment

The proposed amendment to the RiverPark Specific Plan would increase the amount of residential units allowed on the remaining land in Planning Area A, the Mixed-Use/Office District and Planning Area F, the Vineyards Neighborhood District. **Figure 3** shows the status of development in the mixed-use portion of District A and in District F.

As shown in **Figure 1**, the RiverPark Specific Plan currently allows a mix of high-density residential uses and commercial office uses on a portion of Planning Area A. The Land Use Summary by Planning District table shown in **Figure 2** defines two allowable development scenarios on the 21.1 gross acres where a mix of residential and commercial office uses is allowed.

Development Option A designates these 21.1 gross acres for high-density residential uses, defined in the Specific Plan as residential development at a density of between 18 and 30 dwelling units per acre, and allows development of a maximum of 440 residential units on these 21.1 acres.

Development Option B designates 6.7 gross acres for high-density residential uses and allows development of a maximum of 150 residential units on these 6.7 acres. This option designates the remaining 14.4 acres for commercial office use and allows a maximum of 360,000 square feet of office development on these 14.4 acres. There is currently a 400-unit residential project under construction immediately south of Forest Park Boulevard in this mixed-use area.



SOURCE: AC Martin Partners - 2002, Impact Sciences, Inc. - December 2007

FIGURE 3

Development Status in Planning Areas A and F

The first component of the proposed Specific Plan Amendment would change the current Mixed-Use designation in Planning Area A to Residential: High, delete Development Option B from the Specific Plan, and increase the total amount of residential units allowed on the 21.1 acres from 440 units to 600 units. Since a 400-unit project is currently under construction in this portion of the Specific Plan Area, this would allow development of a residential project containing up to 200 units on the remaining portion of this district designated as Residential: High.

The RiverPark Specific Plan currently designates Planning District F for development of medium- and high-density residential uses as shown in **Figure 1**. The Specific Plan currently designates 12.3 gross acres of District F as Residential: High and permits the development of a maximum of 260 units. To date, 140 high-density uses have been approved in this portion of the Specific Plan Area.

The Specific Plan also designates 15.5 acres of District F as Residential: Medium and allows a maximum of 190 units. Two projects that together contain 172 medium-density residential units have been approved on these 15.5 acres.

The second component of the proposed Specific Plan Amendment would reduce the maximum amount of medium-density residential units permitted in Planning District F from the 190 units currently permitted to the 172 units approved, and increase the amount of high-density units permitted from 260 units to 310 units. As 140 high-density units have been approved in this district, this would allow development of a residential project containing up to 170 units on the remaining portion of this district designated as Residential: High.

Environmental Analysis

The type and magnitude of the environmental impacts of the RiverPark Project as identified in the Final EIR would not change as a result of this modification to the project. The type of residential uses that would be permitted by the proposed amendment would be consistent with the current land use plan and the standards for medium- and high-density residential development as defined in the Specific Plan.

The Specific Plan currently permits high density residential uses in Planning Area A at a density of 18 to 30 units per gross acres. Under Development Option A as defined in the Specific Plan, the maximum number of residential units allowed on the 21.1 acres where high-density residential development is permitted is 440 units. This is equivalent to a density of 21 units per gross acre, within the 18 to 30 units per acre allowed by the Residential: High designation as defined in the Specific Plan. The proposed amendment would increase the amount of high-density residential units allowed in this 21.1-acre portion of the Specific Plan area to 600 units. The resulting density would be 28 units per acre, which is within the 18 to 30 units per acre allowed by the Residential: High designation.

The Specific Plan also currently allows high-density residential uses on 12.3 acres of Planning District F at a density of 18 to 30 units per gross acre. Currently a maximum of 260 units is allowed in this portion of District F. This is equivalent to a density of 21 units per gross acre, within the 18 to 30 units per acre allowed by the Residential: High designation as defined in the Specific Plan. The second component of the proposed amendment to the Specific Plan would increase the amount of high-density residential units allowed in this 12.3-acre portion of District F to 310 units. The resulting density would be 25 units per acre, which is within the 18 to 30 units per acre allowed by Residential: High designation.

The proposed amendment would reduce the amount of traffic that would be generated by the Specific Plan. Table 1 provides a comparison of the amount of traffic that would be generated by the mix of uses currently allowed by the Specific Plan in these districts with the land uses that would be allowed under the proposed specific plan amendment.

**Table 1
Trip Generation Comparison**

Trip Generation Rates					
	AM Peak Hour		PM Peak Hour		Daily
	In	Out	In	Out	ADT
Multi-Family Residential	0.20	0.46	0.53	0.33	8.01
Office (per 1,000 s. f.)	1.69	0.21	0.32	1.55	14.03
Trip Generation - Current Specific Plan					
	AM Peak Hour		PM Peak Hour		Daily
Planning District A – Development Option 2					
	In	Out	In	Out	ADT
150 MF Residential Units	30	69	80	50	1,202
Office 360,000 s. f.	608	76	115	558	5,051
Total District A	638	145	195	608	6,253
Planning District F					
450 MF Residential Units	761	95	144	698	6,314
Total Districts A and F	1,399	240	339	1,306	12,567
Trip Generation - Proposed Specific Plan Amendment					
	AM Peak Hour		PM Peak Hour		Daily
Planning District A – Development Option 2					
	In	Out	In	Out	ADT
600 MF Residential Units	120	276	318	198	4,806
Planning District F					
482 MF Residential Units	96	222	255	159	3,861
Total Districts A and F	216	498	573	357	8,667

Source: Impact Sciences, Inc. December 2007

This table uses the trip generation rates from the traffic analysis in the RiverPark Specific Plan EIR to compare the amount of daily and peak-traffic-hour trips that would be generated by Development Option B in District A, and the number of residential units currently allowed in District F, with the trips that would be generated by the number of residential units that would be permitted in these districts with the proposed amendment to the Specific Plan.

As shown in **Table 1**, the uses currently permitted in Districts A and F would generate over 12,500 daily trips, and approximately 2,100 AM peak-hour and 1,650 PM peak-hour trips. The proposed Specific Plan Amendment would permit a mix of residential uses that would reduce the amount of traffic generated in District F and the affected portion of District A to approximately 8,700 daily trips, 715 AM peak-hour Trips, and 930 PM peak-hour trips.

The reduction in trip generation would primarily result from the elimination of Development Option B in the Specific Plan, which currently allows development of up to 360,000 square feet of office uses in District A.

This amendment will not result in a substantial change in the distribution of traffic from these districts and, by reducing the amount of traffic generated by the project, will not result in any new significant traffic impacts not already identified in the certified RiverPark Final EIR.

RiverPark Project Specific Plan

Addendum to Final Environmental Impact Report No. 00-03 (SCH 2000051046)

Specific Plan Amendment for Freeway-Oriented Sign

prepared by:

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

SUMMARY

This document is an addendum to the RiverPark Specific Plan Final EIR. The addendum concludes that there are no additional possible environmental effects associated with the addition of a single freeway-oriented sign in District D of the RiverPark Specific Plan area. Shea Properties (dba RiverPark Collection, LLC) has requested a specific plan amendment to allow construction of a freeway-oriented sign within The Collection shopping center. Section 5.9.3.3 of the RiverPark Specific Plan prohibits "tall freeway-oriented pole signs" within the RiverPark Specific Plan area.

Section 15164 of the State California Environmental Quality Act (CEQA) Guidelines states that an addendum to a previously adopted EIR is the appropriate environmental document in instances when no conditions exist that would trigger a subsequent EIR. Three tests determine if a subsequent EIR is required (Section 15162(a)). They are:

1. Substantial changes to the project lead to a substantial increase in the severity of previously identified environmental effects;
2. Substantial changes have occurred with respect to the circumstances under which the project is undertaken;
3. New information of substantial importance that was not known or could not have been known at the time of the MND adoption shows any of the following:
 - a. The project will have effects not previously discussed,
 - b. Significant effects previously examined will be substantially more severe than previously estimated,
 - c. Mitigation measures previously found infeasible would now be feasible and would substantially reduce effects of the project, and/or
 - d. Different mitigation measures from those included in the MND would substantially reduce effects.

1. In the first test, the sign is an accessory structure to a commercial area which was examined by the EIR as part of the project description. The sign does not change the land use type or intensity on this site from the uses and intensity described in the specific plan and therefore will not result in effects not previously discussed. (see Attachment A).

The only potential environmental effect related to this project would be aesthetics. The Aesthetics section in the RiverPark Specific Plan EIR determined that no unavoidable significant impacts to the visual character would result from the RiverPark project, since the development of RiverPark would not obstruct long range views of the mountains and hills in the Los Padres National Forest to the north from the Ventura Freeway and Vineyard Avenue. In addition, the height and character of the commercial development was determined to be consistent with existing development in the area. The proposed sign does not represent a change or increase in land use type or intensity. In addition, the proposed sign would also not block long range views identified above. The proposed sign is shorter than other signs along the freeway corridor in this area. Therefore, the proposed amendment would not create additional environmental impacts.

2. In the second test, staff determined that circumstances surrounding the project have not substantially changed with regard to issues, facts, and mitigations included in the RiverPark Specific Plan FEIR. The project buildout has not changed from that evaluated by the EIR, nor have the environs adjacent to the project site. The commercial area is currently under construction as foreseen in the specific plan, and the proposed sign does not change the intensity or land use of the shopping center.
3. In the third test, staff determined that no new information of substantial importance that was not known or could not have been known at the time of the RiverPark Specific Plan EIR certification shows that the project will have effects not previously discussed, that significant effects previously examined will be substantially more severe than previously estimated, that

mitigation measures previously found infeasible would now be feasible and would substantially reduce effects of the project, and/or that different mitigation measures would substantially reduce effects.

The proposed specific plan amendment includes language allowing for the freeway-oriented sign up to a maximum height of 60 feet, in one of three designated locations in District D of the Specific Plan area. The three possible locations are shown on an exhibit that will be incorporated into the specific plan. The proposed sign would be visible from the US 101 Freeway and RiverPark Boulevard, as well as from the parking area south of the buildings.

All mitigation measures included in the EIR would continue to apply and design of the structure would be subject to review by the RiverPark Town Planner/Architect and the City of Oxnard, as part of a Development Design Review permit. Current applicable development and environmental standards such as landscaping and lighting control would be applied to the project.

The revised specific plan text is shown as Attachment A, and the new exhibit showing the three potential sign locations is shown as Attachment B.

The Environmental Impact Report with comments and responses and record of project approval may be examined at the City of Oxnard, Planning Division, 214 South C Street, Oxnard, California 93030. Please call (805) 385-7858 to arrange a file review time.

Susan L. Martin, AICP
Planning Division Manager

Date

ATTACHMENT A

This amendment to the RiverPark Specific Plan consists of a change in the text of the specific plan and the addition of a new exhibit.

The text change consists of the following:

5.9.3.3 Freeway-Oriented Pole Signs

~~Tall freeway-oriented pole signs are not permitted.~~

- ☐ One (1) freeway-oriented sign shall be permitted in Planning District D. Such freeway-oriented sign shall be located in one of the areas depicted on Exhibit 5.HH, or in another location approved by the Development Services Director or designee ("Director"). Such freeway-oriented sign shall be limited to identifying the name of shopping center and major tenant(s) operating in the commercial areas of Planning Districts C or D. The freeway-oriented sign may be internally illuminated or otherwise illuminated as approved by the Director. The freeway-oriented sign shall not exceed sixty (60) feet in height. The size, sign area, design of and materials used for such freeway-oriented sign shall be complementary to the signage for regional commercial development in Planning District D, as approved by the Director.
- ☐ Approval of a Development Design Review Permit by the Director shall be required for the freeway-oriented sign.
- ☐ Except as provided in this Section, freeway-oriented signs taller than six feet are not permitted

Exhibit 5HH (attached) would be added to the RiverPark Specific Plan. The exhibit shows three possible locations for the freeway-oriented sign.

**Addendum No. 8 to
Final Environmental Impact Report No. 00-03
RiverPark Specific Plan EIR
(SCH 2000051046)**

Administrative Office/Maintenance Facility
PZ 08-200-02

prepared by:
**Linda Windsor, Associate Planner
City of Oxnard, Planning Division
214 South C Street
Oxnard, California 93030**

SUMMARY

This document is Addendum No. 8 to the RiverPark Specific Plan Final EIR, certified July 16, 2002. The addendum concludes that there are no additional possible significant adverse environmental effects associated with the approval of an Administrative Office and Maintenance Facility for the City of Oxnard General Services Department in District E of the RiverPark Specific Plan area. The City of Oxnard General Services Department, Special Districts Division, has requested approval of a Development Design Review Permit (PZ No. 08-200-2) to allow construction of a satellite office and maintenance facility at 250 RiverPark Boulevard, at the southeastern corner of the RiverPark Specific Plan area. The project includes a 16,892 square foot building, covered vehicle storage areas, and other accessory storage areas.

Section 15164 of the State California Environmental Quality Act (CEQA) Guidelines states that an addendum to a previously adopted EIR is the appropriate environmental document in instances when no conditions exist that would trigger a subsequent EIR. Three tests determine if a subsequent EIR is required (Section 15162(a)). They are:

1. Substantial changes to the project lead to a substantial increase in the severity of previously identified environmental effects;
2. Substantial changes have occurred with respect to the circumstances under which the project is undertaken;
3. New information of substantial importance that was not known or could not have been known at the time of the EIR certification shows any of the following:
 - a. The project will have effects not previously discussed,
 - b. Significant effects previously examined will be substantially more severe than previously estimated,
 - c. Mitigation measures previously found infeasible would now be feasible and would substantially reduce effects of the project, and/or
 - d. Different mitigation measures or alternatives from those analyzed in the EIR would substantially reduce effects.

1. In the first test, the administrative and maintenance facility is an accessory use to the landscape, open space and park areas which were examined by the RiverPark Specific Plan EIR as part of the project description. The RiverPark Specific Plan allows up to 130,000 square feet of office and commercial uses in District E (see Exhibit 2J, attached). This facility would result in a decrease in the possible commercial/office area for this district. District L designates 2.5 acres for various public facilities, including the city/county fire station and maintenance yards. The subject location was determined to be appropriate for use as a parks administrative and maintenance facility by the Master Developer, the Town Master Planner/Architect, and the City of Oxnard, because the fire station and school district facility occupied more land than was anticipated, and because the sewer lift station for RiverPark was installed at the subject site. In addition, Section 2.5.2.5 allows similar uses "as determined acceptable by the Director of the Development Services Department." within District E. The relocation of the facility from District L to District E does not change the land use type or intensity on this site from the uses and intensity described in the specific plan and therefore will not result in effects not previously discussed.

The only potential environmental effect related to this project would be aesthetics. The Aesthetics section in the RiverPark Specific Plan EIR determined that no unavoidable significant impacts to the visual character would result from the RiverPark project, since the development of RiverPark would not obstruct long range views of the mountains and hills in the Los Padres National Forest to the north from the Ventura Freeway and Vineyard Avenue. In addition, the height and character of the commercial development was determined to be consistent with existing development in the area. The proposed project does not represent a change or increase in land use type or intensity, and would also not block long range views identified above. Therefore, the proposed amendment would not create additional environmental impacts.

2. In the second test, staff determined that circumstances surrounding the project have not substantially changed with regard to issues, facts, and mitigations included in the RiverPark Specific Plan FEIR. The project buildout has not changed from that evaluated by the EIR, nor have the environs adjacent to the project site. The project area is currently under construction as foreseen in the specific plan, and the proposed project does not change the overall intensity or land use of the area.

3. In the third test, staff determined that no new information of substantial importance that was not known or could not have been known at the time of the RiverPark Specific Plan EIR certification shows that the project will have effects not previously discussed, that significant effects previously examined will be substantially more severe than previously estimated, that mitigation measures previously found infeasible would now be feasible and would substantially reduce effects of the project, and/or that different mitigation measures would substantially reduce effects.

In addition, since the project is smaller area than what could have been built on the site; because several electric vehicles will be used rather than conventional gasoline-powered vehicles, and because photovoltaic cells on the project site will produce some or all of the facility's electrical power needs, this project will not produce more and is likely to produce less greenhouse gases than a conventional office or retail project.

All mitigation measures included in the EIR apply to the project, and design of the structure, site layout, and landscaping were reviewed by the RiverPark Town Planner/Architect and the City of Oxnard, as part of the Development Design Review permit. Current applicable development and environmental standards such as landscaping and lighting control have been applied to the project.

The Final Environmental Impact Report with comments and responses and record of project approval may be examined at the City of Oxnard, Planning Division, 214 South C Street, Oxnard, California 93030. Please call (805) 385-7858 to arrange a file review time.

Susan L. Martin, AICP
Planning Division Manager

Date

**Addendum No. 9 to
Final Environmental Impact Report No. 00-03
RiverPark Specific Plan EIR
(SCH 2000051046)**

Capitol Improvements Project
Public Works Department
Ventura Road Utilities Improvement Program

prepared by:
Hollee L. King, AICP
Contract Planner
City of Oxnard, Planning Division
214 South C Street
Oxnard, California 93030

January 21, 2010

SUMMARY

This document is Addendum No. 9 to the RiverPark Specific Plan Final EIR, certified July 16, 2002. The addendum concludes that there are no additional possible significant adverse environmental effects associated with the approval of the Ventura Road Utilities Project for the City of Oxnard Public Works Department. The City of Oxnard Public Works Department, Capitol Improvement Programs Division, has requested approval of the Ventura Road Utilities Project to allow the construction of new utility pipelines, sewer lift station, and related road resurfacing to accommodate future developments within the River Park and surrounding area developments.

PROJECT DESCRIPTION

The Ventura Road Utilities Project will include a 16-inch recycled water pipeline, three new gravity sewer pipelines, a new sewer lift station and associated sewer force main, and a new 20-inch potable water pipeline.

The Ventura Road Utilities Project entails the design of the following utilities:

- 3,630 feet of 10-inch PVC gravity sewer pipeline
- 1,800 feet of 18-inch PVC gravity sewer pipeline
- 200 feet of 21-inch PVC gravity sewer pipeline
- 5,360 feet of 16-inch PVC sewer force main
- 8,980 feet of 20-inch PVC water pipeline
- 8,760 feet of 16-inch PVC recycled water pipeline

The Ventura Road Utilities Project will be conducted in two phases. The first phase of the Project will entail complete resurfacing and utility plans of the 0.7-mile long northbound corridor of Ventura Road between Vineyard Avenue and Gonzales Road. The second phase of the project will include resurfacing and utility plans for the 1.0-mile long northbound corridor of Ventura Road from Vineyard Avenue to Wagon Wheel Road, and the resurfacing and utility plans for the 1.7-mile long southbound corridor of Ventura Road from Gonzales Road to Wagon Wheel Road. Northbound corridor resurfacing will predominantly entail a grind and resurfacing with rubberized asphalt. Due to the extensive amount of utilities being installed within the southbound corridor, the southbound corridor construction will entail a complete reconstruction of the pavement section. Grades and elevations will remain unchanged and all drainage patterns will be returned to their pre-construction conditions. See Exhibit A for the site plan.

During design of the project, field activities will include surveying, utilities potholing, geotechnical investigation, proof testing, cleaning and CCTV of the existing sewer pipe. In addition to construction of the various utility pipelines described above, major field activities during construction of the project will also include surveying, traffic control, dewatering, decommissioning of existing manholes, relocating existing utilities as necessary, pavement resurfacing and restoring existing pavement and any aboveground features impacted by the construction activities.

ANALYSIS

The proposed improvements to the City's Water System Master Plan and the Riverpark Specific Plan Sewer Master Plan were described in the Riverpark SP EIR in Sections 4.11.2 (Water Supply and Distribution) and 4.11.3 (Wastewater Service). The improvements to the two Master Plans is critical project for completion of the Riverpark projects. There were no mitigation measures identified for the utility improvements as no significant impacts were found.

Section 15164 of the State California Environmental Quality Act (CEQA) Guidelines states that an addendum to a previously adopted EIR is the appropriate environmental document when no conditions exist that would trigger a subsequent EIR. Three tests determine if a subsequent EIR is required (Section 15162(a)). They are:

1. *Substantial changes to the project lead to a substantial increase in the severity of previously identified environmental effects;*

The only potential environmental effect related to this project would be short-term related traffic impacts, noise, and air quality impacts. The short-term related impacts would be associated with the construction of the pipelines within the public road. Ventura Road is a designated four-lane city street. The roadway extends a north-south direction from the River Park Specific Plan area east of Highway 101 to Port Hueneme Road. Construction of the pipelines will cause minor delays and short-term changes in traffic patterns during the construction period. Short-term noise related impacts would be from construction equipment used for the pipelines and short-term air quality impacts could occur from the construction equipment, fugitive dust particles from the excavating, and road re-surfacing. Short-term related impacts related to construction of the pipelines would be considered a less than significant impact and would not increase the severity of the previously identified short-term related environmental impacts (Riverpark EIR Sections 4.7, 4.8, and 4.9). In the EIR, the short-term related impacts were considered to be less than significant and no mitigation measures were required.

2. *Substantial changes have occurred with respect to the circumstances under which the project is undertaken;*

Circumstances surrounding the project have not substantially changed with regard to issues, facts, and mitigation measures included in the River Park Specific Plan FEIR. The project build-out has not changed from that evaluated by the EIR, nor have the environs adjacent to the project site. The project area is currently under construction as foreseen in the specific plan, and the proposed project does not change the overall intensity or land use of the area.

3. *New information of substantial importance that was not known or could not have been known at the time of the EIR certification shows any of the following:*
 - a. *The project will have effects not previously discussed,*
 - b. *Significant effects previously examined will be substantially more severe than previously estimated,*

- c. *Mitigation measures previously found infeasible would now be feasible and would substantially reduce effects of the project, and/or*
- d. *Different mitigation measures or alternatives from those analyzed in the EIR would substantially reduce effects.*

In 2009, the Federal Emergency Management Agency (FEMA) issued a new FEMA map for the project area. However, they soon retracted the map for further review and study and have not re-issued the map as of this date. There is no additional information regarding the project area that is of substantial importance that was not known at the time of the RiverPark Specific Plan EIR certification. The project will not have any new effects that were not previously discussed and there would be no new mitigation required or removed. Infrastructure improvements were anticipated as part of the build-out for the River Park Specific Plan and were made part of the Final EIR.

The Final Environmental Impact Report with comments and responses and record of project approval may be examined at the City of Oxnard, Planning Division, 214 South C Street, Oxnard, California 93030. Please call (805) 385-7858 to arrange a file review time.



Susan L. Martin, AICP
Planning Manager
Development Services Department

1/21/10
Date

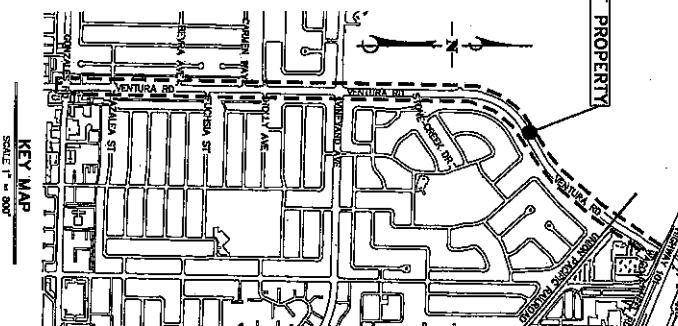
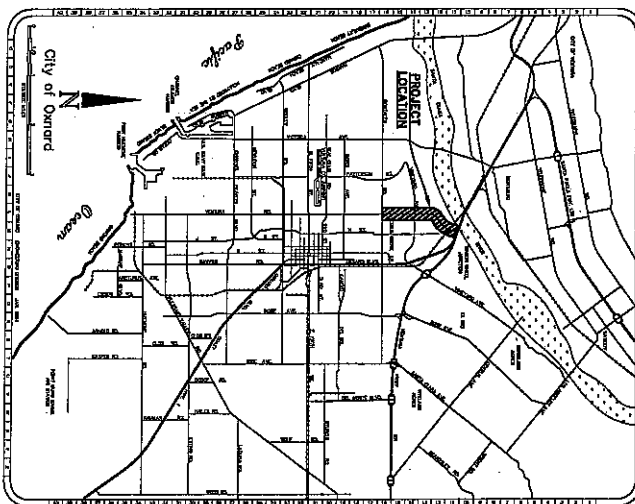
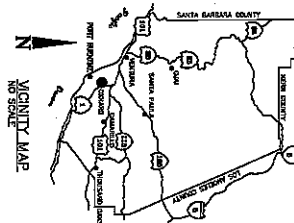
Exhibit A – Site Plan

EXHIBIT A



**CITY OF OXNARD - CALIFORNIA
VENTURA ROAD UTILITY IMPROVEMENTS
AND RESURFACING PROJECT**

PHASE 2
PW09-15



SHEET INDEX		
SHEET NO.	REF NO.	DESCRIPTION

[illegible]

UTILITY NOTIFICATION

[illegible]OWNER/DEVELOPER

CITY OF OROVAD
STREET 305 WEST THIRD ST.
CITY, CA ZIP: OROVAD, CA 95033
PHONE (805)
FAX (805)
CONTACT: LUCIO BALDERAMA

PRELIMINARY

[illegible]



THE CONSTRUCTION CENTERLINE SHOWN ON THESE PLANS ONLY PROVIDES CONTROL FOR CONSTRUCTING IMPROVEMENTS. IT IS NOT A RECORD OR LEGAL CENTERLINE FOR ANY RIGHT-OF-WAY.

NO BOUNDARY INFORMATION WAS REQUESTED OR COMPILED FOR THIS PROJECT. THE COUNTY ASSESSOR PARCEL LINES HAVE BEEN PROVIDED FOR AN APPROXIMATE PROPERTY LINE LOCATION AND ARE FOR REFERENCE ONLY.

TOPOGRAHY
THE TOPOGRAPHY INFORMATION SHOWN HEREON WAS PREPARED BY VERTICAL MAPPING RESOURCES, INC. THIS MAP WAS PREPARED AT A SCALE OF 1" = 40' WITH A ONE FOOT CONTINUOUS INTERVAL. PREPARED FROM AERIAL PHOTOGRAPHY DATED MARCH 13, 2009 AND MARCH 31, 2008. PLANNED BY SMITH DOES NOT WARRANT THE ACCURACY OF SAID TOPOGRAPHY INFORMATION.
ALL MEASUREMENTS SHOWN HEREON ARE AROUND U.S. SURVEY FEET UNLESS OTHERWISE NOTED.

BASE OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA COORDINATE SYSTEM, ZONE 5, NAD83 (GEOID 1986.0) BASED ON GRIDS TO POINTS 1100 AND 1210 AS SHOWN ON RECORD OF SURVEY FILED IN BOOK 61, PAGES 84 THROUGH 89, INCLINING, HAVING A BEARING BETWEEN SAID POINTS OF NORTH 70°53'20" EAST.

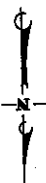
VENTURA COUNTY PUBLIC WORKS BENCHMARK STATED "1-14-80-1-1980" AND IS RECORDED AS VOPD 406 IN THE VENTURA COUNTY PUBLIC WORKS BENCHMARK LISTING, HAVING A PUBLISHED ELEVATION OF 604.0' ON SUTTER FIELD AND IS LOCATED ON THE SOUTHEASTLY CORNER RETURN OF THE INTERSECTION OF BOWDLEYS ROAD AND VENTURA ROAD.

SAPRAC CONTROL POINTS				
POINT NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
40	1809255.0620	8200363.5540	67.9209	W/6 MAIL
49	1809255.0620	8200363.5540	64.4303	W/6 MAIL
50	1809255.8810	8200363.7780	64.3551	1/2
51	1810222.3450	8200135.9530	63.5250	W/6 MAIL
52	1812542.3330	8200269.5530	60.2550	SCRIBED
53	1813035.0540	8201340.5530	60.7352	SCRIBED
54	1817450.0140	8202942.2510	63.6348	SCRIBED
55	1817450.2580	8202942.2510	63.6348	BRASS CHIP IN SITE STAMPED
2014	1809255.0620	8200363.5540	64.4306	W/6 MAIL
2015	1809255.0620	8200363.5540	64.3551	W/6 MAIL
2016	1809255.0620	8200363.5540	60.2550	W/6 MAIL

LINE TABLE	
LINE	BEARING DISTANCE
1.1	N113.007E 118.50
1.2	N113.707E 8970.48
1.3	N60.06187E 450.82
1.4	N38.07705E 735.36
1.5	N30.44705E 245.79
1.6	N34.05708E 290.00

CURVE	DELTA	RADIUS	LENGTH
C1	0°37'44"	1003.00	116.04
C2	0°37'44"	981.00	115.12
C3	30°53'18"	804.08	929.74
C4	21°31'10"	1400.00	525.82
C5	7°52'13"	1400.00	192.28
C6	3°20'18"	800.00	46.60

CONSTRUCTION CENTERLINE



ABBREVIATIONS

- | | |
|----|-----------------|
| AA | ASSOCIATED RAGE |
| AB | ABUSE |
| AC | ACQUITTAL |
| AD | ADULTERY |
| AE | ADULTERY W/IN |
| AF | ADULTERY W/IN |
| AG | ADULTERY W/IN |
| AH | ADULTERY W/IN |
| AI | ADULTERY W/IN |
| AJ | ADULTERY W/IN |
| AK | ADULTERY W/IN |
| AL | ADULTERY W/IN |
| AM | ADULTERY W/IN |
| AN | ADULTERY W/IN |
| AO | ADULTERY W/IN |
| AP | ADULTERY W/IN |
| AQ | ADULTERY W/IN |
| AR | ADULTERY W/IN |
| AS | ADULTERY W/IN |
| AT | ADULTERY W/IN |
| AV | ADULTERY W/IN |
| AW | ADULTERY W/IN |
| AX | ADULTERY W/IN |
| AY | ADULTERY W/IN |
| AZ | ADULTERY W/IN |
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| GW | ADULTERY W/IN |
| GX | |

IMPROVEMENT PLAN STANDARD SYMBOLS

CROSS SECTION

SELECTED NATURAL MATERIAL

CENTER LINE _____
 R/O ON PROPERTY LINE _____

STYLISH LINE TYPES

EXTRACT	EXTRACT
NATURAL GAS	6-3-3
EXTRACT	6-3-3

TELEPHONE	7—
WATER	W—

TELEVISION TV-----TV-----
 RECREATION WATER RIDE-----RIDE-----

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PUBLIC WORKS
CAPITAL PROJECTS MANAGEMENT DIVISION

PHASE 2 -- CONSTRUCTION

City Engineer, Linda Soderstrom	Perit
DATE APPROVED: 2-21-91	

DRAMA	N/A
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PRELIMINARY

 Bureau of Prisons Federal Bureau of Investigation Department of Justice 400		Permitted to Submit () () () 1st Reg. Mail, 4th Mo. Cycle, 4th Mo. Period	
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Attachment C

Addendum No. 11 to Final Environmental Impact Report No. 00-03 RiverPark Specific Plan EIR (SCH 2000051046)

Specific Plan Amendment for
Freeway-Oriented Signs
PZ 10-630-02

prepared by:

Linda Windsor, Associate Planner
City of Oxnard, Planning Division
214 South C Street
Oxnard, California 93030

SUMMARY

This document is Addendum No. 11 to the RiverPark Specific Plan Final EIR, certified July 16, 2002. The addendum concludes that there are no additional possible significant adverse environmental effects associated with the Amendment to the RiverPark Specific Plan (PZ No. 10-630-02), which would allow approval of four freeway-oriented monument signs and a change in a pylon sign allowed by a previously-approved amendment, including provisions for two of these signs to contain changeable electronic digital panels. The specific plan amendment would allow these freeway-oriented signs adjacent to The Collection Shopping Center in District D of the RiverPark Specific Plan area. The specific plan amendment provides definitions, standards, locations and permit procedures for these freeway-oriented signs.

Background

The Oxnard City Council certified the Final Environmental Impact Report (EIR) and approved the RiverPark Specific Plan and the related agreements on August 27, 2002. Development of RiverPark began in May 2004 and continues to this date.

The Specific Plan has been the subject of several minor administrative amendments since its original adoption. Errata documents have been prepared for the Specific Plan to document these approved specific plan amendments and correct minor inconsistencies in the text and graphic exhibits within the Specific Plan as they have been identified during implementation of the project. In addition, there have been minor amendments to the RiverPark Owner Participation Agreement, and other agreements related to the implementation of the RiverPark Project. For each of these modifications of the RiverPark Project, an Addendum to the Final EIR was prepared by the City of Oxnard to comply with CEQA. Addenda to the Final EIR were also prepared to address minor changes to the construction of the project during the land development phase and minor revisions to the mitigation measures for the air quality impacts of the project to reflect changes in the planning of the main commercial area. A summary of each of the previous Addenda is provided below:

Addendum 1 – August 2002 - The RiverPark Project, as described and analyzed in the RiverPark Final EIR, included a proposal for temporary dewatering of limited areas during grading activities. This Addendum addressed a minor change to the dewatering plan to include a second location for a dewatering well.

Addendum 2 – November 2005 – The RiverPark Specific Plan, as described and analyzed in the RiverPark Final EIR, included a conceptual grading plan for the entire Specific Plan Area. This conceptual grading plan identified a total of 10 million cubic yards of cut and fill of earth materials on the project site. It was anticipated that the grading operations would be a balanced operation, requiring no import or export of earth materials, based on the soil characteristics identified in the geotechnical report prepared for the project site. During the initial mass grading of the site, it was determined that soil compression was higher than anticipated. In addition, implementation of the mitigation measures identified in the Final EIR required removal and recompaction of soil at depths greater than the conceptual grading plan. As a result, soil needed to be imported to balance grading on the site. This Addendum assessed the environmental effects of importing of up to 600,000 cubic yards of soil.

Addendum 3 – June 2007 – This Addendum addressed an amendment to the Owner Participation Agreement to permit the hotel allowed in District C to be developed in District D on a 5-acre site on the southeast corner of Oxnard Boulevard and Danvers River Street and allow up to 100,000 square feet of retail commercial development on the 12-acre site in Planning District C where the hotel was originally allowed in the Specific Plan.

Addendum 4 – June 2007 – This Addendum addressed minor changes to the mitigation measures for air quality impacts included in the Final EIR to reflect the planning of the retail commercial project, The Collection at RiverPark, planned in Planning Districts B, C, and D as identified in the RiverPark Specific Plan.

Addendum 5 – November 2007 – This Addendum addressed an amendment to the Owner Participation Agreement and an amendment to the Memorandum of Understanding (MOU) between the Oxnard Community Development Commission (CDC) and the applicants related to financing of public infrastructure, parking facilities, and improvements in support of commercial development in RiverPark, including a 500-space parking structure within the primary commercial district, Planning District D, of the RiverPark Specific Plan.

Addendum 6 – December 2007 – This Addendum addressed an amendment to the RiverPark Specific Plan to allow changing the amount of residential development allowed on the remaining land in Planning Area A, the Mixed Use/Office District and Planning Area F, the Vineyards Neighborhood District.

Addendum 7 – February 2009 – This Addendum addressed a minor amendment to the RiverPark Specific Plan to allow a single freeway oriented sign, up to 60 feet in height, in one of three designated locations in the main commercial district, Planning District D.

Addendum 8 – July 2009 – This Addendum evaluated the addition of an administrative office and maintenance facility for the City of Oxnard General Services Department in Planning District E of the RiverPark Specific Plan Area.

Addendum 9 – January 2010 – This Addendum evaluated the impacts of the Ventura Road Utilities Project for the City of Oxnard Public Works Department, which proposed infrastructure improvements under Ventura Road between Gonzales Road and Vineyard Avenue.

Addendum 10 – In progress: A separate proposed Amendment to the RiverPark Specific Plan would decrease the amount of commercial development allowed by the Specific Plan and allow the development of additional multifamily residential units in the center of the community. The RiverPark developers submitted this amendment request in order to respond to changes in the demand for commercial and residential development, as compared to when the RiverPark Specific Plan was adopted.

Project Background and Description

In 2009, the City Council approved an amendment to the RiverPark Specific Plan allowing a freeway-oriented pylon sign up to a maximum height of 60 feet along the US 101 Freeway. The current amendment would change the same section of the specific plan to also allow four freeway-oriented monument signs up to 34 feet tall, in designated locations within District D of the Specific Plan area. In addition, the specific plan amendment would allow changeable electronic display panels on the pylon sign and on the furthest west of the freeway-oriented monument signs, subject to approval of a Special Use Permit. The locations of these five signs

are shown on revised Exhibit 5HH, which will be incorporated into the specific plan. The proposed signs would be visible from the US 101 Freeway, Oxnard Boulevard as it crosses the freeway, and RiverPark Boulevard, as well as from the parking area south of the buildings in The Collection shopping center and adjacent properties to the east/northeast of the shopping center.

Precise locations and design of the individual signs would be subject to review by the RiverPark Town Planner/Architect and the City of Oxnard, as part of a Development Design Review permit (DDR) or Special Use Permit (SUP), as required by the specific plan amendment. Current applicable development and environmental standards such as traffic safety, landscaping and lighting control would be applied to the project. In particular, illumination and orientation of the signs would be carefully evaluated during review of the DDR or SUP permit process to prevent light from spilling onto the freeway, adjacent roads, and adjacent land uses, particularly neighboring residences. The electronic display panels will be evaluated as part of the Special Use Permit process to prevent creation of a significant change in character to the project area and vicinity, as well as quantitative and qualitative traffic hazards.

The revised specific plan text is attached and the exhibit showing the five sign locations is shown as Attachment A to the amended text.

Project Environmental Review

Section 15164 of the State California Environmental Quality Act (CEQA) Guidelines states that an addendum to a previously adopted EIR is the appropriate environmental document in instances when no conditions exist that would trigger a subsequent EIR. Three tests determine if a subsequent EIR is required (Section 15162(a)). They are:

1. Substantial changes to the project lead to new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes have occurred with respect to the circumstances under which the project is undertaken;
3. New information of substantial importance that was not known or could not have been known at the time of the EIR certification shows any of the following:
 - a. The project will have significant effects not previously discussed,
 - b. Significant effects previously examined will be substantially more severe than previously estimated,
 - c. Mitigation measures previously found infeasible would now be feasible and would substantially reduce significant effects of the project, and/or
 - d. Different mitigation measures or alternatives from those analyzed in the EIR would substantially reduce significant effects.

In the first test, the signs are accessory structures to a commercial area which was examined by the EIR as part of the project description. The signs do not change the land use type or intensity on this site from the uses and intensity described in the specific plan and therefore will not result in effects not previously discussed.

The only potential environmental effect related to this project would be aesthetics. The Aesthetics section in the RiverPark Specific Plan Final EIR determined that no unavoidable significant impacts to the visual character would result from the RiverPark project, since the

development of RiverPark would not obstruct long range views of the mountains and hills in the Los Padres National Forest to the north from the Ventura Freeway and Vineyard Avenue. In addition, the height and character of the commercial development was determined to be consistent with existing development in the area.

The proposed signs do not represent a change or increase in land use type or intensity. In addition, the proposed signs would also not block long range views identified above, and the signs will be subject to design review and a Design Development Review permit, except for the changeable electronic signs, which require review of a special use permit. The proposed freeway-oriented monument signs are shorter and smaller than other signs along the freeway corridor in this area. In addition, the text amended by the specific plan amendment requires the decision-makers to make the finding that the proposed signs will not be detrimental to (a) the public health, safety or general welfare; or (b) adjacent uses, buildings or structures in the vicinity of the sign(s). Therefore, the proposed amendment would not create additional environmental impacts.

It is acknowledged that several other freeway-oriented pylon (pole) signs exist in the area between the 101 Freeway bridge (adjacent to the western edge of RiverPark) and the Rose Avenue freeway off ramp, and the addition of the additional signs that are the subject of this amendment could create a cumulative adverse effect on aesthetics. The existing signs in this vicinity were constructed over a period of 25 years as accessory to the developments they identify. These signs identify the major tenants in each shopping center. The consolidation of the tenant signs onto one sign for each shopping center helps to reduce the visual clutter over individual freeway-oriented signs for each business. The closest of these tall signs is the 75-foot tall sign at the Esplanade, which is over 700 feet away and on the other side of the 101 Freeway (southbound) from the closest of the RiverPark signs. The only other freeway-oriented pole sign on the same side of the freeway as RiverPark (adjacent to northbound 101) is the Oxnard Auto Center Sign, which is located almost 2 miles away, and is not visible to drivers at the same time as the signs that are the subject of this amendment. None of these are in the same viewshed as the subject signs. Therefore, there is no cumulative effect on aesthetics due to these new signs.

In the second test, staff determined that circumstances surrounding the project have not substantially changed with regard to issues, facts, and mitigations included in the RiverPark Specific Plan FEIR. The project buildout has not changed from that evaluated by the Final EIR, nor have the environs adjacent to the project site. The commercial area is currently under construction as foreseen in the specific plan, and the proposed signs do not change the intensity or land use of the shopping center.

In the third test, staff determined that no new information of substantial importance that was not known or could not have been known at the time of the RiverPark Specific Plan Final EIR certification shows that the project will have effects not previously discussed, that significant effects previously examined will be substantially more severe than previously estimated, that mitigation measures previously found infeasible would now be feasible and would substantially reduce effects of the project, and/or that different mitigation measures would substantially reduce effects.

The Final Environmental Impact Report with comments and responses and record of project approval may be examined at the City of Oxnard, Planning Division, 214 South C Street, Oxnard, California 93030. Please call (805) 385-7858 to arrange a file review time.

Susan L. Martin, AICP
Planning Division Manager

Date

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**Addendum No. 10
to the
RiverPark Project
Final Environmental Impact Report**

State Clearinghouse No. 2000051046

Prepared for:

City of Oxnard
214 South C Street
Oxnard, California 93030

Prepared by:

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803 Camarillo Springs Road, Suite A
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June 2011

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INTRODUCTION

This is the tenth Addendum to the certified Final Environmental Impact Report (Final EIR) for the RiverPark Project. This introduction describes the background of the planning and environmental review process for the RiverPark Project and the purpose and organization of this Addendum analyzing the environmental impacts of a proposed amendment to the adopted Specific Plan.

PURPOSE OF AN ADDENDUM

When a Final EIR has been certified for a project, the California Environmental Quality Act (CEQA) and the *State CEQA Guidelines* define standards and the procedure for additional environmental review. Sections 15162–15164 of the *State CEQA Guidelines* define the standards for determining the level of additional environmental review required when an EIR has been certified for a project.

When it can be determined that neither the proposed changes to the project, changed circumstances, nor new information result in the identification of new significant impacts, or the substantial increase in the severity of significant impacts identified in the certified EIR, an Addendum to an EIR may be prepared. Public review of an Addendum is not required by CEQA. If new significant impacts or a substantial increase in the severity of significant impacts identified in the previous EIR would result, then preparation and circulation of a Subsequent or Supplemental EIR for additional public review is required.

This Addendum to the certified RiverPark Specific Plan Final EIR has been prepared because:

- (1) no substantial changes are proposed in the project that will require major revisions of the previous EIR due to the occurrence of new significant effects or a substantial increase in the severity of previously identified significant impacts;
- (2) no substantial changes in circumstances under which the project is undertaken will occur that will require major revisions of the previous EIR due to the occurrence of new significant environmental effects or a substantial increase in the severity of previously identified effects; and
- (3) no new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was prepared, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR.
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR.
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.

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

The analysis of the proposed Specific Plan Amendment contained in this Addendum supports the conclusion that neither the proposed changes to the amount and location of residential and commercial areas allowed by the Specific Plan or changes to the circumstances under which the RiverPark community will continue to develop will result in any new significant impacts nor any substantial increase in the severity of any of the significant impacts identified in the certified RiverPark Specific Plan Final EIR. Additionally, no new information of substantial importance has been identified that indicates the Specific Plan Amendment as currently proposed would result in any new significant impacts nor any substantial increase in the severity of the significant impacts identified in the certified RiverPark Specific Plan Final EIR.

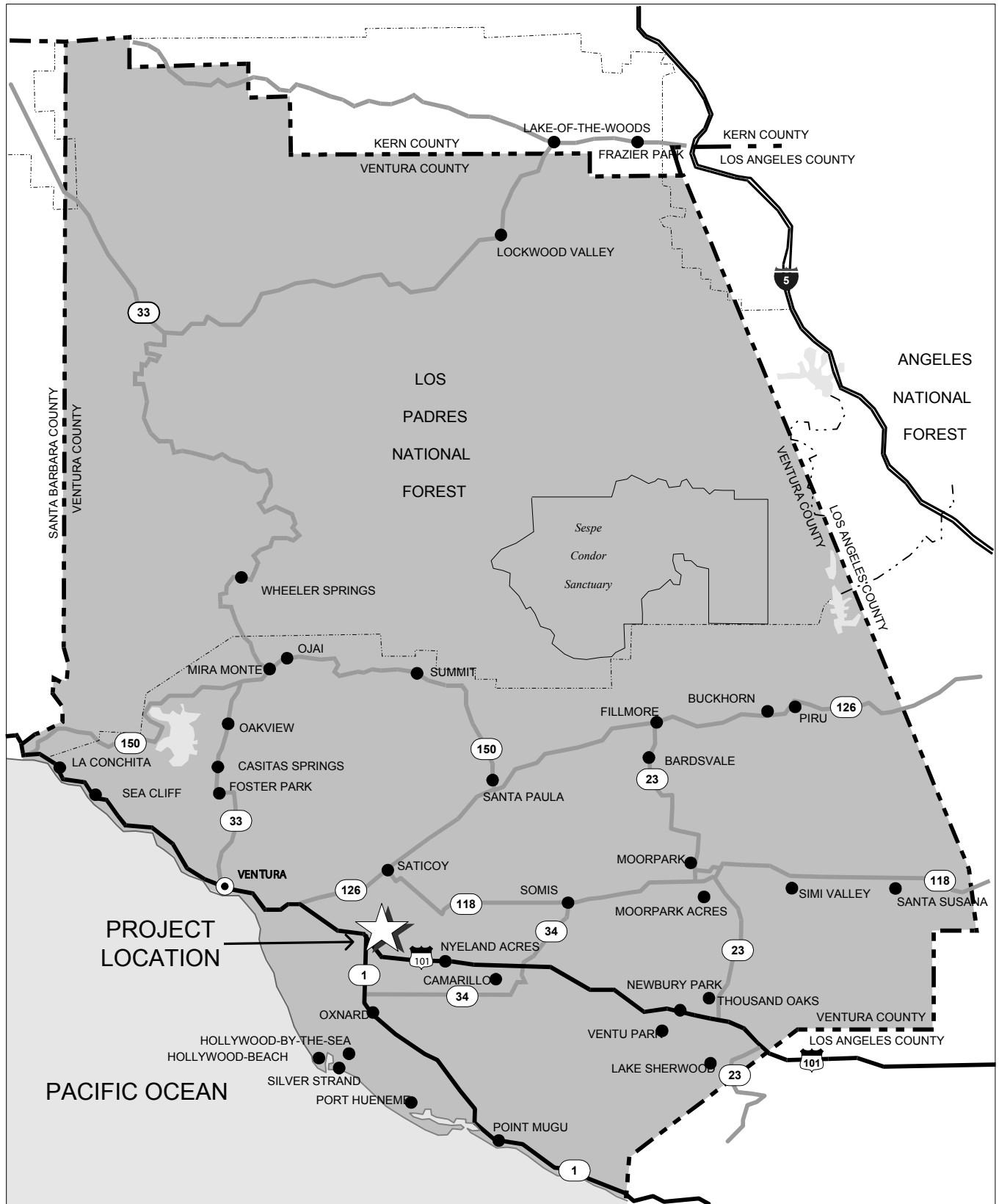
This Addendum provides an update to the environmental information in the RiverPark Specific Plan EIR, analysis of the impacts of the proposed Specific Plan Amendment, and presents a comparison of the environmental impacts of this proposal with the impacts identified in the certified Specific Plan Final EIR.

For each environmental topic addressed in the original EIR this Addendum provides a summary of impacts identified in the certified Final EIR followed by an analysis of the proposed Specific Plan Amendment; these impacts are then compared with the impacts identified in the certified Final EIR. This analysis includes, where applicable, discussion of the City's updated 2020 General Plan as well as other new City, state, or local rules, regulations, and ordinances. Last, the mitigation measures contained in the original EIR have been updated as appropriate,

Following this introduction, the background of the RiverPark Specific Plan project is described. This background section is followed by a description of the proposed amendment to the Specific Plan. The environmental analysis follows the project description section.

BACKGROUND

RiverPark is an integrated mixed-use community of residences, commercial uses, parks, schools, civic uses, and support infrastructure. As shown in **Figure 1, Regional Location**, the 702-acre RiverPark Specific Plan Area is located immediately north of the Ventura Freeway (U.S. 101) between the Santa Clara River and Vineyard Avenue (State Route 232) in Oxnard. **Figure 2, Project Vicinity Map**, shows the boundaries of the RiverPark Specific Plan Area and its location in relation to the City of Oxnard.



SOURCE: AC Martin Partners - August 2002

FIGURE 1

Regional Location

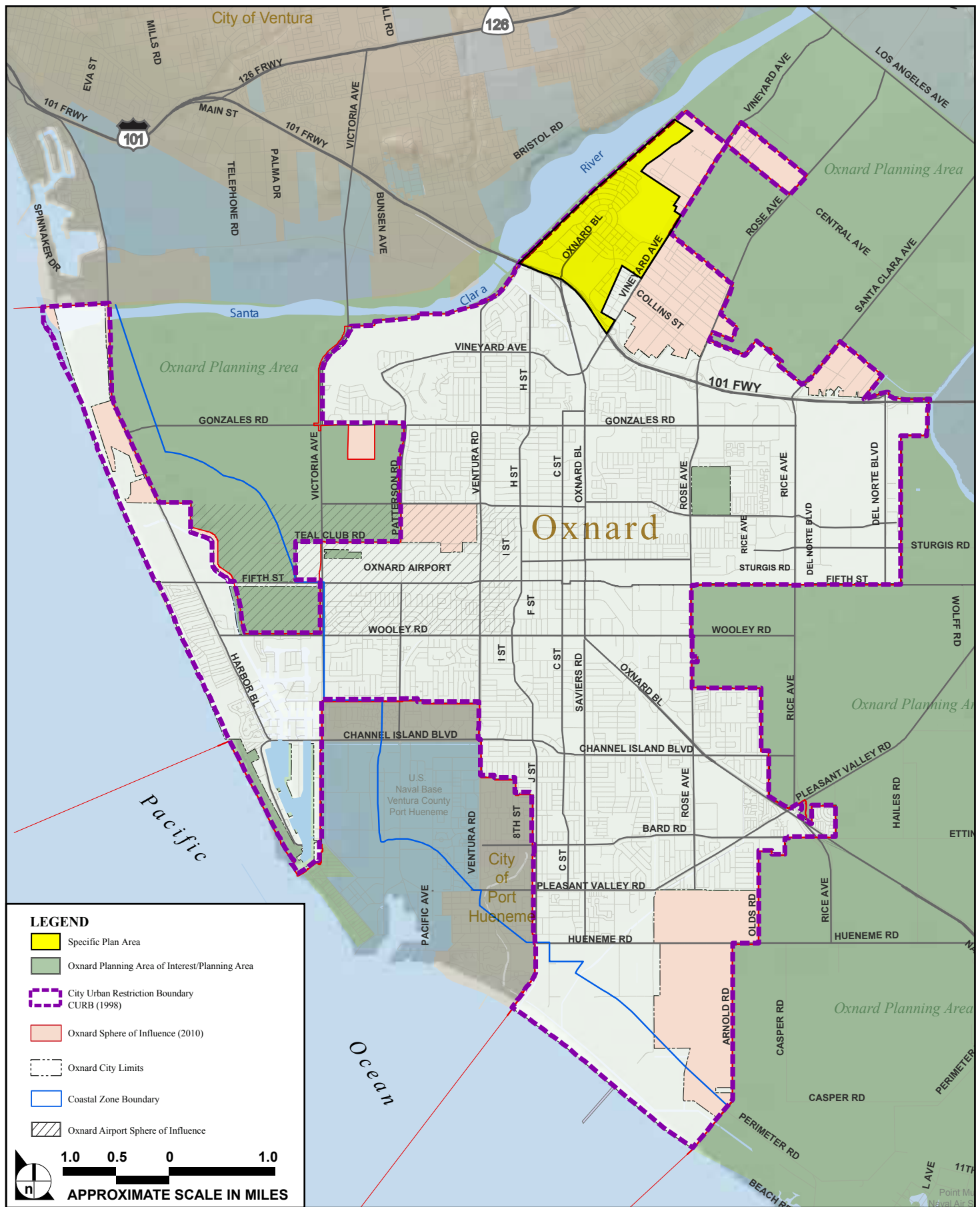


FIGURE 2

Project Vicinity Map

Development of RiverPark is guided and regulated by the RiverPark Specific Plan and several related implementation agreements, including the RiverPark Development Agreement (DA) and the RiverPark Owner Participation Agreement (OPA). The RiverPark Project EIR was prepared and certified by the City of Oxnard to meet the requirements for environmental review under CEQA.

The RiverPark EIR addressed a series of related discretionary actions that made up the project including a General Plan Amendment, adoption of the Specific Plan, and annexation of a portion of the site. In addition, the EIR addressed several agreements related to the implementation of the project including the DA between the City of Oxnard and the applicants and an OPA between the Oxnard Community Development Commission and the applicants for the portion of the Specific Plan Area located within the City's HERO (Historic Enhancement and Revitalization of Oxnard) Redevelopment Project Area.

The Oxnard City Council certified the Final Environmental Impact Report (EIR) and approved the RiverPark Specific Plan and the related agreements on August 27, 2002. Development of RiverPark began in May 2004 and continues to this date.

The Specific Plan has been the subject of several minor amendments since the original adoption. The Specific Plan allows minor amendments to be approved administratively, and these previous amendments were approved administratively. Since adoption of the Specific Plan, errata documents have been prepared for the Specific Plan to document these approved specific plan amendments and correct minor inconsistencies in the text and graphic exhibits within the Specific Plan as they have been identified during implementation of the project.

In addition, there have been minor amendments to the OPA and other agreements related to the implementation of the RiverPark Project. When required by CEQA, an Addendum to the Final EIR was prepared by the City of Oxnard to comply with CEQA for the changes to these agreements. A summary of the contents of each of the previous Addenda is provided below:

Addendum 1 – August 2002 – The RiverPark Project, as described and analyzed in the RiverPark Final EIR, included a proposal for temporary dewatering of limited areas during grading activities. This Addendum addressed a minor change to the dewatering plan to include a second location for a dewatering well.

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Final EIR required removal and recompaction of soil at depths greater than the conceptual grading plan. As a result, soil needed to be imported to balance grading on the site. This Addendum assessed the environmental effects of importing up to 600,000 cubic yards of soil.

Addendum 3 – June 2007 – This Addendum addressed an amendment to the Owner Participation Agreement to permit the hotel allowed in District C to be developed in District D on a 5-acre site on the southeast corner of Oxnard Boulevard and Danvers River Street and allow up to 100,000 square feet of retail commercial development on the 12-acre site in Planning District C where the hotel was originally allowed in the Specific Plan.

Addendum 4 – June 2007 – This Addendum addressed minor changes to the mitigation measures for air quality impacts included in the Final EIR to reflect the planning of the retail commercial project, The Collection at RiverPark, planned in Planning Districts B, C, and D as identified in the RiverPark Specific Plan.

Addendum 5 – November 2007 – This Addendum addressed an amendment to the Owner Participation Agreement and an amendment to the Memorandum of Understanding (MOU) between the Oxnard Community Development Commission (CDC) and the applicants related to financing of public infrastructure, parking facilities, and improvements in support of commercial development in RiverPark, including a 500-space parking structure within the primary commercial district, Planning District D, of the RiverPark Specific Plan.

Addendum 6 – December 2007 – This Addendum addressed an amendment to the RiverPark Specific Plan to allow changing the amount of residential development allowed on the remaining land in Planning Area A, the Mixed Use/Office District and Planning Area F, the Vineyards Neighborhood District. The approval for this Addendum was a Development Services Director interpretation.

Addendum 7 – February 2009 – This Addendum addressed a minor amendment to the RiverPark Specific Plan to allow a single freeway oriented sign, up to 60 feet in height, in one of three designated locations in the main commercial district, Planning District D.

Addendum 8 – July 2009 – This Addendum evaluated the addition of an administrative office and maintenance facility for the City of Oxnard General Services Department in Planning District E of the RiverPark Specific Plan Area.

Addendum 9 – January 2010 – This Addendum evaluated the impacts of the Ventura Road Utilities Project for the City of Oxnard Public Works Department, which proposed infrastructure improvements under Ventura Road between Gonzales Road and Vineyard Avenue.

PROJECT DESCRIPTION

The proposed Amendment to the RiverPark Specific Plan would decrease the amount of commercial development allowed by the Specific Plan and allow the development of additional multifamily residential units in the center of the community. A description of the land uses currently allowed by the Specific Plan and the proposed changes is provided in this section.

ADOPTED RIVERPARK SPECIFIC PLAN

The RiverPark Specific Plan permits the development of an integrated mixed-use community consisting of open space, residential, commercial, and public facilities uses. The design of the RiverPark community follows the design principles of the 'New Urbanism' and 'Smart Growth' movements, which emphasize the importance of mixed land uses, communities scaled for pedestrian movement, limiting automobile usage and the importance of physical design in creating communities that people want to live, work, and shop in. The RiverPark community is made up of four basic land uses: (1) the commercial area within the southern portion of RiverPark, (2) the residential neighborhoods to the north and east of the commercial areas, (3) the open space areas in the northern portion of the Specific Plan Area, and (4) public facilities located throughout the community. These land uses are linked and unified by a landscaped pedestrian, bicycle, and vehicular circulation system. **Figure 3, Land Use Designation Map – Adopted Specific Plan**, presents the Land Use Plan for the Specific Plan.

Figure 4, Land Use Summary – Adopted Specific Plan, presents the land use summary by planning district, which describes the type and maximum intensity of allowed land uses. As shown in **Figure 4**, under the adopted Specific Plan, approximately 38 percent (266 acres) of the approximately 702-acre Specific Plan Area is planned to remain as open space, 35 percent (244 acres) as residential uses, 21 percent (147 acres) as commercial uses, and 6 percent (44 acres) as public facilities. As originally adopted, the RiverPark Specific Plan allowed the development of up to 2,805 residential units and 2.485 million square feet of commercial development.

The Specific Plan established 13 planning districts to regulate the location and configuration of the planned land uses. Each planning district has a specific variety of permitted and specially permitted land uses, densities, parking requirements, and other development controls. Each Planning District allows a range in the number of units allowed within that district to allow for flexibility in the development of the Specific Plan. However, the total amount of residential units is not allowed to exceed the maximum number of residential units allowed by the Specific Plan. For this reason, development of the maximum amount of units allowed in all districts cannot occur.

The Specific Plan identified sites for two new elementary and one new intermediate school, new City of Oxnard and County of Ventura Fire Stations, neighborhood parks and community open space. The Specific Plan also provides for the reclamation of the existing mine pits located in the northern portion of the Specific Plan Area and allows the reclaimed mine pits to be used as water storage and recharge basins as part of ongoing groundwater management efforts.

CURRENT STATUS OF DEVELOPMENT IN RIVERPARK

Residential and Commercial Uses

Development of the RiverPark Community began in May 2004. As of June 3rd, 2011, building permits for a total of 1,618 residential units, including permits for 238 affordable housing units, and 636,544 square feet of commercial space had been issued by the City of Oxnard. At the time the Specific Plan was adopted, there was 421,000 square feet of existing commercial office space on the site in Planning District A. When this existing office space is added to the amount of commercial space permitted since the Specific Plan was adopted, the total amount of commercial space developed or permitted in the Specific Plan Area is 1,057,544 square feet. The amount of existing and permitted development in each planning district is shown below in **Table 1**.

Table 1
RiverPark Specific Plan Permitted Development as of September 2010

Planning District	Residential Units (dwelling units)	Commercial Units (square feet)
Planning District A	400	421,000 ¹
Planning District B	-	-
Planning District C	-	-
Planning District D	-	636,544
Planning District E	-	-
Planning District F	300	-
Planning District G	246	-
Planning District H	95	-
Planning District I	341	-
Planning District J	162	-
Planning District K	74	-
Total	1,618	1,057,544

Note: Planning Districts L and M do not have any permitted residential or commercial uses located within their boundaries.

¹ The 421,000 square feet of office development in Planning District A was built before adoption of the RiverPark Specific Plan.

RIVERPARK LAND USE PLAN:
PERMITTED USES
Land Use Plan Date: February 14, 2002

Legend

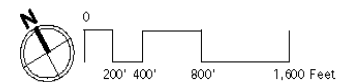
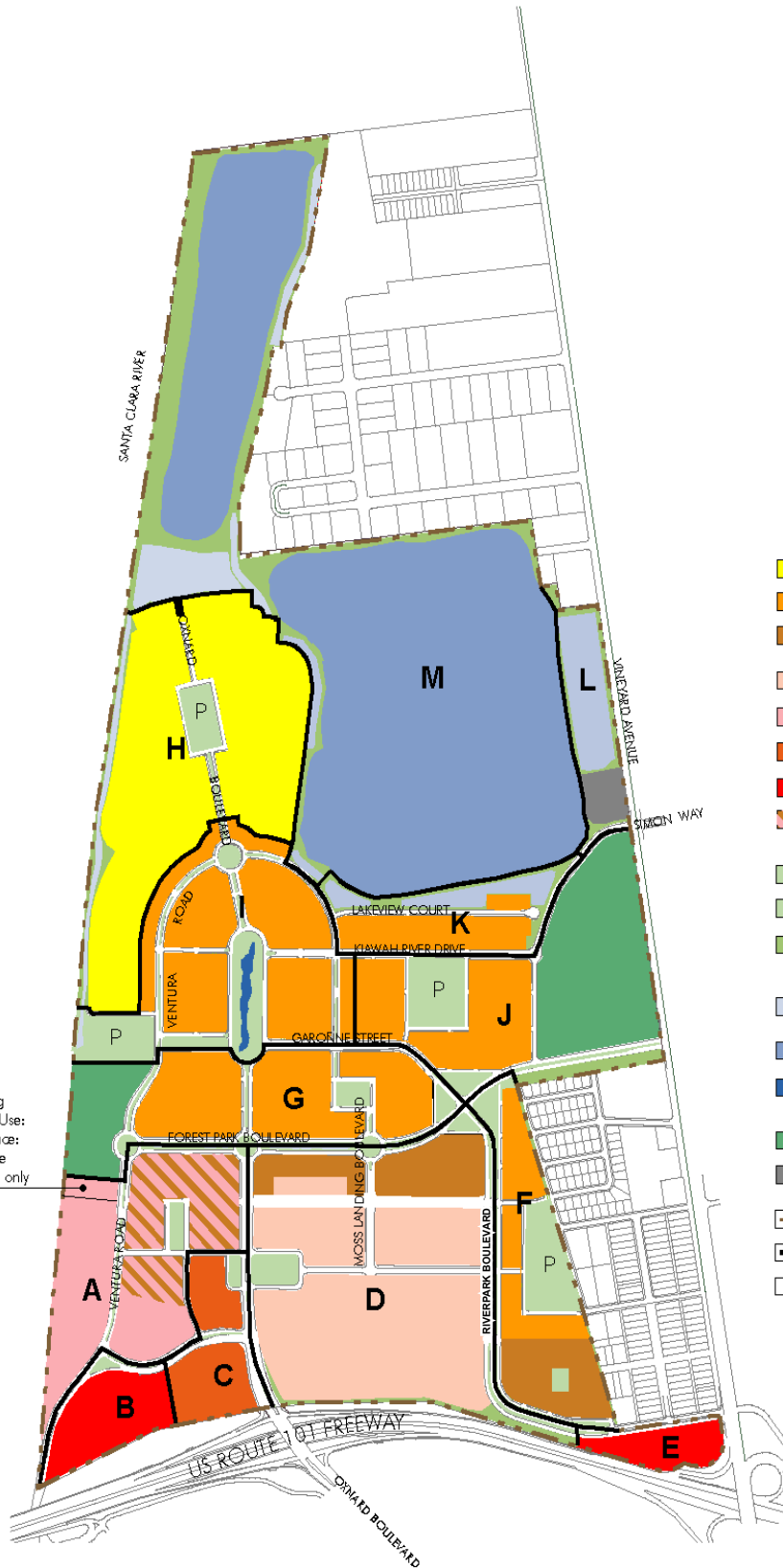
Planning Districts

- A Mixed Use/Office District
- B West Peripheral Commercial District
- C Convention/ Hotel District
- D Town Square Commercial District
- E East Peripheral Commercial District
- F Vineyards Neighborhood District
- G Village Square Neighborhood District
- H RiverPark Crescent Neighborhood District
- I RiverPark Loop Neighborhood District
- J RiverPark Mews Neighborhood District
- K Lakeside Neighborhood District
- L Public Facility District
- M Water Storage/Recharge Basins & Storm Water Control District

Land Use

- Residential: Low Medium (8-12 DU/gross acre)
- Residential: Medium (12-18 DU/gross acre)
- Residential: High (18-30 DU/gross acre)
- Commercial: Regional
- Commercial: Office
- Commercial: Convention/ Hotel
- Commercial: Retail/ Office
- Mixed Use: Residential: High/ Commercial: Office
- Open Space: Park Space
- Open Space: Neighborhood Parks
- Open Space: Landscaped Buffer
- Open Space: Miscellaneous: Dry Swales/ Detention Basins
- Open Space: Miscellaneous: Water Storage/ Recharge Basins
- Open Space: Miscellaneous: Water Feature
- Schools/ Community Park
- Public Facilities
- Specific Plan Area
- Planning District Boundary
- Planning District Designation

Underlying
Permitted Use:
Open Space:
Park Space
this parcel only



SOURCE: AC Martin Partners - August 2002

FIGURE 3

Land Use Designation Map - Adopted Specific Plan

Planning District	Land Use	Gross Acreage ¹	Max Commercial KSF Allowable for Each Planning District	Allowed Dwelling Unit Range For Each Planning District ⁷
A	Mixed Use/Office District			
	MIXED USE			
	Development Option A: All Residential			
	RESIDENTIAL: HIGH ³	21.1	20 ⁸	317-440
	Subtotals	21.1	20	
	Development Option B: Commercial/Residential			
	COMMERCIAL: OFFICE	14.4	360	
	RESIDENTIAL: HIGH ³	6.7	10 ⁸	100-150
	Subtotals	21.1	370	
	COMMERCIAL: OFFICE			
	Parcels with existing offices	15.4	221	
	Remaining parcels designated Commercial:Office	9.3	200	
	Subtotals	24.7	421	
	OPEN SPACE: PARK SPACE	1.3	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/DETENTION BASINS	0.4	NA	
	Subtotals Planning District A	Development Option A 47.5	441	317-440
		Development Option B 47.5	791	100-150
B	West Peripheral Commercial District			
	COMMERCIAL: REGIONAL	13.8	260	
	Subtotals Planning District B	13.8	260	NA
C	Convention / Hotel District			
	COMMERCIAL: CONVENTION/HOTEL	15.7	510	
	OPEN SPACE: PARK SPACE	0.6	NA	
	Subtotals Planning District C	16.3	510	NA
D	Town Square Commercial District			
	COMMERCIAL:REGIONAL (Retail/Entertainment)	68.2	935	
	VERTICAL MIXED USE OVERLAY			100-150
	RESIDENTIAL: HIGH ³	15.0	20 ⁸	220-300
	OPEN SPACE: PARK SPACE	3.5	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/DETENTION BASINS	0.8		
	OPEN SPACE: LANDSCAPED BUFFER	0.9	NA	
	Subtotals Planning District D	88.4	955	320-450
E	East Peripheral Commercial District			
	COMMERCIAL: REGIONAL	8.9	130	
	Subtotals Planning District E	8.9	130	NA
F	Vineyards Neighborhood District			
	RESIDENTIAL: HIGH ³	12.3	10 ⁸	140-260
	RESIDENTIAL: MEDIUM ³	15.5	5 ⁸	150-190
	OPEN SPACE: PARK SPACE	2.1	NA	
	OPEN SPACE: NEIGHBORHOOD PARK	7.4		
	OPEN SPACE: LANDSCAPED BUFFER	0.6		
	Subtotals Planning District F	37.9	15	290-450
G	Village Square Neighborhood District			
	RESIDENTIAL: MEDIUM ³	37.6	20 ⁸	325-425
	OPEN SPACE: PARK SPACE	2.8	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/DETENTION BASINS	1.2		
	SCHOOLS/ COMMUNITY PARK ^{2,4,5}	11.4	NA	
	Subtotals Planning District G	53.0	20	325-425
H	RiverPark Crescent Neighborhood District			
	RESIDENTIAL: LOW MEDIUM	74.7	NA	425-455
	OPEN SPACE: NEIGHBORHOOD PARKS	3.3	NA	
	Subtotals Planning District H	78.0		425-455
I	RiverPark Loop Neighborhood District			
	RESIDENTIAL: MEDIUM ³	43.0	10 ⁸	375-510
	OPEN SPACE: PARK SPACE	6.6	NA	
	OPEN SPACE: NEIGHBORHOOD PARKS	5.8		
	OPEN SPACE: MISCELLANEOUS: WATER FEATURE	1.4		
	Subtotals Planning District I	56.8	10	375-510
J	RiverPark Mews Neighborhood District			
	RESIDENTIAL: MEDIUM ³	21.0	10 ⁸	220-310
	OPEN SPACE: PARK SPACE	1.4	NA	
	OPEN SPACE: NEIGHBORHOOD PARKS	6.1		
	OPEN SPACE: LANDSCAPED BUFFER	2.5		
	SCHOOLS/ COMMUNITY PARK ^{2,4,5}	30.4	NA	
	Subtotals Planning District J	61.4	10	220-310
K	Lakeside Neighborhood District			
	RESIDENTIAL: MEDIUM ³	12.0	5 ⁸	80-112
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/DETENTION BASINS	8.0		
	Subtotals Planning District K	20.0	5	80-112
L	Public Facility District			
	PUBLIC FACILITIES	2.5	NA	
	OPEN SPACE: MISCELLANEOUS: WATER STORAGE/ RECHARGE BASINS	11.1	NA	
	Subtotals Planning District L	13.6	0	NA
M	Water Storage/Recharge Basins and Storm Water Control District			
	OPEN SPACE: MISCELLANEOUS: WATER STORAGE/ RECHARGE BASINS	173.0	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/DETENTION BASINS	19.3		
	OPEN SPACE: LANDSCAPED BUFFER	14.0	NA	
	Subtotals Planning District M	206.3	0	NA
	TOTALS FOR SPECIFIC PLAN AREA	Total acreage within Specific Plan Area: 701.9 acres Maximum dwelling units allowed within Specific Plan Area: 2805 du Maximum commercial KSF allowed within Specific Plan Area: 2.485 ksf		

¹ Gross Acreage is measured to center line of bounding streets and/or to the Project boundary.
² Net school site area in Planning District J = 27.3 Acres; Net school site area in Planning District G = 10.0 Acres.
³ Vertical Mixed Uses and/or Live/Work units are permitted in portions of this District as defined in Specific Plan Sections 2, 3, 4 and Exhibit 2.C.
⁴ Specially Permitted Uses are allowed in portions of this area as defined in Specific Plan Section 2 (Land Use)
⁵ Specially Permitted Land Uses for sites designated for Schools/Community Park land use can only be applied for after the Rio School District submits a letter indicating that it does not want to purchase or utilize the land.
⁶ Allocation of residential units among Planning Districts is subject to ongoing monitoring by the Master Developer. Total dwelling units cannot exceed 2,805 units
⁷ Density range provides flexibility in allocating residential units within and between Planning Districts. Lower end of range is a suggested minimum.
Upper end of range is regulated through monitoring by Master Developer per note 6 to assure that the total dwelling units within RiverPark does not exceed 2805.
See Chapters 2, 3,and 4 for regulations and Section 7 for implementation.
⁸Ground Level Commercial and/or Live/Work use

Refer to Specific Plan Sections 2, 3 and 4 for detailed descriptions of Permitted and Specially Permitted land uses and development standards.This Land Use Summary (Exhibit 2.J) and Exhibits 2.B and 2.C indicate Permitted (by-right) uses only. See Section 2 and Exhibit 2.D for Specially Permitted Uses.



Schools

The RiverPark Specific Plan designates sites for two new K–5 schools, and one new 6–8 school, to be operated by the Rio School District. The applicants entered into a school mitigation agreement with the Rio School District that addresses the construction of these new schools. Under this agreement, the applicants are funding and assisting the district in the construction of three new schools with a total capacity to serve 1,683 K–8 students. The first elementary school, Rio del Mar Elementary, and the new Rio Vista Middle School have been completed within Planning District J along Vineyard Avenue.

Fire Facilities

The RiverPark Specific Plan designated a site for a new fire station to provide service in the northern portion of Oxnard, including RiverPark. A joint City of Oxnard/County of Ventura Fire Station was built on this site on Vineyard Avenue and is currently operating.

Parks

The RiverPark Specific Plan contains approximately 47 acres of parkland. The following parks and open space have been completed:

- Joint Use Park for Rio Del Mar Elementary School and Rio Vista Intermediate School
- Vineyard Park
- East Park
- Village Green Park
- Gateway Park
- Central Park
- Windrow Park
- Phase 1 Water Recharge Basin Trail System
- Commons Green

The following parks and open space have not yet been completed and are in various stages of design or development:

- Crescent Park (designed and approved, not built)
- Santa Clara River Trail Phase 2 (designed and approved, not built)
- Phase 3 Recharge Basin Trail (not designed or built)

- Children's Park (not designed or built)
- Town Square (designed and to be built with commercial uses)

PROPOSED SPECIFIC PLAN AMENDMENT

The proposed Specific Plan Amendment would decrease the amount of commercial development allowed in Planning Districts A and D and allow the development of additional multifamily residential units in these districts. In addition, minor changes would be made to other planning districts to reflect the type and amount of development permitted in each district and other minor amendments to the Specific Plan previously approved. **Figure 5, Land Use Designation Map – Proposed Specific Plan Amendment**, presents the proposed land use plan, and **Figure 6, Land Use Summary – Proposed Specific Plan Amendment**, presents the proposed land use summary by planning district, which describes the type and maximum intensity of allowed land uses.

The maximum amount of commercial development allowed by the Specific Plan would be reduced to 2,078,000 square feet and the maximum amount of residential development allowed would be increased to 3,145 units.

Planning Districts A through G and K would be affected by the proposed amendment. Planning Districts H through J, L, and M would remain unchanged from the currently adopted Specific Plan. **Figure 6** shows the land use summary for the RiverPark Specific Plan with this proposed amendment. The land use summary presented in **Figure 6** also reflects minor changes to the permitted uses in other planning districts approved through previous minor amendments to the Specific Plan. This is the reason the increase in the total number of units permitted is slightly higher than the increase proposed with this amendment. The analysis in this Addendum addresses the land use changes proposed with this amendment and the overall changes to the total amount of development that would be allowed by the amended Specific Plan.

The changes proposed with this amendment are described below for each of the affected planning districts.

Planning District A

The proposed amendment to the RiverPark Specific Plan would increase the amount of residential units allowed in Planning District A, the Mixed Use/Office District, from a maximum of 440 units to a maximum of 532 units. The proposed amendment would also decrease the amount of commercial square footage from 441,000 square feet to a maximum of 436,000 square feet.

As shown in **Figure 3**, the Specific Plan currently allows a Mixed Use (High Density Residential/Office) on a portion of Planning District A. As shown in **Figure 5**, this amendment would replace the Mixed Use land designation with High Density Residential designation on a portion of this district.

An additional 15,000 square feet of commercial development will be permitted in District A with approval the Specific Plan Amendment. An approximately 0.3-acre parcel located at the northern edge of this district had been originally reserved for road improvements the City has determined to no longer be necessary. Specifically, this parcel was reserved as a potential location for alignment of a bridge across the Santa Clara River as identified in the City of Ventura General Plan. The Ventura General Plan included a potential extension of Kimball Road across the Santa Clara River; however, after the adoption of the RiverPark Specific Plan it was determined that this road extension and bridge were no longer needed and were removed from the Ventura General Plan. To permit development on this parcel, 10,000 square feet of commercial development currently allowed in District F and 5,000 square feet of commercial development currently allowed in Planning District G will be transferred to District A. The amount of commercial development in Districts F and G will be reduced to reflect this change.

Planning Districts B and C

Under the proposed amendment, the boundaries of Planning Districts B and C would be modified to add 8.3 acres currently in District B to District C. Planning District B would be reduced in size to a total of 5.5 acres and Planning District C increased to a total of 24.6 acres. Changes in the allowed uses in each of these districts are also proposed. The amount of commercial uses allowed in District B would be reduced by 156,000 square feet and the amount of commercial use in District C would be increased to a maximum of 568,000 square feet, which includes the 272,000-square-foot hotel. The name of Planning District C would also be changed from “Convention/Hotel District” to “West Corridor Commercial District.”

Planning District D

Multifamily residential development would be allowed along the northern and eastern edges of this District. A mixed-use land use designation allowing either high-density residential development or regional commercial development would be applied to these portions of District D. As compared to the currently adopted Specific Plan, Planning District D under the proposed amendment would decrease the amount of commercial square footage by 89,000 square feet to a total of 904,000 square feet. The amendment also proposes an increase in the maximum number of residential dwelling units by 62 units to a total of 512. These additional dwelling units would be comprised of high-density multifamily residential units.

Planning District E

The proposed amendment to the RiverPark Specific Plan would increase the allowable amount of retail commercial development allowed in this district from a maximum of 90,000 square feet to 111,000 square feet increasing the overall density of development in this Planning District.

Planning Districts F and G

As described under the Planning District A above, 10,000 square feet of commercial uses from Planning District F and 5,000 square feet of commercial uses from Planning District G, will be reallocated to allow development of the parcel on the northern edge of this District A. The maximum allowed residential units within Planning District F would be increased by 32 units to a total of 482 units.

Other Changes Proposed by the Amendment to the RiverPark Specific Plan

Trails

The RiverPark Specific Plan provides for pedestrian connections and trails throughout the specific plan area. It also contains access points to a future Countywide regional trail system proposed adjacent to the Santa Clara River. Currently, a portion of the RiverPark pedestrian trail system extends along the western edge of the Large Woolsey Water Storage/Recharge Basin at the northwest boundary of the RiverPark Specific Plan area. This portion of the trail runs parallel and adjacent to the proposed alignment of the Santa Clara River Trail section of the County regional trail system. The proposed amendment eliminates this section of trail within the specific plan area made redundant by the Santa Clara River Trail. The amendment also proposed to adjust the trail around the Brigham/Vickers Water Storage/Recharge Basin to form a more continuous loop around and directly adjacent to the basin.

Parking

With development of some of the high-density residential uses (apartments) in the RiverPark Specific Plan area, the City determined that greater management of off-street and on-street resident and visitor parking was needed for these projects. To accomplish this, a requirement for a Parking Management Plan for each new high-density residential development project is included within the proposed Specific Plan amendment. This requirement is similar to the requirement for a Parking Management Plan for each commercial development within RiverPark.

RIVERPARK LAND USE PLAN:
PERMITTED USES
Land Use Plan Date: February 24, 2011

Legend

Planning Districts

- A Mixed Use/Office District
- B West Peripheral Commercial District
- C West Corridor Commercial District
- D Town Square Commercial District
- E East Peripheral Commercial District
- F Vineyards Neighborhood District
- G Village Square Neighborhood District
- H RiverPark Crescent Neighborhood District
- I RiverPark Loop Neighborhood District
- J RiverPark Mews Neighborhood District
- K Lakeside Neighborhood District
- L Public Facility District
- M Water Storage/Recharge Basins & Storm Water Control District

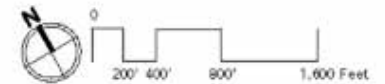
Land Use

- Residential: Low Medium (8-12 DU/gross acre)
- Residential: Medium (12-18 DU/gross acre)
- Residential: High (18-30 DU/gross acre)
- Commercial: Regional
- Commercial: Office
- Commercial: Convention/ Hotel
- Commercial: Retail/ Office
- Mixed Use: Residential: High/ Commercial: Office

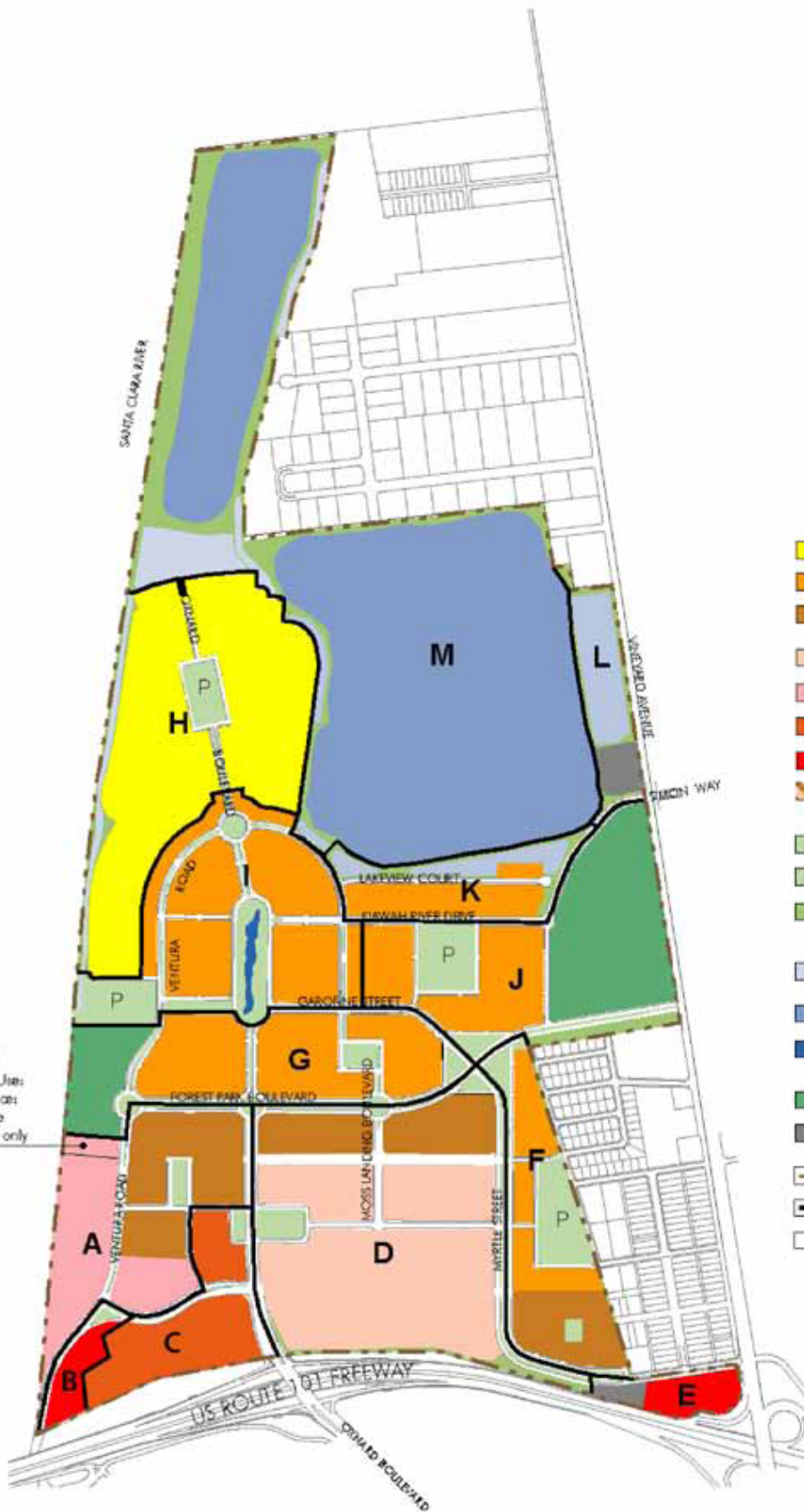
- Open Space: Park Space
- Open Space: Neighborhood Parks
- Open Space: Landscaped Buffer
- Open Space: Miscellaneous: Dry Swales/ Detention Basins
- Open Space: Miscellaneous: Water Storage/ Recharge Basins
- Open Space: Miscellaneous: Water Feature

- Schools/ Community Park
- Public Facilities

- Specific Plan Area
- Planning District Boundary
- Planning District Designation



Optional
Permitted Uses:
Open Space:
Park Space
(this parcel only)



SOURCE: AC Martin Partners - March 2011

FIGURE 5

Land Use Designation Map - Proposed Specific Plan Amendment

Revised per Specific Plan Amendment 2010 dated 02/28/2011 / Based on 11-17-2008 revised Land Use Plan / See notes at bottom of this page

Planning District	Land Use	Gross Acreage ¹	Max Commercial KSF Allowable for Each Planning District	Allowable Dwelling Unit Range For Each Planning District ⁷	
A	Mixed Use/Office District				
	MIXED USE	RESIDENTIAL: HIGH ³	21.1	0	500-532
	COMMERCIAL: OFFICE	Parcels with existing offices	15.4	221	
		Remaining parcels designated Commercial: Office	9.3	200	
	COMMERCIAL:OFFICE/opt. OPEN SPACE:PARK SPACE		1.3	15	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES / DETENTION BASINS		0.4	NA	
	Subtotals Planning District A		47.5	436	500-532
B	West Peripheral Commercial District				
	COMMERCIAL: REGIONAL		5.5	104	
	Subtotals Planning District B		5.5	104	NA
C	West Corridor Commercial District				
	COMMERCIAL: REGIONAL		24	206	
	COMMERCIAL: CONVENTION/HOTEL ⁹			272	
	OPEN SPACE: PARK SPACE		0.6	NA	
	Subtotals Planning District C		24.6	478	NA
D	Town Square Commercial District				
	COMMERCIAL: REGIONAL (Retail/Entertainment)		68.2	904	
	RESIDENTIAL: HIGH ³		15.0	0	470-512
	OPEN SPACE: PARK SPACE		3.5	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS		0.8		
	OPEN SPACE: LANDSCAPE BUFFER		0.9	NA	
	Subtotals Planning District D		88.4	904	470-512
E	East Peripheral Commercial District				
	COMMERCIAL: REGIONAL		7.5	111	
	PUBLIC FACILITIES		1.4		
	Subtotals Planning District E		8.9	111	NA
F	Vineyards Neighborhood District				
	RESIDENTIAL: HIGH ³		12.3	NA	140-310
	RESIDENTIAL: MEDIUM ³		15.5	5 ⁸	150-172
	OPEN SPACE: PARK SPACE		2.1	NA	
	OPEN SPACE: NEIGHBORHOOD PARK		7.4		
	OPEN SPACE: LANDSCAPE BUFFER		0.6		
	Subtotals Planning District F		37.9	5	290-482
G	Village Square Neighborhood District				
	RESIDENTIAL: MEDIUM ³		37.6	15 ⁸	325-425
	OPEN SPACE: PARK SPACE		2.8	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS		1.2		
	SCHOOLS / COMMUNITY PARK ^{2,4,5}		11.4	NA	
	Subtotals Planning District G		53.0	15	325-425
H	RiverPark Crescent Neighborhood District				
	RESIDENTIAL: LOW MEDIUM		80.6	NA	450-492
	OPEN SPACE: NEIGHBORHOOD PARKS		3.3		
	Subtotals Planning District H		83.9	0	450-492
I	RiverPark Loop Neighborhood District				
	RESIDENTIAL: MEDIUM ³		43.0	10 ⁸	375-510
	OPEN SPACE: PARK SPACE		6.6	NA	
	OPEN SPACE: NEIGHBORHOOD PARKS		5.8		
	OPEN SPACE: MISCELLANEOUS: WATER FEATURE		1.4		
	Subtotals Planning District I		56.8	10	375-510
J	RiverPark Mews Neighborhood District				
	RESIDENTIAL: MEDIUM ³		21.0	10 ⁸	220-310
	OPEN SPACE: PARK SPACE		1.4	NA	
	OPEN SPACE: NEIGHBORHOOD PARKS		6.1		
	OPEN SPACE: LANDSCAPE BUFFER		2.5		
	SCHOOLS / COMMUNITY PARK ^{2,4,5}		30.4	NA	
	Subtotals Planning District J		61.4	10	220-310
K	Lakeside Neighborhood District				
	RESIDENTIAL: MEDIUM ³		10.5	5 ⁸	70-98
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS		8.0	NA	
	Subtotals Planning District K		18.5	5	70-98
L	Public Facility District				
	PUBLIC FACILITIES		2.5	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS		11.1	NA	
	Subtotals Planning District L		13.6	0	NA
M	Water Storage // Recharge Basins and Storm Water Control District				
	OPEN SPACE: MISCELLANEOUS: WATER STORAGE / RECHARGE BASINS		168.6	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS		19.3		
	OPEN SPACE: LANDSCAPE BUFFER		14.0	NA	
	Subtotals Planning District M		201.9	0	NA
	TOTALS FOR SPECIFIC PLAN AREA	Total acreage within Specific Plan Area: 701.9 acres Maximum dwelling units allowed within Specific Plan Area: 3,145 du Maximum commercial KSF allowed within Specific Plan Area: 2.078 ksf			

¹ Gross acreage is measured to centerline of bounding streets and / or to the Project Boundary

2078

² Net school site area in Planning District J J = 27.3 acres: Net school site area in Planning District G G = 10.0 Acres

³ Vertical Mixed Uses and / or Live/Work units are permitted in portions of this District as defined in Specific Plan Sections 2, 3, 4 and Exhibit 2.C

⁴ Specially Permitted Uses are allowed in portions of this area as defined in Specific Plan Section2 (Land Use)

⁵ Specially Permitted Land Uses for sites designated for Schools/Community Park land use can only be applied for after the Rio School District submits a letter indicating that it does not want to purchase or utilize the land.

⁶ Allocation of residential units among Planning Districts is subject to ongoing monitoring by the Master Developer. Total dwelling units cannot exceed 3,145 units

⁷ Density range provides flexibility in allocating residential units within and between Planning Districts. Lower range is a suggested minimum.
Upper end of range is regulated through monitoring by Master Developer per note 6 to assure that the total dwelling units within RiverPark does not exceed 3,145

⁸ Ground Level Commercial and/or Live/Work use

Refer to Specific Plan Sections 2, 3, and 4 for detailed descriptions of Permitted and Specially Permitted land uses and development standards. This Land Use Summary (Exhibit 2.J) and Exhibits 2.B and 2.C indicate Permitted (by right) uses only. See Section 2 and Exhibit 2.D for Specially Permitted Uses.

⁹ Convention Hotel number of rooms is 320 with corresponding 272k sf

Table 2
Comparison of Currently Adopted Specific Plan and Proposed Specific Plan Amendment

Planning District	Criteria	Adopted Specific Plan	Proposed Specific Plan Amendment	Difference (Adopted - Proposed)
A	Size (acres)	47.5	47.5	0
	Commercial (ksf)	441	436	(5)
	Residential (units) ¹	440	532	92
B	Size (acres)	13.8	5.5	(8.3)
	Commercial (ksf)	260	104	(156)
	Residential (units) ¹	0	0	0
C	Size (acres)	16.3	24.6	8.3
	Commercial (ksf)	510	478	58
	Residential (units) ¹	0	0	0
D	Size (acres)	88.4	88.4	0
	Commercial (ksf)	955	904	(70)
	Residential (units) ¹	450	512	62
E	Size (acres)	8.9	8.9	0
	Commercial (ksf)	130	111	(90)
	Residential (units) ¹	0	0	0
F	Size (acres)	37.9	37.9	0
	Commercial (ksf)	15	5	(10)
	Residential (units) ¹	450	482	32
G	Size (acres)	53.0	53.0	0
	Commercial (ksf)	20	15	(5)
	Residential (units) ¹	425	425	0
H	Size (acres)	78.0	83.9	5.9
	Commercial (ksf)	0	0	0
	Residential (units) ¹	455	492	37
I	Size (acres)	56.8	56.8	0
	Commercial (ksf)	10	10	0
	Residential (units) ¹	510	510	0
J	Size (acres)	61.4	61.4	0
	Commercial (ksf)	10	10	0
	Residential (units) ¹	310	310	0
K	Size (acres)	20.0	18.5	(1.5)
	Commercial (ksf)	5	5	0
	Residential (units) ¹	112	98	(14)
L	Size (acres)	13.6	13.6	0
	Commercial (ksf)	0	0	0
	Residential (units) ¹	0	0	0
M	Size (acres)	206.3	201.9	(4.4)
	Commercial (ksf)	0	0	0
	Residential (units) ¹	0	0	0

Source: Impact Sciences, Inc. 2010

Notes;

ksf = thousand square feet

¹ Maximum allowable residential units are shown.

OVERVIEW

This analysis section includes separate subsections for each environmental topic addressed in the Certified RiverPark Final EIR. Each topical section first presents a summary of the information and conclusions of the analysis in the Final EIR. Updated information reflecting any change in the environmental setting related to each topic is presented first in each subsection followed by analysis of the environmental impacts of RiverPark with the change in land uses included in the proposed amendment. For each topic a determination is also made on whether the current proposal would result in any new significant impacts or any substantial increase in the severity of the impacts identified in the RiverPark Final EIR. The mitigation measures identified in the RiverPark Final EIR are also updated as needed to reflect the proposed changes to the project.

LAND USE

Summary of Analysis in the Certified RiverPark Final EIR

The consistency of the proposed RiverPark Specific Plan project with applicable land use plans and policies, and the compatibility of the proposed development with surrounding land uses were analyzed in the RiverPark EIR. This evaluation addressed the consistency of the project with the City's 2020 General Plan, the Historic Enhancement and Revitalization of Oxnard (HERO) Redevelopment Plan, the Southern California Association of Governments (SCAG) Regional Comprehensive Plan & Guide, and the Local Agency Formation Commission (LAFCO) policies.

The approximately 702-acre Specific Plan Area is located within the LAFCO Sphere of Influence line for the City of Oxnard and within the 20-year City Urban Restriction Boundary (CURB) established by the City's 2020 General Plan. As shown in **Figure 7, RiverPark Areas A and B**, prior to approval of the project, the southern 269 acres of the Specific Plan Area (referred to as "RiverPark Area A" in the Final EIR) was located within the City of Oxnard. The northern 432 acres of the Specific Plan Area (referred to as "RiverPark Area B" in the Final EIR) was located outside of the City of Oxnard. After adoption of the Specific Plan by the City, RiverPark Area B was annexed to the City of Oxnard.

Annexation of RiverPark Area B to the City and development of the entire Specific Plan Area with the proposed uses was found to be consistent with the City's land use plans and policies. Annexation of RiverPark Area B was also determined to be consistent with LAFCO policies. The RiverPark Project was also determined to be consistent with the SCAG *Regional Comprehensive Plan & Guide*, as the amount of growth allowed by the Specific Plan was consistent with adopted regional growth forecasts, and the

characteristics of the project as proposed were consistent with relevant objectives of this regional plan. In addition, the RiverPark Specific Plan defined a pattern of land uses determined to be compatible with the residential, agricultural, and open space uses located around the Specific Plan Area. No significant impacts related to inconsistencies with applicable land use plans and policies were identified in the Final EIR.

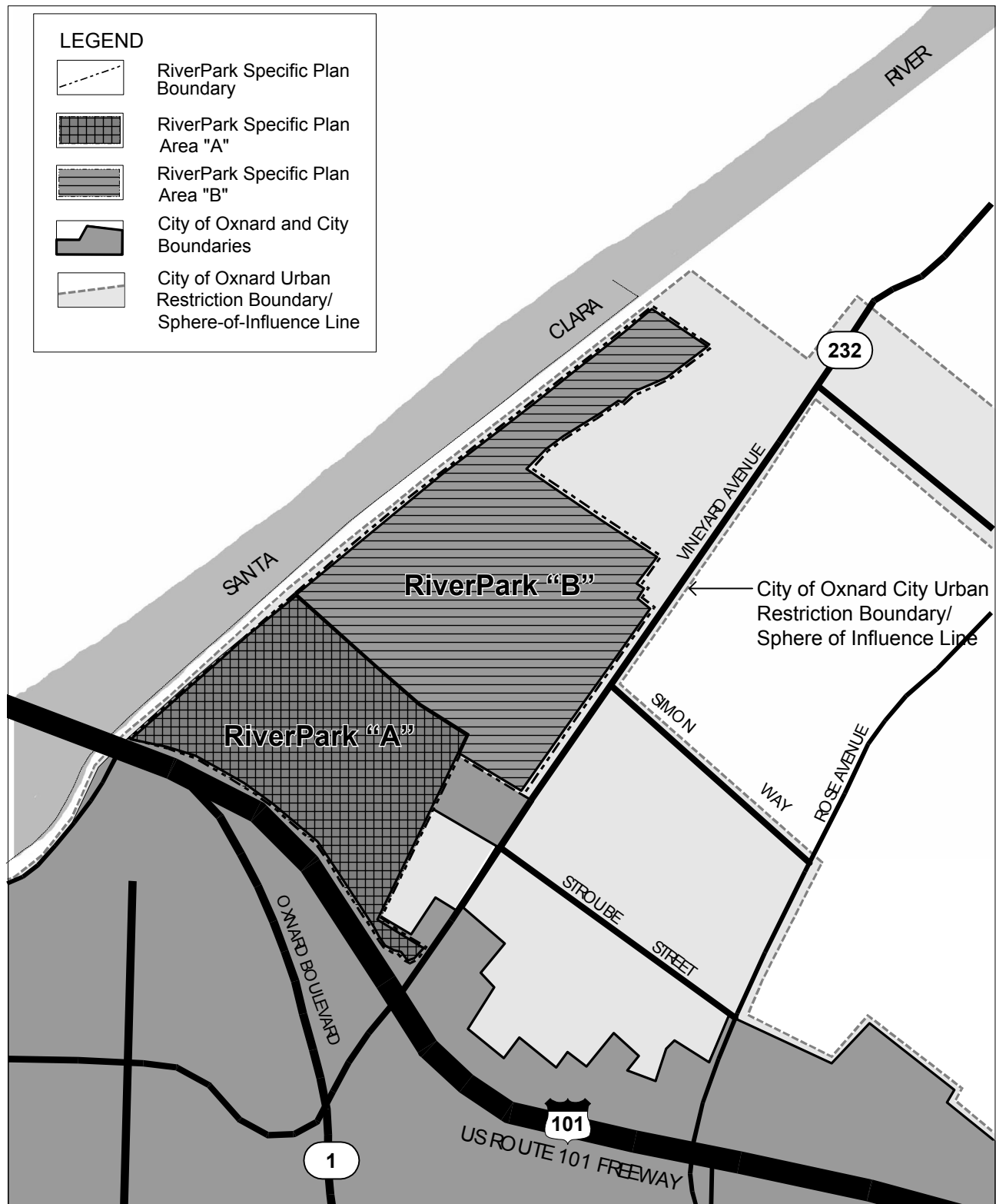
Analysis of Proposed Specific Plan Amendment

The proposed Specific Plan amendment would decrease the maximum amount of commercial development by approximately 407,000 square feet and increase the maximum number of residential dwelling units allowed by 340 units as compared to the RiverPark Specific Plan as originally adopted.

The proposed Specific Plan Amendment would not increase the currently allowed residential density or introduce any new land uses within the Specific Plan Area, nor would it change the basic character of the RiverPark community. The proposed Specific Plan Amendment is consistent with the goals and policies of the both the currently adopted Oxnard 2020 General Plan and the City's Draft 2030 General Plan. Specifically, the proposed amendment would continue to provide a mixed-use community that provides housing, recreation, commercial, and employment in a pedestrian oriented community. This amendment would provide a variety of affordable and market rate multifamily housing opportunities.

The southern portion of the Specific Plan Area is located within the HERO Redevelopment Plan Area. The HERO Plan requires that the Specific Plan provide 15 percent of the total housing units be affordable to low- and moderate-income households. The proposed Specific Plan Amendment would introduce additional multifamily units into this portion of the Specific Plan Area and 15 percent of these units would be affordable to low and moderate income households, consistent with this requirement.

The Specific Plan amendment would provide a total of 51 affordable housing units consisting of 18 low affordable rental units, 28 moderate affordable rental units, 2 moderate for sale units, and in-lieu fee payment for 3 units.



NOT TO SCALE

SOURCE: AC Martin Partners - August 2002

FIGURE 7

RiverPark Areas A and B

The proposed Specific Plan Amendment would also be consistent with the relevant policies found in the core chapters of the SCAG Regional Comprehensive Plan and Guide (RCPG). Approval of the proposed Specific Plan Amendment would result in an approximately 874-person increase in population, a 340-unit increase in housing, and a decrease in the number of jobs located in the Specific Plan Area. If all 2,805 units allowed by the Specific Plan are built, the projected population of the Specific Plan area is approximately 7,220. When added to the population increase projected from the proposed amendment, the Specific Plan area would have a population of 8,094 persons. However, the overall population and the number of jobs would remain within the SCAG forecasts for both the Ventura Council of Governments Subregion and the City of Oxnard.

The changes in land uses are proposed in the central portion of the community and would not affect the overall structure of the community or its compatibility with surrounding land uses. The proposed Specific Plan Amendment would add multi-family housing to the central portion of the RiverPark Community while maintaining a pedestrian oriented community by placing this additional housing in close proximity to commercial and employment generating uses.

The adopted Specific Plan defines landscape buffers to create compatibility with surrounding uses. These buffers would not be changed under the proposed amendment and no new types of land uses be proposed within the Specific Plan Area. Therefore, land uses would be compatible with surrounding land uses.

With the land use changes proposed, the RiverPark Project would remain consistent with applicable land use policies and programs. No new significant land use impacts would result from approval of the proposed amendment to the Specific Plan.

AESTHETICS

Summary of Analysis in the Certified RiverPark Final EIR

The EIR provided analysis of the significance of changes to the visual character of the area that would result from implementation of the RiverPark Project. The Community Design Element of the *City of Oxnard 2020 General Plan* identifies scenic resources within the City. Roadways that provide views of the scenic resources and agricultural lands within and around the City are designated as image corridors. The Ventura Freeway is designated as Regional Image Corridor, and Oxnard Boulevard and Vineyard Avenue are designated as City Image Corridors. In addition, the intersection of the Ventura Freeway and Vineyard Avenue is designated as a Regional Gateway. Prior to development, the Specific Plan Area had an open space visual character as viewed from surrounding roadways and uses due to the small number of existing structures at the time the Specific Plan was approved.

The change in the visual character of the Specific Plan Area as a result of the proposed RiverPark Project was not identified as having a significant impact on the visual character of the area. This was because the development that would be allowed by the Specific Plan will not obstruct long-range views of the mountains and hills in the Los Padres National Forest to the north from the Ventura Freeway or Vineyard Avenue. The height and character of the residential and commercial development proposed will also be consistent with existing development in the area. In addition, the northern portion of the Specific Plan Area will continue to have an open space character as the existing mine pits will be preserved and no buildings will be located along the northernmost portion of Vineyard Avenue.

No significant aesthetic impacts were identified in the Final EIR.

Analysis of Proposed Specific Plan Amendment

The proposed Specific Plan Amendment would not result in any substantial change in the visual character of the RiverPark Community. The proposed changes in permitted land uses would introduce some additional multifamily residential development in the central portion of the community. The height of these new buildings would be consistent with the building types and corresponding land use designations currently described in the adopted Specific Plan and the heights of structures in the surrounding area. As the proposed Specific Plan amendment would not alter the types of uses within the Specific Plan Area or change uses that are important aesthetic features such as landscape buffers, or the location and amount of open space, the Specific Plan would remain consistent with the Community Design Element of the 2020 General Plan.

The land use changes proposed would not have any effect on scenic views as the scale and character of the development would not change substantially. Scenic views of the mountains and hills of the Los Padres National Forest would remain unobstructed, particularly along Vineyard Avenue, Oxnard Boulevard, and the Ventura Freeway. Landscape buffers and preservation of open space provided for by the adopted Specific Plan would ensure views of the project site from adjacent areas are not adversely impacted by development allowed by the Specific Plan.

No new significant impacts to the aesthetic character of the Specific Plan Area and the surrounding area would result from the proposed amendment to the Specific Plan.

EARTH RESOURCES

Summary of Analysis in the Certified RiverPark Final EIR

The Final EIR evaluated potential impacts related to the soils conditions on the site and the geology of the area. Geology studies completed identified a variety of topographic and soils conditions as a result of the long-term mining and agricultural activities within the Specific Plan Area. Substantial areas of potentially unstable artificial fill were found in the northern portion of the Specific Plan Area on the portion of the site used for sand and gravel mining. A potentially significant impact related to the stability of the slopes of the existing mine pits was identified.

The conceptual grading plan called for grading approximately 10 million cubic yards of earth materials over the entire 702-acre site. A balanced grading program involving excavation and replacement of the 10 million cubic yards of material was proposed. The majority of this planned grading consisted of the proposed excavation and/or replacement of earth materials in the northern portion of the Specific Plan Area to improve the structural characteristics of the soils in the mine site stockpile and plant areas and to stabilize the slopes of the existing mining pits. A comprehensive program of 44 specific measures was identified in the Final EIR to mitigate all identified potential geotechnical impacts to a level that is less than significant.

The EIR identified that the Specific Plan Area was located in an area designated by the State Mining and Geology Board as containing sand and gravel resources of regional significance. While all available resources on the site had been mined, some aggregate resources remained. Mining of the remaining resources was not considered economically feasible due to the relatively small amount of low quality aggregate available on the southern portion of the site, which had been designated for urban development since 1986. Development of the portion of the site was, therefore, consistent with the mineral resource policies of the City's 2020 General Plan. Nonetheless, the permanent loss of access to the approximate 2.2 million tons of sand and gravel resources on the southern portion of the site was identified as an unavoidable significant impact of the RiverPark Project.

Analysis of Proposed Specific Plan Amendment

The mass grading of the Specific Plan Area has been completed in conformance with the mitigation program in the Final RiverPark EIR to mitigate potentially significant geotechnical impacts. As described above, based on geology and soils studies it was anticipated that grading would be balanced within the Specific Plan Area. During the initial mass grading of the site, it was determined that soil compression was higher than expected. In addition, implementation of the mitigation measures identified in the Final EIR required removal and recompaction of soil at depths greater than the conceptual grading plan. As a

result, soil needed to be imported to balance grading on the site. The second Addendum to the RiverPark Final EIR assessed the environmental effects of importing of up to 600,000 cubic yards of soil to the Specific Plan Area and concluded no new significant impacts would result from this change to the grading plan for the project.

The proposed Specific Plan Amendment would allow development of additional multifamily residential housing in the central portion of the RiverPark Community in areas that have been graded in conformance with the mitigation program in the Final EIR to support the type and scale of development allowed by the Specific Plan. All structures will be designed in conformance with current building codes. This proposed Specific Plan Amendment would not result in any new or substantially more severe geology or soils impacts.

BIOLOGICAL RESOURCES

Summary of Analysis in the Certified RiverPark Final EIR

The Specific Plan Area contained limited natural habitat as a result of the long-term disturbance of the site for agricultural and mining activities. The southern portion of the Specific Plan Area supported no native plant communities because vegetation within this area was limited to agricultural crops, landscaping associated with existing development, and non-native weedy species in disturbed areas. The northern portion of the Specific Plan Area included scattered patches of disturbed open space on the sand and gravel mine site and a small amount of agricultural land. The existing mine pits contained exposed groundwater, providing resting and limited foraging area for a number of waterfowl and other water-associated bird species. No special status plant or wildlife species were identified within the Specific Plan Area during biological surveys. The Santa Clara River, located immediately west of the Specific Plan Area provides habitat for several special-status fish and wildlife species including southern steelhead, arroyo chub, and tidewater gobi, which have adapted to the seasonal and daily changing conditions of the river.

The proposed RiverPark Specific Plan included proposals to plant native vegetation on the reconstructed slopes of the mine pits and on the western edge of the Specific Plan Area along the Santa Clara River levee. No significant impact to native plant communities was identified and the introduction of additional native vegetation was identified as a beneficial effect of the project.

A potential impact to any native bird species nesting on the site during grading was identified. A potential for significant indirect impacts to the natural habitat in the Santa Clara River from new lighting sources within the Specific Plan Area and the use of invasive non-native plant species in landscaping were also identified. Measures were included in the Final EIR to mitigate these impacts to a less than significant level.

As proposed, the RiverPark Specific Plan included a water quality treatment system designed to treat runoff from the new land uses proposed within the Specific Plan Area and from off-site agricultural and industrial areas that drain into the Specific Plan Area. This water quality treatment system proposed was designed to trap and remove pollutants and urban sediments to the degree necessary to ensure high water quality levels. Therefore, potential indirect impacts to biological resources in the Santa Clara River from stormwater runoff from the Specific Plan Area were not significant. Measures were identified in the Final EIR to mitigate all potentially significant impacts to biological resources to a less than significant level and no unavoidable significant impacts to biological resources were identified in the Final EIR.

Analysis of Proposed Specific Plan Amendment

The change in land uses proposed would not have any effect on biological resources. The proposed Specific Plan Amendment does not include land uses not currently allowed by the RiverPark Specific Plan. Therefore, new uses that could create greater impact on biological resources in the vicinity of the Specific Plan Area would not be introduced. The Specific Plan Area has already been graded and the proposed amendment would not allow development in areas not already graded and planned for development. The land use changes proposed are in the central portion of the RiverPark Community and are not near the Santa Clara River, so the amendment would not change the potential for indirect impacts on biological resources present in the river. In addition, the change from commercial to multifamily residential use proposed would not substantially change the amount or character of storm runoff, so there will be no change in indirect impacts to water quality in the Santa Clara River. The water quality treatment system analyzed in the original EIR has been developed to accommodate runoff from the planning districts affected by the proposed amendment.

No new significant impacts to biological resources would result from the proposed amendment to the Specific Plan.

WATER RESOURCES

Summary of Analysis in the Certified RiverPark Final EIR

An extensive analysis was conducted on potential impacts to groundwater and surface water quality, and on groundwater quantity. This analysis determined that the RiverPark Project would result in a beneficial impact on groundwater quantity. Existing conditions documented in the Final EIR resulted in a net loss of 573 acre-feet of groundwater per year due to evaporation from the exposed groundwater in the existing mine pits and the use of groundwater pumped from on-site wells. The RiverPark Project was projected to result in a net gain to the groundwater system of approximately 8,000 acre-feet per year due to the elimination of groundwater use on site for the existing agricultural and mine uses and from the

planned incorporation of the reclaimed mine pits into the United Water Conservation District (UWCD) groundwater recharge program.

Construction of the project required dewatering around the existing mine pits. Potential impacts to groundwater quantity and quality were identified depending on the volume of groundwater pumped and the discharge location. Measures were identified to mitigate these potential impacts to a less than significant level.

Changes to the amount, quality, and direction of stormwater drainage flows in the Specific Plan Area were assessed in the EIR. Stormwater flows generated within the RiverPark Specific Plan Area and those generated from off-site areas that drain onto the Specific Plan Area were proposed to be collected and treated by a system including water quality detention basins and additional features, including dry swales and mechanical treatment elements such as centrifugal separators. After treatment, stormwater was proposed to be discharged to the Santa Clara River through existing drain outlets, or to the mine pits, depending on existing drainage patterns and the magnitude of the storm event.

Changes in minerals, nutrients, metals, pesticides, hydrocarbon, and microbial contaminants in runoff discharged to the Santa Clara River and the mine pits were analyzed. Conservative thresholds of significance were selected for determining impacts. This analysis determined that the planned use of the reclaimed mine pits by UWCD for diverted surface water flows from the Santa Clara River would not have a significant impact on groundwater quality.

The analysis determined that the concentration of pollutant constituents in the Specific Plan Area would be reduced from existing conditions or would not be greater than the maximum ambient concentrations for these constituents in the Santa Clara River. The proposed water quality detention basins were designed to collect and treat all runoff from storms up to a 10-year storm event prior to discharge to the mine pits, with runoff from larger events being allowed to discharge directly into the pits. This design was intended to ensure treatment of “first flush” storm runoff that contains the highest concentrations of pollutants. Because runoff from storms with a frequency less than a 10-year event would not enter the pits, overall mass loading of pollutant constituents would be reduced.

Reduction of the concentrations of all pollutant constituents to levels below the conservative numeric thresholds of significance used in the water quality analysis was determined to be infeasible because of the significant capital, operational and standby costs associated with the treatment systems examined as potential mitigation measures, and because of the potential low reliability of these treatment systems that would only operate infrequently during large storm events. The EIR concluded that, although the RiverPark Project would maintain or improve existing water quality, all potential impacts could not be

reduced to a less than significant level and for this reason, some unavoidable significant impacts to water quality were identified.

Analysis of Proposed Specific Plan Amendment

Mass grading and construction of the major drainage improvements, including the main elements of the water quality control treatment system, have been completed. The proposed Specific Plan amendment would not introduce new types of land uses into the Specific Plan Area since the multifamily residential development would be allowed in areas planned for commercial development. The type and amount of pollutant constituents in runoff would not change substantially. The amount of impervious surface area would not change substantially given the development footprint of the high-density residential uses that is currently allowed. Therefore, impervious surfaces, and consequently runoff quantity would not change substantially, resulting in the overall water balance for RiverPark remaining essentially unchanged. No new or substantially more severe impacts to water resources would result from the proposed Specific Plan Amendment.

TRANSPORTATION AND CIRCULATION

Summary of Analysis in the Certified RiverPark Final EIR

Potential traffic impacts of the RiverPark Project were assessed in accordance with the City of Oxnard Traffic Impact Study Standards as well as with procedures specified by the Ventura County Transportation Commission (VCTC) and SCAG in the Ventura County *Congestion Management Plan* (CMP). The analysis incorporated a detailed evaluation of traffic conditions at 33 intersections, including 25 intersections in Oxnard and immediately surrounding areas and eight intersections in the City of Ventura. Five segments of the state highway network were also evaluated.

It was estimated that the uses allowed by the proposed RiverPark Specific Plan would generate approximately 94,500 daily trips, of which 9,860 would occur in the evening peak traffic period. Of the total daily trips, 78,840 would leave the Specific Plan Area. The remainder of the daily trips would be trips between the residential, commercial and school uses within the Specific Plan Area. The traffic analysis determined that these additional trips would significantly impact 8 of the 33 intersections studied. Roadway improvements were identified to mitigate all these impacts to a less than significant level.

Traffic conditions on the Ventura Freeway were also forecast for future year 2020. All freeway segments analyzed were projected to operate at level of service (LOS) D and better with the exception of the Ventura Freeway south of Central Avenue, where traffic conditions were projected at LOS F in the

northbound direction during the morning peak hour and in the southbound direction during the evening peak hour with all projected cumulative growth. Traffic from the RiverPark would contribute to this cumulative impact. As this level of service exceeds the minimum acceptable Level of Service C standard set by the Ventura County CMP, this cumulative impact was identified as significant. Improvements necessary to achieve an acceptable level of service on the Ventura Freeway will be identified and addressed through the Ventura County CMP program. No unavoidable significant traffic impacts were identified for the RiverPark Project.

Analysis of Proposed Specific Plan Amendment

Updated traffic analysis of RiverPark with the proposed changes in land uses was conducted using the City's current Oxnard Traffic Model (OTM). This updated Traffic Study, contained in **Appendix A**, includes the analysis of 30 study intersections as compared to 33 intersections analyzed in the traffic study prepared for the adopted RiverPark Specific Plan EIR. As a result of changes and roadway improvements that have occurred since the Final EIR was prepared, five of the original study intersections no longer exist and two new intersections located south of the Ventura Freeway in the Wagon Wheel and Esplanade areas were added to this analysis.

In total, the updated Traffic Study incorporates a detailed evaluation of traffic conditions at 22 project area intersections located either in the City of Oxnard, adjacent unincorporated areas under the jurisdiction of the County of Ventura control, or within both jurisdictions. Eight additional intersections located in the City of Ventura and four segments of the Ventura Freeway were also analyzed. The intersections/roadway segments analyzed are as follows:

Oxnard/County of Ventura Intersections

1. Los Angeles Avenue and Vineyard Avenue
2. Central Avenue and Vineyard Avenue
3. Thames River Boulevard/Simon Way and Vineyard Avenue
4. Oxnard Boulevard and Forest Park Boulevard
5. Garonne Street/RiverPark Boulevard and Forest Park Boulevard
6. Vineyard Avenue and Forest Park Boulevard
7. Vineyard Avenue and Stroube Street
8. Ventura Road and Town Center Drive

9. Oxnard Boulevard and Town Center Drive
10. Vineyard Avenue and Ventura Boulevard/RiverPark Boulevard
11. Oxnard Boulevard and US-101 Northbound Ramps
12. Oxnard Boulevard and US-101 Southbound Ramps
13. Vineyard Avenue and US-101 Northbound Ramps
14. Vineyard Avenue and US-101 Southbound Ramps
15. Ventura Road and Wagon Wheel Road
16. Ventura Road and US-101 Southbound Off-ramp
17. Oxnard Boulevard and Esplanade Center/Spur Drive
18. Vineyard Avenue and Esplanade Drive
19. Vineyard Avenue and Ventura Road
20. Vineyard Avenue and Oxnard Boulevard
21. Gonzales Road and Ventura Road
22. Gonzales Road and Oxnard Boulevard

City of Ventura Intersections

23. Victoria Avenue and Telephone Road
24. Victoria Avenue and Ralston Street
25. Victoria Avenue and U.S.-101 NB Ramps
26. US-101 Southbound Ramps and Valentine Road
27. Victoria Avenue and Valentine Road
28. Ralston Street and Johnson Drive
29. Johnson Drive and Bristol Road
30. Johnson Drive and North Bank Drive

Freeway Segments

1. US-101 at the Santa Clara River Bridge
2. US-101 between Route 1 and Vineyard Avenue

3. US-101 between Vineyard Avenue and Rose Avenue
4. US-101 South of Central Avenue

Future year 2030 traffic conditions were analyzed using the Oxnard Traffic Model (OTM) which is based on the Ventura Countywide Traffic Model (VCTM). To ensure full consideration of potential cumulative traffic impacts, the OTM reflects the land uses that would be allowed by the City's Draft 2030 General Plan.

Traffic volume data at the 30 study intersections were based on new traffic counts conducted in 2008 and adjusted to reflect 2009 conditions.

Consistent with the methodology in the original traffic study, the Intersection Capacity Utilization (ICU) methodology based on procedures outlined in the Ventura County Congestion Management Program (CMP) was used to analyze and evaluate the traffic conditions at the 30 study intersections. Since the intersection of Oxnard Boulevard and Forest Park Boulevard operates as a roundabout, this intersection was analyzed using the methodology for analyzing roundabouts from the Transportation Research Board Circular E-C018.

Existing freeway geometrics (e.g., number of mainline travel lanes) for each of the segments analyzed were determined from CMP data, aerials and field surveys. The levels of service for the study freeway segments were calculated using the methodologies in the most current *Highway Capacity Manual*.

Trip Generation

Trip generation projections were prepared for of the total development of RiverPark including land use changes proposed under this amendment.

As shown in **Table 3, Trip Generation for Specific Plan Amendment**, with the proposed changes in the amounts of commercial and residential uses, the RiverPark community would generate approximately 77,934 daily trips, including 4,751 AM peak hour trips and 7,389 PM peak hour trips.

The analysis contained in the Certified EIR estimated the Adopted Specific Plan would generate 94,174 daily trips, including 5,807 trips in the morning peak hour and 9,859 trips in the evening peak hour. With the proposed Specific Plan Amendment, 16,240 fewer daily trips, a 17.2 percent reduction, would be generated when compared to the adopted Specific Plan and the number of AM and PM peak hour trips would decrease by 1,056 and 2,470 trips, respectively. The proposed amendment would result in a reduction in trips as compared to the Adopted Specific Plan due to the increase in residential units

and corresponding decrease in commercial development because commercial uses generate more trips than residential uses.

Table 3
Trip Generation for Specific Plan Amendment

Land Use		Units	Daily Trips	AM Peak Hour			PM Peak Hour		
Land Use Description	Size			In	Out	Total	In	Out	Total
Single-Family Residential	858	du	8,211	163	480	643	549	317	866
Multifamily Residential	1,103	du	8,824	188	552	740	497	363	860
Apartment	1,184	du	7,957	118	485	603	474	261	735
Neighborhood Commercial	30,000	sf	1,800	26	18	44	76	82	158
Regional Commercial	1,325,000	sf	39,750	583	371	954	1,656	1,802	3,458
Hotel/Motel	320	room	2,614	109	70	179	99	90	189
Office	436,000	sf	5,886	724	100	824	135	658	793
Government Office	19,000	sf	570	46	5	51	21	48	69
Light/General Industrial	8,000	sf	52	5	1	6	2	5	7
Elementary/Middle School	1,683	student	2,171	387	320	707	118	135	253
Park	43.5	acre	99	0	0	0	0	1	1
Open Space	226	acre	0	0	0	0	0	0	0
Grand Total			77,934	2,349	2,402	4,751	3,627	3,762	7,389

Source: Crain and Associates, 2009.

Traffic Analysis

Traffic conditions in the study area were forecast for the year 2030 with the City's updated traffic model. For study intersections located in the City of Oxnard or within the County of Ventura's control, existing lane configuration conditions were assumed for the future lane configurations, except at those intersections where project improvements are to be constructed. Within the City of Ventura, Citywide circulation and mobility system improvements have been identified in the adopted *City of Ventura 2005 General Plan Final EIR*. As stated in the *City of Ventura General Plan Final EIR*, funding sources have been identified for these improvements and these improvements are programmed for implementation. These transportation improvements, where applicable, were assumed for the future lane configurations at the study intersections located in the City of Ventura.

For intersections within the City of Oxnard's and County of Ventura's control, the standard threshold of acceptable level of service for intersections is LOS C or better. The City of Oxnard current and proposed General Plan Update recognizes that this desired level of service is currently exceeded at some intersections on Oxnard Boulevard and allows LOS D at these intersections. For the intersections studied, this LOS D standard applies to the intersections of Vineyard Avenue/Oxnard Boulevard and Gonzales Road/Oxnard Boulevard. For intersections within the City of Ventura's control, a significant traffic impact

is identified as an increase in the ICU value, due to project-related traffic, of more than 0.010 when the final (with project) level of service is LOS E or F, except at freeway ramp intersections when the final level of service is LOS F. The most current Ventura County Congestion Management Program requires that the LOS for freeway segments be measured using the methodologies described in the *Highway Capacity Manual* (HCM).

With the proposed Specific Plan Amendment, traffic from the RiverPark Community would result in significant traffic impacts at four study intersections in the City of Oxnard, prior to any mitigation measures. No significant impacts would occur at any intersection in the City of Ventura or within unincorporated areas under the jurisdiction of the County of Ventura.

The analysis contained in the RiverPark Specific Plan Final EIR identified significant impacts at the following seven intersections in the City:

- Los Angeles Avenue and Vineyard Avenue
- Oxnard Boulevard and Esplanade Drive/Spur Drive
- Vineyard Avenue and Esplanade Drive
- Vineyard Avenue and Ventura Road
- Vineyard Avenue and Oxnard Boulevard
- Gonzales Road and Ventura Road
- Gonzales Road and Oxnard Boulevard

The updated traffic analysis identifies significant impacts at four of the seven intersections identified in the original EIR:

- Oxnard Boulevard and Esplanade Drive/Spur Drive
- Vineyard Avenue and Oxnard Boulevard
- Gonzales Road and Ventura Road
- Gonzales Road and Oxnard Boulevard

Therefore, the proposed Specific Plan Amendment would result in fewer impacts at intersections than the original Specific Plan as analyzed in the RiverPark Final EIR. The four intersections where significant impacts are identified in the updated traffic analysis were also identified as impacted in the RiverPark Final EIR. No new significant traffic impacts will result and the proposed Specific Plan Amendment would improve traffic at the intersections of Los Angeles Avenue and Vineyard Avenue; Vineyard

Avenue and Esplanade Drive; and Vineyard Avenue and Ventura Road due to the reduction in traffic volumes that would result from the change in land uses.

The freeway segments studied are projected to operate at an acceptable LOS D or better with the proposed Specific Plan Amendment. According to the Ventura County CMP, the minimum system-wide LOS traffic standard is LOS E. Thus, no significant traffic impacts are anticipated on any study freeway segments under both the adopted and amended Specific Plan conditions. Therefore, no mitigation measures are necessary for any study freeway segments. As the RiverPark Final EIR identified a significant cumulative impact on one segment of the Ventura Freeway, the updated traffic analysis identifies an improvement in projected freeway operating conditions.

Mitigation Measures

Based on the updated traffic impact analysis the recommendations for roadway improvements in the RiverPark Final EIR have been revised and a comprehensive update of the RiverPark traffic mitigation measures was also prepared. The RiverPark project participates equitably in contributing to the cost of the intersection improvements identified below through payment of traffic impact fees. Construction of the following improvements when required by traffic conditions will mitigate all potentially significant traffic impacts of the RiverPark project to a less than significant level:

- Oxnard Boulevard and Town Center Drive – Construct this intersection to provide the following: one left-turn lane, one through/left shared lane, one through lane and one right-turn lane in the westbound direction, one left-turn lane, one through/left shared lane, one through lane and two right-turn lanes in the eastbound direction, dual left-turn lanes, two through lanes and one right-turn lane in the northbound direction, and one left-turn lane, one through lane and one through/right shared lane in the southbound direction. In addition, provide opposed signal phasing in the westbound and eastbound directions.
- Oxnard Boulevard and U.S. 101 Northbound Ramps – Improve this intersection to provide the following: one left-turn lane, one left/right-turn lane, and one right-turn lane in the westbound direction, dual left-turn lanes and two through lanes in the northbound direction, and four through lanes and one right-turn lane in the southbound direction. [The northbound and southbound improvements at this intersection have already been constructed as described above. RiverPark, under a permit from Caltrans, has completed the northbound off-ramp improvement.]
- Ventura Freeway SB On/Off-ramps and Oxnard Boulevard – The lanes for this intersection have been modified for the RiverPark project. The intersection currently provides dual left-turn lanes and one ‘free’ right-turn lane in the eastbound direction, four through lanes and a ‘free’ right-turn lane in the northbound direction and dual left-turn lanes and two through lanes in the southbound direction.
- Oxnard Boulevard and Esplanade Drive/Spur Drive – Restripe Oxnard Boulevard to provide two left-turn lanes, two through lanes and one right-turn lane in the southbound direction. In addition, restripe Spur Drive to provide one left-turn lane, one through/right-shared lane and one right-turn

lane in the eastbound direction. [Note: The Village at Wagon Wheel Project is required to implement the improvement on Oxnard Boulevard in the southbound direction as noted in the Intersection and Roadway Improvement portion of the City's Traffic Mitigation Plan.]

- Gonzales Road and Ventura Road – Restripe and widen this intersection to provide the following: one left turn lane, two through lanes and one right-turn-only lane in the eastbound direction; dual left-turn lanes, two through lanes, one through/right shared lane and one right-turn-only lane in the northbound direction; and dual left-turn lanes, three through lanes and one through/right-shared lane in the southbound direction.
- Gonzales Road and Oxnard Boulevard – Improve Gonzales Road to provide dual left-turn lanes, three through lanes and one right-turn-only lane in the eastbound direction. [This mitigation will be provided by the adjacent Carriage Square Shopping Center redevelopment]

In addition to these roadway improvements, the RiverPark Final EIR identified the following mitigation measures requiring improvements to facilitate transit service:

- Oxnard Boulevard should have concrete bus pads and sheltered stops along the curbs, immediately beyond (north of) the Town Center Drive intersection.
- Additional transit stops should be provided along Oxnard Boulevard between Forest Park Boulevard (formerly Santa Clara) and the U.S. 101 Freeway and along Forest Park Boulevard between Oxnard Boulevard and Vineyard Avenue where Gold Coast Transit is willing to commit to providing transit service and the City of Oxnard deems a stop feasible.
- Up to five bus stops in each direction should be provided to the southeast of the intersection of Oxnard Boulevard and Forest Park Boulevard. This hub may be on parking or other roadways, but should provide layover and turnout space for full-size (40-foot length) buses.

These improvements have been incorporated into the street improvement plans for RiverPark. Currently, two bus stops along Oxnard Boulevard are under construction. Additional public transit bus stops and shelters are anticipated as part of project-specific requirements resulting from this amendment. These improvements will be constructed as development occurs within the Specific Plan area.

No new significant traffic impacts would result from the proposed Specific Plan Amendment or from changes in traffic conditions in the area. The updated traffic impact analysis identifies fewer significant traffic impacts than were identified in the RiverPark Final EIR.

AGRICULTURAL RESOURCES

Summary of Analysis in the Certified RiverPark Final EIR

Approximately 155 acres of the southern portion of the Specific Plan Area was in active agricultural use and a small portion of land along Vineyard Avenue in the northern portion of the Specific Plan Area was

also in agricultural use at the time the RiverPark Project was proposed. In total, 209 acres of the 702-acre Specific Plan Area was in agricultural use. The 155 acres of agricultural land in the southern portion of the Specific Plan Area was identified as Prime Farmland on the Important Farmlands Map for Ventura County prepared by the State Department of Conservation. This portion of the Specific Plan Area had been designated for urban uses since 1986 in the City's General Plan and the RiverPark Project was determined to be consistent with the policies of the *Oxnard 2020 General Plan* addressing preservation of agricultural land. Since approval and implementation of the RiverPark Project would result in the conversion of this agricultural land to urban use, this loss of agricultural land within the RiverPark Specific Plan Area was identified as an unavoidable significant impact of the project.

Analysis of Proposed Specific Plan Amendment

The proposed Specific Plan amendment would not introduce new types of land uses, nor would it locate development in areas not analyzed in the Final EIR. The proposed change in uses in the central portion of the RiverPark Community would also not result in any indirect impacts to existing agricultural uses located northeast of the Specific Plan Area. No new significant impacts to agricultural resources would result from the proposed Specific Plan Amendment and there would be no increase in the severity of the significant impacts identified in the Final EIR.

AIR QUALITY

Summary of Analysis in the Certified RiverPark Final EIR

The analysis for potential air quality impacts resulting from the RiverPark Project was completed in accordance with the Ventura County Air Pollution Control District (APCD) *Air Quality Assessment Guidelines* (APCD Guidelines).¹ The APCD has established criteria for determining significant air quality impacts from a project. The APCD does not consider normal construction-related impacts to be significant. Standard mitigation measures will be applied to the project to minimize any adverse effect from construction to the maximum extent possible.

Emissions would be generated by both stationary and mobile sources on a regular, day-to-day basis from the proposed residential and commercial uses. Based on the threshold of significance recommended by the APCD, a project is considered to have a significant impact on air quality if it would generate over 25 pounds per day of either reactive organic compounds (ROC) or oxides of nitrogen (NO_x). Emission modeling completed for the proposed RiverPark Project in the Final EIR, showed emissions of NO_x and ROC would exceed the thresholds for both pollutants. Accordingly, these impacts were identified as

¹ Ventura County Air Pollution Control District, *Air Quality Assessment Guidelines*, (2003).

significant in the Final EIR. Certain design features, consistent with the *APCD Guidelines*, were incorporated into the RiverPark Specific Plan, including the following:

- Encourage the development of higher-density housing and employment centers near public transit corridors.
- Encourage compact development featuring a mix of uses that locates residences near jobs and services.
- Provide services, such as food services, banks, and other personal services, within office parks and other large developments.
- Encourage infill development.
- Ensure that the design of streets, sidewalks, and bike paths within a development encourage walking and biking.
- Provide landscaping to reduce energy demand for cooling.

The incorporation of a number of other standard mitigation measures recommended by the APCD were identified in the Final EIR as reducing daily emissions of pollutants to the maximum extent feasible. However, even with the incorporation of all feasible mitigation measures into the project, daily emissions generated would still exceed the 25 pounds per day significance threshold. In accordance with the APCD mitigation guidelines, contribution of funds to an off-site Transportation Demand Management fund administered by the City of Oxnard was required to mitigate the remaining impacts. Contribution of funds is required for each individual building project within the Specific Plan Area to fund trip reduction measures to mitigate these impacts to a less than significant level.

Modeling was also completed to determine if traffic generated by the project would result in significant increases in carbon monoxide levels, referred to as carbon monoxide hotspots, at any intersections that would be impacted by the project. No significant carbon monoxide hotspot impacts were identified in the Final EIR. In addition, no significant health impacts or odor impacts were identified for residents of the proposed project due to air emissions generated by facilities and land uses in the vicinity of the project site. The Final EIR concluded that no unavoidable significant air quality impacts would result from the RiverPark Specific Plan project.

Analysis of Proposed Specific Plan Amendment

Updated analysis of the potential air quality impacts of the RiverPark Project with the proposed amendment was prepared. In addition, as recommended by the Governor's Office of Planning and Research (OPR) as of June 19, 2008, greenhouse gas (GHG) emissions and global climate change impacts have also been assessed.

The Final EIR for the RiverPark Specific Plan contained ambient air pollutant concentration data for the years 1996 to 2000. Since that time, more recent data for background concentrations of ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), respirable particulate matter (PM₁₀), and fine particulate matter (PM_{2.5}) are available. Background concentrations recorded from the Rio Mesa School #2 monitoring station during the past 5 years (2005 to 2009) for which complete data are available from the California Air Resources Board (CARB) and the U.S. Environmental Protection Agency (EPA) are presented below in **Table 4, Ambient Pollutant Concentrations Registered in Ventura County – Rio Mesa School #2**.

Construction Impacts

The APCD considers construction-related emissions to be temporary and does not recommend quantitative analysis of these impacts for this reason.² However, the APCD recommends that construction emissions be mitigated if the construction emissions are likely to exceed the significance thresholds for operational emissions. The Final EIR for the RiverPark Specific Plan includes mitigation measures that would reduce emissions of diesel exhaust and fugitive dust. These measures are implemented as part of all construction projects in RiverPark. Therefore, any change in construction-related emissions associated with the proposed amendment to the Specific Plan would not result in any new significant impacts and would not substantially increase the severity of any previously identified significant impacts.

Operational Impacts

The emissions from the Final EIR for the RiverPark Specific Plan were calculated using URBEMIS7G, which is a prior version of the currently available URBEMIS2007 Environmental Management Software. Relative to URBEMIS7G, URBEMIS2007 contains updated emission factors and algorithms, such as the EMFAC2007 model for on-road vehicle emissions and the OFFROAD2007 model for off-road vehicle emissions, and updated mitigation measure options. The latest available version of URBEMIS2007 was used to calculate the operational emissions associated with the RiverPark Project with the proposed Specific Plan Amendment. The operational emissions associated with the Specific Plan Amendment are compared to the emissions from the Final EIR for the RiverPark Specific Plan to determine if any new significant impacts or substantial increase in the severity of the impacts identified in the RiverPark Final EIR would result.

² Ventura County Air Pollution Control District, *Air Quality Assessment Guidelines*, (2003), 5-3.

Table 4
Ambient Pollutant Concentrations Registered in Ventura County – Rio Mesa School #2

Pollutant	Standards ^{1, 2}	Year				
		2005	2006	2007	2008	2009
OZONE (O ₃)						
Maximum 1-hour concentration (ppm)		0.076	0.089	0.089	0.086	0.099
Maximum 8-hour concentration (ppm)		0.068	0.070	0.072	0.075	0.077
Number of days exceeding state 1-hour standard	0.09 ppm	0	0	0	0	1
Number of days exceeding state 8-hour standard	0.070 ppm	0	0	1	1	1
Number of days exceeding federal 8-hour standard	0.075 ppm	0	0	0	0	1
CARBON MONOXIDE (CO)						
Maximum 1-hour concentration (ppm) ³		4.0	4.1	3.5	5.2	N/A
Maximum 8-hour concentration (ppm) ³		1.66	1.81	1.40	1.69	1.57
Number of days exceeding state 8-hour standard	9.0 ppm	0	0	0	0	0
Number of days exceeding federal 8-hour standard	9 ppm	0	0	0	0	0
NITROGEN DIOXIDE (NO ₂)						
Maximum 1-hour concentration (ppm)		0.070	0.050	0.053	0.052	0.051
Annual average concentration (ppm)		0.011	0.010	0.010	0.008	0.008
Number of days exceeding state 1-hour standard ⁴	0.18 ppm	0	0	0	0	0
RESPIRABLE PARTICULATE MATTER (PM ₁₀)						
Maximum 24-hour concentration (µg/m ³)		54.4	119.4	248.0	79.8	99.9
Annual average concentration (µg/m ³)		25.5	27.8	29.7	26.2	25.6
Number of samples exceeding state standard	50 µg/m ³	2	4	2	3	2
Number of samples exceeding federal standard	150 µg/m ³	0	0	1	0	0
FINE PARTICULATE MATTER (PM _{2.5})						
Maximum 24-hour concentration, federal method (µg/m ³)		35.2	29.8	39.9	23.4	19.7
Annual average concentration (µg/m ³)		10.5	9.8	10.6	10.1	10.2
Number of samples exceeding federal standard ^{5,6}	35 µg/m ³	0	0	1	0	0

N/A = not available

Sources: California Air Resources Board, "Air Quality Data Statistics," <http://www.arb.ca.gov/adam/>. 2011; U.S. Environmental Protection Agency, "AirData," <http://www.epa.gov/oar/data/states/california.html?co=CA->. 2011.

¹ Parts by volume per million of air (ppm), micrograms per cubic meter of air (µg/m³), or annual arithmetic mean (aam).

² Federal and state standards are for the same period as the maximum concentration measurement unless otherwise indicated.

³ The Rio Mesa School #2 monitoring station measured concentrations of CO until 2004. The nearest monitoring station to the project site that measured concentrations of CO from 2005 through 2009 is located at 700 E Canon Perdido in Santa Barbara.

⁴ The NO₂ state standard was amended on February 22, 2007 to lower the 1-hour state standard from 0.25 ppm to 0.18 ppm and to establish a new annual state standard of 0.030 ppm. These changes became effective March 20, 2008. Statistics shown are based on the standards in effect at the time.

⁵ The 24-hour federal standard for PM_{2.5} was changed from 65 to 35 µg/m³ and became effective on December 17, 2006. Statistics shown are based on the standards in effect at the time.

⁶ The monitored concentration for PM_{2.5} in 2007 (39.9 µg/m³) occurred on October 21, 2007. Pursuant to the Code of Federal Regulations, Title 40, Part 50.14, the VCAPCD flagged monitoring data from October 21, 2007, through October 29, 2007 as "exceptional event" data. The flagged data included ozone, PM₁₀, and PM_{2.5}. By virtue of being flagged, the data will still be available for scientific or public review, but will not be used for purposes of air quality standard attainment designation, in accordance with the U.S. Environmental Protection Agency's exceptional events policy.

Table 5, Maximum Daily Unmitigated Operational Emissions, presents the maximum daily operational ROC and NO_x emissions from the Final EIR and the Proposed Specific Plan Amendment. Because the previous URBEMIS2007 model calculates emissions differently than the URBEMIS7G model that was used in the Final EIR, emissions for the approved Specific Plan project were updated using URBEMIS2007. This was done provide a more consistent analysis between the Proposed Specific Plan Amendment and the approved RiverPark Specific Plan project.

The estimated maximum daily unmitigated ROC and NO_x emissions from the RiverPark Project with the proposed Specific Plan Amendment are similar to the emissions estimated for the original RiverPark Specific Plan Project. When URBEMIS2007 is used to calculate the emissions from both the RiverPark Specific Plan and the Proposed Specific Plan Amendment, the ROC and NO_x emissions are lower under the Proposed Specific Plan Amendment. It should be noted that the unmitigated operational emissions for both the RiverPark Specific Plan and the Proposed Amendment exceed the APCD significance thresholds and result in significant operational impacts on air quality in the region.

The Final EIR identified a program of measures to reduce operational emissions to the fullest extent feasible and payment of Transportation Demand Management (TDM) fees is required to mitigate the remaining impacts. No change to the mitigation program is required as these measures apply to the uses that would be permitted by the Proposed Specific Plan Amendment. As stated above, the ROC and NO_x emissions would be lower with the Proposed Specific Plan Amendment. Therefore, the operation-related emissions associated with the Proposed Specific Plan Amendment would not result in any new significant impacts and would not substantially increase the severity of any previously identified significant impacts.

Table 5
Maximum Daily Unmitigated Operational Emissions

Emissions Source	Emissions (Pounds per Day)	
	ROC	NO _x
Summer Emissions		
Specific Plan Emissions		
Operational (Mobile) Sources	356.25	272.43
Area Sources	200.01	71.72
<i>Total Specific Plan Emissions</i>	<i>556.26</i>	<i>344.15</i>
Proposed Specific Plan Amendment Emissions		
Operational (Mobile) Sources	339.91	258.14
Area Sources	207.21	67.96
<i>Total Proposed Specific Plan Amendment Emissions</i>	<i>547.12</i>	<i>326.10</i>
Winter Emissions		
Specific Plan Emissions		
Operational (Mobile) Sources	377.74	410.19
Area Sources	188.51	90.44
<i>Total Specific Plan Emissions</i>	<i>566.25</i>	<i>500.63</i>
Proposed Specific Plan Amendment Emissions		
Operational (Mobile) Sources	356.69	388.80
Area Sources	200.71	87.16
<i>Total Proposed Specific Plan Amendment Emissions</i>	<i>557.40</i>	<i>475.96</i>

Source: Impact Sciences, Inc., (2011).

CO Hotspots

The development of the RiverPark Specific Plan project would not create congested intersections that would exceed the state and federal 1-hour and 8-hour CO ambient air quality standards as assessed in the Final EIR. The updated traffic analysis identifies fewer significant traffic impacts, indicating less traffic congestion that could result in substantial CO concentrations.

As noted above, the ambient 1-hour and 8-hour maximum CO concentrations were last monitored at the Rio Mesa School #2 monitoring station in 2004. The nearest monitoring station to the project site that measured concentrations of CO from 2005 through 2009 is located in the City of Santa Barbara, which is a more urbanized area and has relatively higher concentrations of background CO. The Final EIR for the RiverPark Specific Plan used a CO background concentration of 3.7 parts per million (ppm), measured in 1998 at the Rio Mesa School #2 monitoring station, in the CO hotspots analysis. In 2004, the background CO concentration was 2.1 ppm at the same station. Therefore, because the traffic congestion and CO emissions associated with the RiverPark Project with the proposed amendment would be similar to or

less than the original RiverPark Specific Plan Project as evaluated in the Final EIR, no new or substantially more significant CO impacts would result.

Global Climate Change

In 2002, the Final EIR for the RiverPark Specific Plan was certified by the City of Oxnard. At that time, analysis of emissions of GHG and associated global climate change impacts was not recommended in EIRs. In addition, GHGs were not identified as air pollutants under the federal Clean Air Act and the California Clean Air Act. On June 19, 2008, the Governor's Office of Planning and Research issued a technical advisory as interim guidance regarding the analysis of GHG emissions in CEQA documents.³ The advisory indicated that a project's GHG emissions, including those associated with vehicular traffic, energy consumption, water usage, and construction activities, should be identified and estimated. The advisory further recommended that the lead agency determine significance of the impacts and impose all mitigation measures that are necessary to reduce GHG emissions to a less than significant level. The advisory did not recommend a specific threshold of significance. Instead, OPR requested that CARB recommend a method for setting thresholds that lead agencies may adopt.⁴ CARB has not yet adopted significance thresholds for GHG emissions.

Development of the RiverPark Specific Plan as originally adopted and with the proposed Specific Plan Amendment would result in similar levels of direct and indirect construction and operational emissions of GHGs. These emissions, primarily carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O), are the result of fuel combustion from building heating systems and motor vehicles and are quantified below. Building and motor vehicle air conditioning systems may use hydrofluorocarbons (HFCs), hydrochlorofluorocarbons (HCFCs), and chlorofluorocarbons (CFCs) to the extent that they have not been completely phased out of use; however, they are not quantified as emissions since these GHGs and would only occur through accidental leaks. Water vapor and O₃ are also not quantified because water vapor concentrations in the upper atmosphere are primarily due to climate feedbacks⁵ rather than emissions from project related activities. Furthermore, O₃ in the troposphere is relatively short-lived and project emissions of ozone precursors would not significantly contribute to climate change. No 100-year global warming potential has been established for ozone. Nonetheless, the greenhouse effect of

³ Governor's Office of Planning and Research, *Technical Advisory – CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review*, (2008).

⁴ *Addressing Climate Change through California Environmental Quality Act (CEQA) Review*, (2008), 4.

⁵ A climate feedback is an indirect, or secondary climatic change that occurs in response to a forcing mechanism. For example, a disturbance that causes global temperatures to increase could cause more water to evaporate from the oceans, leading to larger amounts of water vapor in the atmosphere absorbing more radiation from the earth's surface and emitting more radiation back, thereby enhancing the greenhouse effect and further increasing the air temperature.

tropospheric ozone is considered small, as the radiative forcing⁶ of ozone is 35 percent of that of carbon dioxide.⁷

Direct construction and operational emissions of CO₂ were estimated using URBEMIS2007 with the following adjustments to convert CO₂ emissions to GHG emissions on a carbon dioxide equivalent (CO₂e) basis:⁸

- *Construction diesel trucks and equipment:* The CO₂ emissions associated with off-road and on-road equipment were multiplied by a factor based on the assumption that CO₂ represents approximately 99.4 and 99.0 percent, respectively, of the CO₂e emissions. These assumptions were derived from the California Climate Action Registry⁹ and the California Energy Commission.¹⁰
- *Area sources (natural gas combustion):* The CO₂ emissions from natural gas consumption for the project were adjusted based on emission factors for CO₂, methane (CH₄), and N₂O for natural gas combustion from URBEMIS2007 and the California Climate Action Registry.¹¹
- *Motor vehicles:* The CO₂ emissions associated with project-generated trips were multiplied by a factor based on the assumption that CO₂ represents 95 percent of the CO₂e emissions associated with passenger vehicles, which account for most of the project-related trips.¹²

It has become common practice under CEQA to amortize construction-related GHG emissions over the lifetime of a project. The South Coast Air Quality Management District has defined a project lifetime to be a 30-year period. Therefore, the construction GHG emissions have been annualized over a 30-year period and included in the annualized operational total discussed below.

⁶ Radiative forcing, measured in Watts/m², is an externally imposed perturbation (e.g., stimulated by greenhouse gases) in the radiative energy budget of the Earth's climate system (i.e., energy and heat retained in the troposphere minus energy passed to the stratosphere).

⁷ Intergovernmental Panel on Climate Change (IPCC), *Climate Change 2007: The Physical Science Basis, Summary for Policymakers*, (2007).

⁸ Carbon dioxide equivalent describes how much global warming a given type and amount of greenhouse gas may cause, using the functionally equivalent amount or concentration of carbon dioxide as the reference. To gauge the potency of GHGs, scientists have established a Global Warming Potential (GWP) for each GHG based on its ability to absorb and re-emit long-wave radiation over a specific time period. The GWP of a gas is determined using CO₂, which is assigned a GWP value of 1 over 100 years. A gas with a GWP of 10 is 10 times more potent in trapping heat than CO₂ over 100 years. The sum of each GHG multiplied by its associated GWP is referred to as the carbon dioxide equivalent (CO₂e).

⁹ California Climate Action Registry, *General Reporting Protocol: Reporting Entity-Wide Greenhouse Gas Emissions* Version 3.1, (2009) 96, 98-100.

¹⁰ California Energy Commission, *Diesel Use in California*, Remarks by Commissioner James D. Boyd, (2002).

¹¹ California Climate Action Registry, *General Reporting Protocol: Reporting Entity-Wide Greenhouse Gas Emissions*, Version 3.1, (2009) 103.

¹² U.S. Environmental Protection Agency, Office of Transportation and Air Quality, *Emission Facts: Greenhouse Gas Emissions from a Typical Passenger Vehicle* (EPA420-F-05-004), (2005).

The project would also result in indirect GHG emissions from electricity generation, water conveyance and delivery, wastewater collection and treatment, and solid waste decomposition. Electricity would not only be used on the project site, but it would also be used in the water and wastewater treatment process, as well as in the conveyance process where in-line pumps would be required. GHG emission factors from electrical demand were obtained from the California Climate Action Registry's *General Reporting Protocol*.¹³ The annual electrical consumption factor for water treatment and distribution¹⁴ was obtained from the California Energy Commission (CEC). GHG emission factors for wastewater treatment¹⁵ and solid waste disposal¹⁶ were obtained from the CEC and U.S. EPA.

Construction and operational GHG emissions for the Proposed Specific Plan Amendment are presented in **Table 6, GHG Emissions from the Proposed RiverPark Specific Plan Amendment**. The emissions associated with the Proposed Specific Plan Amendment represent a conservative assessment of the GHG emissions that would result from development of the project.

Table 6
GHG Emissions from the Proposed RiverPark Specific Plan Amendment

General Plan & Area Plan GHG Emissions Sources	Emissions (Metric Tons CO ₂ e/year)
Construction (Amortized)	2,347
Motor Vehicles	82,891
Area Sources (Natural Gas Consumption)	14,040
Electricity Consumption	21,186
Solid Waste Generation	419
Water Supply	1,486
Wastewater Treatment	214
Annual Total GHG Emissions	122,583

Source: Impact Sciences, Inc. Emissions calculations are provided in Appendix B.

As shown in **Table 6**, GHG emissions from motor vehicles represent the majority of the total operational GHG emissions associated with the RiverPark Project. However, the limitations of a quantitative analysis using emission models, such as URBEMIS2007, include distinguishing between “new” emissions

¹³ California Climate Action Registry, General Reporting Protocol: Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, (2009) 208-209.

¹⁴ Navigant Consulting, Inc., *Refining Estimates of Water-Related Energy Use in California*, PIER Final Project Report (CEC-500-2006-118), (2006), 22.

¹⁵ U.S. Environmental Protection Agency, Office of Air Quality Planning and Standards, *Compilation of Air Pollutant Emission Factors*, AP 42, Fifth Edition, Volume I, (1995), Chapter 4.3.5.

¹⁶ U.S. Environmental Protection Agency, Office of Solid Waste and Emergency Response, *Greenhouse Gas Emission Factors for Management of Selected Materials in Municipal Solid Waste* (EPA-530-R-98-013), (1998).

specifically attributable and caused by the proposed project and already existing emissions that shift from one region to another. This is especially true of emissions from motor vehicles. As noted in the table above, the largest contribution of GHG emissions is from motor vehicles and the estimated total vehicle miles traveled (VMT); however, the quantity of these emissions appropriately characterized as “new” is uncertain. With respect to the Specific Plan project, motor vehicles traveling to the commercial components of the Specific Plan can be comprised of diverted trips from other retail stores (and depending on location, either result in an increase or decrease in VMT), pass-by trips (where the store is en route to another primary location), or an additional, fully new trip associated with consumer choice to travel to the store in addition to other retail stores. In addition, the traffic associated with the residential portion of the project may be relocated trips from other locales, and consequentially, may result in either higher or lower net VMT depending on location. In this instance, it is likely that some of the proposed project-related GHG emissions associated with traffic and energy demand would be truly “new” emissions. But, it is also likely that some of the emissions represent diversion of emissions from other locations. Thus, although GHG emissions are associated with the project, it is not possible to discern how much diversion is occurring or what fraction of those emissions represents “new” increases. In the absence of information regarding the different types of trips, the VMT generated by URBEMIS2007 is used as a reasonable and probably conservative estimate.

Furthermore, neither the state nor the federal government regulates tailpipe GHG emissions. However, several regulatory actions have taken place at the federal and state level that would reduce GHG emissions from motor vehicles, and these reductions were not accounted for in the model. On September 15, 2009, the U.S. EPA and the Department of Transportation’s (DOT) National Highway Traffic Safety Administration (NHTSA) issued a joint proposal to establish a national program consisting of new standards for model year 2012 through 2016 light-duty vehicles that will reduce GHG emissions and improve fuel economy. The proposed standards would be phased in and would require passenger cars and light-duty trucks to comply with a declining emissions standard. In 2012, passenger cars and light-duty trucks would have to meet an average emissions standard of 295 grams of CO₂ per mile and 30.1 miles per gallon.¹⁷ By 2016, the vehicles would have to meet an average standard of 250 grams of CO₂ per mile and 35.5 miles per gallon.¹⁸ These standards were formally adopted by the U.S. EPA and DOT on April 1, 2010. In light of the U.S. EPA and NHTSA standards, California—and states adopting California emissions standards—have agreed to defer to the proposed national standard through model year 2016 if granted a waiver by the U.S. EPA. The 2016 endpoint of the two standards is similar, although the

¹⁷ U.S. Environmental Protection Agency, “EPA and NHTSA Propose Historic National Program to Reduce Greenhouse Gases and Improve Fuel Economy for Cars and Trucks,” <http://epa.gov/otaq/climate/regulations/420f09047a.htm>. 2009.

¹⁸ U.S. EPA, “EPA and NHTSA Propose Historic Nation Program,” 2009.

national standard ramps up slightly more slowly than required under the California standard. The Pavley standards require additional reductions in CO₂ emissions beyond 2016 (referred to as Phase II standards), which have not yet been defined.

California will implement new regulations that will reduce GHG emissions as part of the state's overall strategy to achieve the goals of The Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32). In late 2008, CARB adopted the *Climate Change Scoping Plan*, which outlines the strategies that would reduce California's GHG emissions to 1990 levels by 2020. The strategies target all major sectors including transportation, energy, industry, and residential and commercial development. Under CARB's *Climate Change Scoping Plan*, the Low Carbon Fuel Standard was adopted on April 23, 2009 and would reduce the carbon intensity of California passenger vehicle fuels by at least 10 percent (Scoping Plan Measure 5). Also under CARB's *Climate Change Scoping Plan*, fuel-efficient tire standards are being pursued (Scoping Plan Measure 7). Additional strategies include increasing renewable energy, improving building energy efficiency standards, reducing the use and production of high global warming potential (GWP) gases, improving water efficiency, and implementing a cap and trade program. For these reasons, the GHG emissions presented above likely overestimate the actual emissions that would result from project construction and operation.

As previously discussed, the proposed Specific Plan Amendment would result in slightly reduced combustion emissions, primarily from mobile sources, when compared to the RiverPark Specific Plan as originally adopted. Therefore, the proposed Specific Plan Amendment would also result in slightly reduced GHG emissions due to a proportionate reduction from mobile sources. While the provisions of CEQA in place at the time that the Final EIR for the RiverPark Specific Plan was certified did not require the significance of GHG emissions on global climate change to be evaluated, the GHG emissions now recognized as air pollutants would still be emitted as a result of construction and operation of the project. Therefore, the GHG emissions presented in this assessment are not considered to be new emissions or undisclosed impacts. These emissions would have occurred regardless of the proposed Specific Plan Amendment. Furthermore, as noted above, the GHG emissions for the Proposed Specific Plan Amendment are slightly reduced compared to the RiverPark Specific Plan. Therefore, the GHG emissions associated with the proposed Specific Plan Amendment would not result in any new or substantially more severe impacts than the original RiverPark Specific Plan project.

Although the Final EIR did not specifically address GHG emissions and the potential for global climate change impacts, the project includes features and mitigation measures that would reduce GHG emissions. The minor change in the mix of commercial and residential land uses that would result from the proposed Specific Plan Amendment will not substantially change these characteristics of the RiverPark Community:

- *Balanced Community:* RiverPark provide for development of a balanced community with a diverse mix of land uses within the Oxnard City Urban Restriction Boundary (CURB). Mixed land use developments result in an overall reduction in VMT as residents would need to travel shorter distances to obtain daily necessities and for entertainment. Residents could also easily combine multiple destinations into a single trip.
- *Reclaim Land within the City:* RiverPark reclaimed the existing sand and gravel mine site in the northern portion of the Specific Plan Area to provide additional housing opportunities in the City. Housing opportunities closer to a city's urban core and employment center result in an overall reduction in VMT as residents would travel shorter distances to places of employment.
- *Compact and Cohesive Community:* RiverPark is a compact, cohesive community consisting of residential, commercial, open space, and public facilities connected by a coherent network of interconnected streets. The project includes medium- and high-density housing, which results in an overall reduction in VMT as urban sprawl would be reduced and a greater number of people would live in closer proximity to City services.
- *Compatible with Natural Habitat:* RiverPark creates a community that is compatible with the Santa Clara River by providing additional native vegetation within the Specific Plan Area to complement the natural habitat in the river and providing for connections to the regional trail planned along the river. Compatibility with the natural habitat and use of native vegetation reduces the need for additional irrigation while providing sources of natural carbon sequestration.
- *Public Transportation:* RiverPark integrates public transit into neighborhoods and the surrounding community. This reduces the need for residents and employees to utilize privately owned motor vehicles and reduces the overall VMT associated with the project.
- *Pedestrian Connections:* RiverPark provides strong pedestrian connections between land uses and a variety of housing choices and institutional activities. This reduces the need for residents and employees to utilize privately owned motor vehicles and would reduce the overall VMT associated with the project.

In addition, because the project is required to provide Transportation Demand Management fees to the City of Oxnard to mitigate the significant impacts of the project on air quality, the City will invest in emission reducing technologies and programs that would reduce combustion related emissions in the region. Generally, a reduction in combustion emissions would have the co-benefit of also reducing GHG emissions. In addition, the City of Oxnard 2030 General Plan Final EIR contains recommended policies for the reduction of GHG emissions. Therefore, as the proposed Specific Plan Amendment would not

result in an increase in GHG emissions when compared to the current Specific Plan and incorporates project design features and mitigation measures that would result in the reduction of GHG emissions, no new significant impact related to GHG emissions will result.

NOISE

Summary of Analysis in the Certified RiverPark Final EIR

Analysis of potential noise impacts resulting from construction activities, roadway noise, and stationary sources to both on- and off-site land uses was presented in the EIR. Temporary noise increases from equipment used during site development and individual building projects would result in significant impacts to both on- and off-site residential uses. However, with the inclusion of the recommended mitigation measures, these potential impacts would be reduced to less than significant. Future roadway noise levels were modeled based on the projected traffic volumes in the project traffic study. The increase in roadway noise along roadways, both on and off site, generated by project traffic was determined not to be significant. No unavoidable significant noise impacts were identified for the RiverPark Project in the Final EIR.

Analysis of Proposed Specific Plan Amendment

No change in construction activities or the noise associated with construction would result from the proposed change from commercial to multifamily residential uses. Noise from construction of both the commercial and residential uses proposed was addressed in the RiverPark Final EIR. While the proposed amendment would increase the amount of multifamily residential units and decrease the amount of commercial development allowed within the Specific Plan Area, construction would occur in locations already analyzed in the Certified RiverPark EIR. The RiverPark Final EIR determined that temporary construction impacts would be significant prior to mitigation. Mitigation measures identified in the Final EIR will reduce construction noise impacts to less than significant levels.

The analysis contained in the Certified RiverPark EIR predicted that increases in off-site ambient noise levels on existing and planned streets in the vicinity of the Specific Plan Area resulting from the project would range between -0.6 A-weighted Decibels (dB(A)) and 1.6 dB(A). Traffic volumes calculated for the proposed Specific Plan amendment indicated that the RiverPark community would generate approximately 77,934 daily trips. The analysis in the Certified RiverPark EIR estimated that the project was estimated to generate 94,174 daily trips. This results in a substantial reduction of 15,944 daily trips. Therefore, the proposed amendment would result in significantly reduced traffic volumes that would in turn result in reduced roadway noise levels. The proposed Specific Plan amendment would not result in a significant impact to off-site sensitive receptors.

On-site Traffic

As indicated above, the proposed amendment would reduce the overall daily trips as compared to the analysis contained in the Certified EIR. However, the proposed amendment would also rearrange land uses that have the potential to change trip distributions or place sensitive receptors in places not previously analyzed in the Certified EIR. Specifically, the proposed amendment would place additional residential uses along RiverPark Boulevard between Vineyard Avenue and Forest Park Drive; and along Oxnard Boulevard between the 101 Freeway and Forest Park Drive. As shown in **Table 7, On-site Roadway Noise Comparison**, the proposed amendment would result in fewer daily trips along these road segments. Therefore, the proposed amendment would result in lower noise generated by traffic along these roadway segments. The analysis in the Certified EIR concluded that these roadway segments would result in noise levels beneath 60 dB(A) community noise equivalent level (CNEL). Therefore, impacts on on-site sensitive noise receptors would be less than significant.

Table 7
On-site Roadway Noise Comparison

Roadway Segment	Traffic Volume		
	Adopted Specific Plan	Proposed Amendment	Difference
RiverPark Boulevard – Vineyard Ave./Forrest Park Dr.	210 ADT	200 ADT	10 ADT
Oxnard Boulevard – 101 Fwy/Forrest Park Dr.	2,240 ADT	1,210 ADT	1,030 ADT

Source: Impact Sciences, Inc., 2009.

PUBLIC SCHOOLS

Summary of Analysis in the Certified RiverPark Final EIR

The RiverPark Specific Plan Area is located within the Rio School District (RSD) and the Oxnard Union High School District (OUHSD). The proposed RiverPark Specific Plan included two sites for three new RSD schools. Planning Districts J and K include a 27-acre site for a new elementary school and a new middle school (these schools have been built and have students in attendance). Planning District G includes a 9-acre site for a second new elementary school that will be built when sufficient population exists in the area. These 36 net acres was determined to be sufficient in size to accommodate schools with a capacity of 1,660 students plus space for full track/field facilities at the middle school.

RSD and OUHSD provided student generation rates that vary according to grade level and dwelling unit type, representing an estimate on the average number of students generated per residential dwelling unit.

Based on these student generation rates, it was estimated that approximately 1,990 K–12 students would be generated by the development of all the residential uses that would be allowed by the Specific Plan, including 1,654 K–8 students and 337 high school students. The addition of these students generated by the permitted residential uses would significantly impact both school districts. However, with construction of the planned school facilities and/or payment of developer impact fees to the school districts, adequate school capacity would be created to accommodate these students and impacts would be mitigated to a less than significant level.

Analysis of Proposed Specific Plan Amendment

The proposed Specific Plan Amendment would increase the total allowable residential units within the specific plan area by 340 units. These additional residential units would generate additional students not considered when the Final EIR was prepared. To assess the impact of the proposed Specific Plan Amendment, updated information on the school facilities planning in both districts was collected.

For the Rio School District (RSD) information was obtained from the *2009 Facilities Plan, Preview Draft*, January 6, 2009, and communication with RSD personnel. Information for the Oxnard Union High School District (OUHSD) was obtained from the Oxnard Union High School District, *School Facilities Needs Analysis*, May 6, 2010, and communication with OUHSD personnel.

The RiverPark Specific Plan designates sites for three K–8 schools to be operated by the Rio School District. The applicants entered into a school mitigation agreement with the Rio School District that addresses the construction of these new schools. Under this agreement, the applicants are funding and assisting the district in the construction of three new schools with a total capacity to serve 1,683 K–8 students. The first elementary school, Rio del Mar Elementary, and the new Rio Vista Middle School have been built within Planning Districts J and K along Vineyard Avenue and are operational. These facilities include a new 538-student elementary school and a 607-student middle school on the 27-acre site in Planning Districts J and K and a contemplated second 538-student elementary school on the 9-acre site in District G. Development impact fees are paid to the OUHSD to mitigate impacts on high school facilities.

Table 8, Rio School District School Capacities, shows the current capacities for each school within RSD as of the year 2009. As shown, the RSD has a total capacity of 4,835 students without the use of portable classrooms. District enrollment as of October 2010 was 4,487 students, leaving a remaining capacity of 348 students.

Table 8
Rio School District School Capacities

School	K	1-2-3	4-5	6-7-8	SE	CDS	Total Capacity
Rio Del Mar Elementary (in RiverPark) *	76	247	145	0	12	0	480
Rio Del Norte Elementary	76	285	232	0	24	0	617
Rio Lindo Elementary	76	266	174	0	12	0	528
Rio Plaza Elementary	76	266	145	0	0	0	487
Rio Real Elementary	76	285	145	0	0	0	506
Rio Rosales Elementary	76	266	203	0	12	0	557
Rio del Valle Middle	0	0	0	841	36	0	877
Rio Vista Middle (in RiverPark) *	0	0	0	729	24	0	753
Community Day School	0	0	0	0	0	30	30
Total	456	1,615	1,044	1,570	108	30	4,835

Sources: 2009 Facilities Plan for the Rio School District, Preview Draft January 5, 2009; and Mark Kruger, Assistant Superintendent Rio School District.

Notes:

* Current School capacities are different than the capacities for these schools as defined in the School Facilities Mitigation Agreement between the Rio School District and Riverpark "A" LLC and Riverpark "B" LLC. The capacities are defined as 538 for the elementary school and 607 for the middle school in the Mitigation Agreement.

Table 9, Oxnard Union High School District School Capacities, shows the current capacities for each school within the OUHSD. As shown, the OUHSD has a total capacity of 14,013 students without the use of trailer or other types of portable classrooms. District enrollment as of October 2010 was 15,990 students, 1,977 students over district capacity.

Table 9
Oxnard Union High School District School Capacities

School	Capacity
Camarillo High School	2,250
Channel Islands High School	2,250
Frontier High School	513
Hueneme High School	2,250
Oxnard High School	2,250
Pacifica High School	2,250
Rio Mesa High School	2,250
Total	14,013

Source: Written correspondence with Sylvia Diaz, Business Services, OUHSD, 2010.

RSD and OUHSD provide student generation rates within their respective School Facilities Needs Analysis documents, which vary according to grade level and dwelling unit type. Based upon these student generation rates, an estimate of the number of students expected to be generated by development of the maximum number of residential units that would be permitted by the Specific Plan with the proposed amendment is presented below in **Table 10, Student Generation – Total Specific Plan Residential Units**, approximately 1,378 K–12 students would be generated by the full development of the allowed residential uses by the Specific Plan Amendment, consisting of 1,058 K–8 students that would be served by the RSD and 320 9–12 students that would be served by the Oxnard Union High School District.

Table 10
Student Generation – Total Specific Plan Residential Units

Dwelling Type	No. of Units	Generation Factor	Total Students
Rio School District K–5			
Single-Family Detached	849	0.40 student/unit	340
Single-Family Attached	1,112	0.25 student/unit	278
Multifamily Market Rate	998	0.10 student/unit	100
Multifamily Affordable	186	0.20 student/unit	37
Subtotal	3,145	-	755
Rio School District 6–8			
Single-Family Detached	849	0.15 student/unit	127
Single-Family Attached	1,112	0.10 student/unit	111
Multifamily Market Rate	998	0.05 student/unit	50
Multifamily Affordable	186	0.08 student/unit	15
Subtotal	3,145	-	303
Subtotal RSD	-	-	1,058
Oxnard Union H.S.			
Single-Family Detached	849	0.1553 student/unit	132
Single-Family Attached	1,112	0.0699 student/unit	78
Multifamily	1,184	0.0925 student/unit	110
Subtotal	3,145	-	320
TOTAL	-	-	1,378

Sources: Oxnard Union High School District, School Facilities Needs Analysis, May 6, 2010; and School Facilities Needs Analysis 2009, for the Rio School District.

Analysis contained in the RiverPark Final EIR estimated student generation resulting from the Specific Plan as approximately 1,990 K–12 students, consisting of 1,654 K–8 students and 337 high school students. The impact of these additional students was mitigated through the School Facilities Mitigation

Agreement with the RSD and by payment of developer fees to the OUHSD. Therefore, within the proposed Specific Plan Amendment, only the additional 340 proposed residential units would have the potential to create school impacts not already mitigated under the existing School Facilities Mitigation Agreement and through payment of developer fees as outlined in the RiverPark Final EIR.

Table 11, Student Generation – Additional Proposed Residential Units, shows the estimated student generation resulting from the additional residential units proposed under the Specific Plan amendment. As shown, the additional proposed residential units would generate 102 students made up of 71 K–8 students and 31 9–12 students.

Table 11
Student Generation – Additional Proposed Residential Units

Dwelling Type	No. of Units	Generation Factor	Total Students
Rio School District K–5			
Single-Family Detached	0	0.40 student/unit	0
Single-Family Attached	36	0.25 student/unit	9
Multifamily Market Rate	258	0.10 student/unit	29
Multifamily Affordable	46	0.20 student/unit	9
Subtotal	340	-	47
Rio School District 6–8			
Single-Family Detached	0	0.15 student/unit	0
Single-Family Attached	36	0.10 student/unit	7
Multifamily Market Rate	258	0.05 student/unit	13
Multifamily Affordable	46	0.08 student/unit	4
Subtotal	340	-	24
Subtotal RSD	-		71
Oxnard Union H.S.			
Single-Family Detached	0	0.1553 student/unit	0
Single-Family Attached	36	0.0699 student/unit	3
Multifamily	304	0.0925 student/unit	28
Subtotal	340	-	31
TOTAL	-	-	102

Sources: Oxnard Union High School District, School Facilities Needs Analysis, May 6, 2010; and School Facilities Needs Analysis 2009, for the Rio School District.

The proposed Specific Plan amendment would increase the allowable number of residential units within the Specific Plan Area. Although this increase would generate a small number of additional students, the overall number of students generated by RiverPark with these additional units would be less than the number of students estimated in the Final EIR. This reduction in the anticipated number of students is

based on updated and revised student generation factors from the Rio School District “School Facilities Needs Analysis,” which are lower than the student generation factors used in the analysis in the original Draft EIR. The analysis in the certified Final EIR estimated RiverPark would generate 1,990 K–12 students made up of 1,654 K–8 students and 337 high school students.

The impact created by the increase in student generation that would result from the Specific Plan Amendment would not result in any significant impacts to school facilities as the total number of students that would be generated would be less than the amount identified in the Final EIR and no additional mitigation is required.

FIRE PROTECTION

Summary of Analysis in the Certified RiverPark Final EIR

Fire protection and emergency medical services to the Specific Plan Area are provided by the City of Oxnard Fire Department to the project area. At the time the Final EIR was prepared, the City was operating six fire stations staffed by three fire fighters at all times.

The potential for fire hazards during construction was determined not to be significant. The potential for interference with emergency vehicles traveling through the area was considered minimal given the periodic and short-term nature of any construction related traffic resulting from the development of individual projects within the Specific Plan Area.

As proposed, the RiverPark Specific Plan included a site for a new joint City/County fire station on Vineyard Avenue. This station would replace the existing County Fire station located in the County El Rio Maintenance Yard on El Rio Drive in the RiverPark Specific Plan Area and provide an additional City fire station to serve this area. With the addition of this new fire station, no significant impacts were identified.

Analysis of Proposed Specific Plan Amendment

The proposed Specific Plan amendment would decrease the amount of commercial development and increase the amount of multifamily units within the Specific Plan Area. A slight increase in calls for service could result from the additional residential units. Adequate service can be provided, however, from the fire station built to serve RiverPark. For this reason, no new or substantially more significant impacts on fire and emergency medical services would result.

POLICE PROTECTION

Summary of Analysis in the Certified RiverPark Final EIR

Law enforcement and police protection services are provided in RiverPark are provided by the City of Oxnard Police Department. The Police Department has one station, located near Oxnard City Hall, and three storefront police substations that are used for community-based policing. Site development and construction would not normally require services from the Police Department, except in the cases of trespassing, theft, and vandalism. Such activities at a construction site are not unusual, but are only occasional and do not typically place undue demands on police protection services. Slow moving construction-related traffic along local roadways may reduce optimal traffic flows on these roadways and could conceivably delay police and emergency vehicles or contribute to a vehicle accident. This potential is considered minimal given the periodic and short-term nature of any construction related traffic and no significant impacts are expected with implementation of flagmen and other standard construction practices.

Based on available crime statistics at the time the EIR was prepared, the Police Department based its service planning on a basis of 0.4 calls for service per capita. If all 2,805 units allowed by the Specific Plan are built, the projected increase in population is approximately 7,220. This population would generate approximately 2,900 calls for service annually. Based on the number of calls for service estimated to be generated by the RiverPark Project, the Oxnard Police Department determined additional police personnel would be required to provide police services to the project. Based upon the fiscal impact study prepared for the Specific Plan, revenues accrued to the City's General Fund from sales taxes, property taxes, etc., would provide the funds needed for police service.

The Police Department proposed establishing a storefront police station of approximately 1,000 square feet within the commercial portion of the RiverPark Community when warranted by the increase in the number of calls for service to mitigate the impact of the addition of service area to the existing response beat serving the Specific Plan Area. No significant impacts to police services were identified in the Final EIR.

Analysis of Proposed Specific Plan Amendment

The proposed Specific Plan amendment would decrease the amount of commercial development and increase the amount of multifamily units within the Specific Plan Area. If all 340 additional dwelling units allowed by the proposed Specific Plan amendment were built, the projected increase in population in RiverPark would be approximately 874 persons. At an estimated rate of 0.4 service calls per capita, the total increase in annual service calls from the additional residential units would be 350 calls. This increase

would be offset to some degree by a reduction in calls for service from the reduced amount of commercial development in the Specific Plan Area. The potential increase in calls for service is not substantial in relation to the calls for service estimated in the Final EIR for RiverPark and, for this reason, the proposed Specific Plan Amendment would not result in any new or substantially more severe significant impacts.

PARKS AND RECREATION

Summary of Analysis in the Certified RiverPark Final EIR

At the time the EIR was prepared there were 756 acres of developed parkland in the City of Oxnard including a 224-acre public golf course. The City of Oxnard park planning standard for total developed acres of parkland is 3.0 acres per 1,000 population, as established by the Quimby Act. Individual standards for Neighborhood and Community Parks are 1.5 acres per 1,000 population.

As originally proposed, the RiverPark Specific Plan would allow development of a maximum of 2,805 dwelling units, with an estimated residential population of approximately 7,220 persons. Based on the City's park planning standards, approximately 11 acres of neighborhood parkland and 11 acres of community parkland are required to serve this estimated population.

The Specific Plan included a variety of parks and open space areas. Three neighborhood parks are proposed within the Residential Planning Districts. In total, approximately 13 acres of neighborhood parkland will be provided. This amount exceeds the 11 acres required under the City's planning standards for neighborhood parks. Based on the school facilities requirements of the State Department of Education, a minimum of 12 acres of play fields was required for the number of students planned for the schools planned in RiverPark. Depending on the site plans for the elementary and intermediate school sites, up to 18 acres of play field space would be provided. The amount of community play fields provided on the school sites would be greater than the 11 acres required under the City's planning standards for community parkland. In addition, the Specific Plan would be consistent with the goals and policies of the Parks and Recreation Element Plans and Policies of the General Plan. Therefore, impacts to parks and recreation were determined to be less than significant.

Analysis of Proposed Specific Plan Amendment

This increase in residential units proposed would increase the residential population within the Specific Plan Area. If all 340 additional dwelling units allowed by the proposed Specific Plan amendment were built, the projected increase in population would be approximately 874 persons. When added to the Adopted population estimate of 7,220 persons for the adopted Specific Plan, the total population in the

Specific Plan area would be 8,094 persons. This additional population would increase the demand for parks within the Specific Plan area.

The current City of Oxnard standard for total developed acres of parkland is 3.0 acres per 1,000 population, as established by the Quimby Act. Individual standards for Neighborhood and Community Parks are 1.5 acres per 1,000 population. Using this standard, the proposed Specific Plan amendment would require approximately 12 acres of Neighborhood Park space and 12 acres of Community Park space.

The Specific Plan Area as developed includes approximately 23 acres of Neighborhood Park space and 30 acres of Community Park space. This amount exceeds the required park space under the City planning standards. In addition, the proposed Specific Plan amendment would be consistent with the goals and policies of the Parks and Recreation Element Plans and Policies of the General Plan. Therefore, impacts would remain less than significant.

SOLID WASTE MANAGEMENT

Summary of Analysis in the Certified RiverPark Final EIR

Site preparation and construction activities related to development of the RiverPark Specific Plan was estimated to produce approximately 52,000 cubic yards of solid waste, assuming no diversion of construction wastes. Some of this waste would be diverted at the City's Del Norte Materials Recovery Facility (MRF). This facility separates recyclables from trash, thereby reducing the waste stream entering local landfills. Given the present and expected future availability of landfill space at the Simi Valley and Toland Road Landfill, the incremental nature of solid waste generated during construction, and the recycling rate of waste at the City's MRF, no significant impacts to solid waste disposal facilities were identified from construction that would occur in the Specific Plan Area.

Approximately 15,130 tons per year of waste would be generated annually by the uses allowed by the Specific Plan. This amount would average approximately 41.5 tons per day. Based on the daily capacity of the Del Norte MRF, no significant impacts to this facility were identified. After diversion, the amount of solid waste generated by the project for disposal in landfills was estimated at 5,145 tons per year. Based on available and planned landfill capacity, this impact was determined to be less than significant.

Analysis of Proposed Specific Plan Amendment

Construction

Solid waste generated by construction of the uses allowed by the Specific Plan would increase incrementally with approval of the Specific Plan Amendment to approximately 54,450 cubic yards. This represents a maximum increase of approximately 7,000 cubic yards as compared to the estimated construction waste calculation contained in the Final EIR.

Given the present and expected future availability of landfill space at the Simi Valley and Toland Road Landfill, the incremental nature of solid waste generated during construction, and the recycling of waste at the MRF, capacity would remain to accept the incremental increase in solid waste generated by the proposed Specific Plan amendment. Therefore, impacts would remain less than significant.

Operation

Once fully developed, the proposed Specific Plan amendment would generate approximately 12,712 tons of solid waste per year. **Table 12, Estimated Volume of Solid Waste Generated by Permitted Uses**, illustrates the amount of solid waste generated by type of use. This would be a reduction in the amount of solid waste generated when compared to the approved Specific Plan as evaluated in the Final EIR. Waste composition is expected to consist of cardboard and plastic materials used in product packaging, along with aluminum cans, glass, food wastes, and landscape green trimmings.

Table 12
Estimated Volume of Solid Waste Generated by Permitted Uses

Use	Generation Factor ¹ (tons/year)	Square Feet or # of Units	Waste Generated (tons/year)	Material Diverted (tons/year)	Waste Disposed in Landfill (tons/year)	% of Waste Diverted (tons/year) ²
Single-family Residential	2.04	1,477 du	4,000	2,680	1,320	67%
Multifamily Residential	1.17	1,184 du	1,385	928	457	67%
Commercial	0.0024	2,078,000 sf	4,987	3,341	1,646	67%
Education and Schools	0.0013	1,800,000 sf	2,340	1,568	772	67%
Total			12,712	8,517	4,195	67%

¹ Ventura County Initial Study Assessment Guidelines, Guidelines for Waste Treatment/Disposal-Solid Waste, November 1992.

² Approved diversion rate as of 2006. California Integrated Waste Management Board website: <http://www.ciwmb.ca.gov/Profiles/Juris/JurProfile2.asp?RG=C&JURID=356&JUR=Oxnard>, accessed 2009.

This amounts to an average of 35 tons per day under the proposed Specific Plan amendment. When these numbers are added to the 1,200 tons of waste presently sorted on a daily basis by the Del Norte MRF it equals a total of 1,235 tons of waste per day. This is substantially below the permitted 2,780 tons per day capacity of this facility, and no significant impacts to the facility would result.¹⁹ After diversion, the amount of solid waste generated by the project for disposal in landfills will be 4,195 tons per year. Based on available and planned landfill capacity, impacts would remain less than significant.

LIBRARY SERVICES

Summary of Analysis in the Certified RiverPark Final EIR

The Oxnard Public Library operates three facilities and provides library services to the residents of the City. Development of the proposed project would result in a total of 2,805 dwelling units on the project site. According to the fiscal impact study conducted for the proposed Specific Plan, approximately 7,220 new residents would be generated by buildout of the RiverPark Specific Plan. This increase in residents would result in an increase in the demand for library materials and space. The City's Public Library system currently contains adequate capacity to serve the City.

District D of the proposed Specific Plan permits the development of a storefront library facility to serve the residents in the Specific Plan Area, as well as residents throughout the City. Funding for the operation of library facilities is provided by allocations from the City's General Fund. Based on the fiscal impact study prepared by the City, revenues accrued to the City's General Fund from sales taxes, property taxes, etc., would meet the capital outlay for library service as well as fully funding all other necessary urban services required by the Specific Plan. Therefore, the increased demand for library services could be met through the allocation of revenue from the City's General Fund. As such, no significant impacts related to the provision of library services are expected as the cost to operate and maintain library services to the site would be covered by established funding sources.

Analysis of Proposed Specific Plan Amendment

Development of the proposed Specific Plan amendment would result in a total of 3,145 dwelling units on the project site, resulting in 8,094 new residents that would be generated by buildout of the proposed amendment. This increase in residents would result in an increase in the demand for library materials and space. The City's Public Library system currently contains adequate capacity to serve the City.

¹⁹ Telephone conversation with Jay Duncan, Recycling Manager, City of Oxnard Public Works, Environmental Resources Division, May 20, 2009.

The adopted Specific Plan amendment permits the development of a storefront library facility to serve the residents in the Specific Plan Area, as well as residents throughout the City. Funding for the operation of library facilities is provided by allocations from the City's General Fund. Revenues accrued to the City's General Fund from sales taxes, property taxes, etc., would meet the capital outlay for library service as well as fully funding all other necessary urban services required by the proposed Specific Plan amendment. Therefore, the increased demand for library services could be met through the allocation of revenue from the City's General Fund. As such, no significant impacts are expected as the cost to operate and maintain library services to the site would be covered by established funding sources. Therefore, impacts would be less than significant.

STORMWATER DRAINAGE

Summary of Analysis in the Certified RiverPark Final EIR

The drainage master plan included in the RiverPark Specific Plan maintained the general drainage patterns established in the City's Master Plan of Drainage and was designed to meet and exceed the Ventura County and City of Oxnard drainage criteria. The RiverPark Specific Plan Area is generally flat with gradients of less than 0.5 percent. The land generally slopes to the southwest corner of the Specific Plan Area where the Ventura Freeway crosses the Santa Clara River. The approximately 702-acre Specific Plan Area accepts runoff from areas to the north and east of the Specific Plan Area totaling approximately 500 acres.

In addition to being designed to provide the capacity needed to convey stormflows from the Specific Plan Area and the off-site areas that drain into the site, the proposed drainage system was designed to provide water quality treatment of all storm flows from on and off site tributary areas. As the proposed drainage system provided adequate capacity for on- and off-site runoff, no significant impacts to drainage conditions in the area were identified in the RiverPark EIR.

The RiverPark drainage plan routes stormwater flows from storms in excess of a 10-year event into the reclaimed mine pits in the northern portion of the Specific Plan Area. Analysis conducted for the EIR determined that there was adequate storage capacity and freeboard available in these pits, even if groundwater levels are at historic highs. Based on this analysis, it was found that no significant flooding impact from the use of the water storage basins as drainage facilities would result.

The RiverPark Specific Plan also allows the Water Storage/Recharge Basins to be used by the United Water Conservation District (UWCD) for the storage of water diverted from the Santa Clara River at the UWCD Freeman Diversion Dam in order to recharge groundwater in the Oxnard Plain Aquifer System. UWCD plans to integrate the reclaimed mine pits into its network of facilities in the area and diverted

water stored in these pits may be pumped to other existing groundwater spreading facilities or supply pipelines in the area. UWCD will have the ability to manage the level of water in the Water Storage/Recharge Basins to ensure that adequate capacity for stormflows and adequate freeboard are maintained. No significant flooding impacts, therefore, were identified from the proposed use of the reclaimed mine pits as water storage and recharge basins by UWCD.

A review of the flood protection provided by the Santa Clara River levee indicated the site was adequately protected from potential flooding impacts from the river by the levee. The Specific Plan Area is not located within a designated 100-year flood zone and no significant flooding impacts were identified.

Analysis of Proposed Specific Plan Amendment

Substantial portions of the planned drainage system within the Specific Plan Area have been constructed. The proposed Specific Plan amendment would change the allowed uses in the central portion of the community but would not change the street or drainage system. The Specific Plan drainage system is designed to provide water quality treatment of all storm flows from on-site areas and a portion of off-site tributary areas. As the drainage system has adequate capacity for on- and off-site runoff, the change from commercial uses to high-density residential uses would also not change the drainage characteristics of the affected portions of the Specific Plan Area substantially as commercial and high-density residential uses have similar site coverage characteristics.

Flood protection from the Santa Clara River is provided by the existing Santa Clara River Levee. This levee, approximately 4.75 miles in length, consists of a stone-faced compacted earth embankment protected by stone revetment, a stone toe, and groins. Drainage inlet structures are provided through the levee to allow drainage into the river. The Ventura County Watershed Protection District is responsible for the operation and maintenance of the levee, which was originally constructed by the Army Corps of Engineers.

The Federal Emergency Management Agency (FEMA) reviews and certifies the adequacy of levees to provide flood protection as part of the process of determining flood risks and preparing Flood Insurance Rate Maps (FIRMs) under National Flood Insurance Program. FEMA has established levee design criteria for freeboard, embankment protection, embankment and foundation stabilization, settlement, interior drainage and other design criteria. These criteria require that a minimum freeboard of 3 feet be maintained above the water surface from a 100-year storm event. Engineering analysis is also required demonstrating that no appreciable erosion of the levee embankment will result from a 100-year storm event and that the levee is stable and settlement will not reduce the amount of required freeboard.

In 2005, FEMA initiated a nationwide effort to verify the certification status of all levees currently identified as providing flood protection on FIRMs. As part of this process, FEMA established a two-year Provisionally Accredited Levee (PAL) designation process. This process allows local agencies two years to provide FEMA with a levee certification report providing technical documentation confirming the levee meets FEMA levee certification standards. The Santa Clara River Levee was provisionally accredited under this program. Under the PAL program, floodplain maps that identify areas protected from flood by a levee that is provisionally accredited remain in effect until the levee certification report is submitted or the provisional accreditation status expires.

The Ventura County Watershed Protection District completed an evaluation report on the Santa Clara River Levee in February 2009. This report concluded the levee may meet FEMA certification standards, but additional data or documentation would be required. Based on the findings of this evaluation report, the County notified FEMA in November 2009 that based on the information available as of that date, the Santa Clara River Levee has been identified as unable to meet some of the certification requirements.

FEMA issued a revised FIRM for the City of Oxnard in January 2010 that two flood zones in the Specific Plan area: Zone X (shaded), a moderate flood hazard zone, and Zone X (unshaded), a low hazard flood zone. Mandatory flood insurance is not required for properties within these flood zones, but is available to owners in low and moderate risk areas. A note on the FIRM notes that the Specific Plan area is shown as being protected from the 1 percent annual chance or greater flood hazard by a levee system that has been provisionally accredited.

The City of Oxnard and the Ventura County Watershed Protection District are working closely with the United States Army Corps of Engineers to identify the deficiencies of the levee in relation to FEMA certification standards and identify federal, state, and local funding resources necessary to complete any necessary levee retrofit and/or enhancement work required to recertify the levee. This process is anticipated to take approximately five years and possibly longer, depending on final design plans, environmental considerations, and project funding availability.

The proposed Specific Plan Amendment involves changes to the permitted land uses in the central portion of the community in an area identified as a low risk flood area and would not result in any changes in flood or flooding conditions. Based on the latest available FIRM, no new significant flood impacts are anticipated.

WATER SUPPLY AND DISTRIBUTION

Summary of Analysis in the Certified RiverPark Final EIR

The City's water supply consists of imported surface water and local groundwater sources. The City blends the water from these two sources to achieve a balance between water quality, quantity, and cost. The water demand for the uses allowed by the RiverPark Specific Plan was developed based on the water consumption factors outlined in the City's Urban Water Management Plan and historical City data. If all uses permitted by the RiverPark Specific Plan as originally adopted were built at the maximum allowed intensity, approximately 1,864 acre-feet per year (afy) of water would be needed.

Individual building projects within the Specific Plan Area are required to meet standard requirements of the City, state and the Uniform Building Code. These requirements act to conserve potable water, ensure adequate water flow, and pay for the construction of improvements to the water distribution system as outlined in the City's Water System Master Plan. The overall demand would build over time as individual building projects within the Specific Plan Area are developed.

A Water Supply Assessment (WSA) was prepared for the RiverPark Project and included in the Final EIR. As required by the State Water Code and CEQA, this WSA describes the City's water supplies and assessed the ability of the City to provide the water needed to serve RiverPark and meet all other projected demands over a 20-year period. These projections are required for periods when normal water supplies are available, and during single- and multi-year drought periods.

Local extraction of groundwater from the Oxnard Aquifer System is managed by the Fox Canyon Groundwater Management Agency (FCGMA) to prevent overdraft of the aquifer system in accordance with a groundwater management plan adopted in 1985. The FCGMA adopted an ordinance in 1990 that established groundwater extraction allocations for all cities using local groundwater. Unused allocations can be accumulated for use in future periods. The City of Oxnard has two existing allocations, one for the City's own water wells and a second allocation held in trust by the United Water Conservation District.

Under the FCGMA Ordinance, when irrigated agricultural land is converted to municipal uses, an additional groundwater allocation is transferred to the agency providing water to these uses. Since the RiverPark Specific Plan Area contained eight active water wells, the allocations for these wells was also eligible to be transferred to the City in addition to the allocation from conversion of agricultural land. A total of 1,580 acre-feet²⁰ of groundwater allocations were available for transfer to the City. This additional

²⁰ Note: The Certified Draft EIR was incorrect in that the correct amount of groundwater allocations available to transfer to the City was 2,150 acre-feet per year.

supply would meet approximately 85 percent of the total estimated demand for the RiverPark Project of 1,864 afy.

In addition to local groundwater extraction, the WSA reflected the City's Groundwater Recovery Enhancement and Treatment (GREAT) Program as part of projected future water supplies. The GREAT Program is a key component of the City's long-range water strategy to combine wastewater recycling, groundwater injection, and groundwater desalination to make more efficient use of existing local water resources to meet projected water supply needs. The WSA concluded the City would have adequate supplies to meet the needs of RiverPark and all other existing and projected needs over the next 20 years.

The proposed on-site water distribution system consists of a looped network of 12-inch water transmission lines in the major streets. The proposed water transmission system was designed to conform to all City of Oxnard standards and determined to be adequate to serve the proposed Specific Plan Area.

Analysis of Proposed Specific Plan Amendment

Lower than average precipitation over the past few years, conveyance and storage deficiencies in the State Water Project system, and court decisions regarding endangered species in the San Francisco Bay-Sacramento-San Joaquin Delta (Bay-Delta), have led to reductions in imported water deliveries to the City of Oxnard. Efforts to protect endangered species on the Santa Clara River, intensification of water use by agricultural pumpers, and difficulty to recharge some groundwater basins have strained local groundwater resources used by the City. In response to this, the City is enhancing its Water Conservation Program, in order to assist residents and businesses improve their water efficiency, and working to implement the first phase of the GREAT Program recycled water system, which will produce a new highly treated water source suitable for landscape irrigation, industrial processes, future agricultural irrigation, and future groundwater recharge. As the City can no longer expect to receive additional imported water to meet the needs of new development and redevelopment projects, the City is also conditioning proposed new projects to be water neutral. Project proponents must provide water rights, water supplies, or financial or physical offsets equal to the projected water needs of their projects. In the long-term, the City will still be able to meet its water needs if it continues to actively pursue increased water use efficiency, regional cooperation, and implementation of the GREAT Program.

Under the FCGMA ordinance, when irrigated agricultural land is converted to municipal uses, an additional groundwater allocation is transferred to the agency providing water to these uses. At the time the Certified EIR was written, a total of 2,150 acre-feet of groundwater allocations were available for transfer to the City and was credited to the RiverPark project. However, in response to groundwater aquifer depletion, the FCGMA passed Ordinance 8.1 on July 29, 2002. Ordinance 8.1, Section 5.4.1, states that historical extractions shall be reduced to 75 percent after 2009, in order to eliminate overdraft from

the aquifer system. Therefore, the RiverPark project's extraction allocation would be reduced to 1,612 afy under the proposed amendment.

A water demand estimate for RiverPark with the proposed change in land uses was prepared using updated water demand factors. The City of Oxnard has prepared numerous studies for specific plan areas and the overall water system master plan update since the RiverPark EIR was prepared. Nearby communities in comparable climate zones (Santa Barbara and Ventura) are experiencing similar water demands, which have been trending downwards due to the development of low flow fixtures and the water conservation procedures that have been adopted for businesses and landscaping irrigation.

As shown in **Table 13, Proposed Specific Plan Amendment Water Demand**, the proposed Specific Plan Amendment would require a total annual demand of approximately 1,791 afy. This would represent a reduction in demand of approximately 73 acre-feet (4.0 percent) when compared to the 1,864-afy estimate for the original Specific Plan Project in the Final EIR. With recycled water meeting approximately 425 afy of the total estimated demand, total demand for potable water would be approximately 1,366 afy.

Since preparation of the Final EIR, the *State CEQA Guidelines* have also been updated with regard to the preparation and updates of a WSA. If a WSA has been prepared for a project, no additional WSA is required if the changes to a project will not result in substantial increase in water demand. As the proposed land uses changes would result in a reduction in the total amount of water needed the RiverPark Project, no update to the WSA is required.

Since the Certified EIR was written, based on currently expected recycled water use under the GREAT program, the adopted Specific Plan could be expected to use 425 afy of recycled water, reducing the overall potable water demand to 1,366 afy. Based on the groundwater extraction allocation of 1,612 afy transferred to the City, 246 acre-feet of unused groundwater allocation would be available to the City under the adopted Specific Plan.²¹

As discussed above, the City is conditioning proposed new projects to be water neutral, which requires project proponents to provide water rights, water supplies, or financial or physical offsets equal to the projected water needs of their projects. The RiverPark project has provided 1,612 afy of groundwater allocations (water rights) to the City, an amount greater than the amount of water needed to meet the needs of the project. Recycled water usage estimates were not available at the time the City of Oxnard updated its Urban Water Management Plan in 2005. The City is preparing a 2010 Urban Water Management Plan (UWMP). In the long term, the City plans to meet its water needs if it continues to actively pursue increased water use efficiency, regional cooperation, and implementation of the GREAT Program.

²¹ 1,612 – 1,366 = 246 acre-feet per year

Table 13
Proposed Specific Plan Amendment Water Demand

Land Use	Size	Demand Factor	Daily Demand (af)	Annual Demand (af)
Potable Water				
Single-Family Residential	858 units	339 gpd/unit	0.8925	325.8
Multifamily Residential	2,287 units	270 gpd/unit	1.8947	691.6
Office	436,000 sf	180 gpd/ksf	0.2408	87.9 ¹
Commercial	1,642,000 sf	180 gpd/ksf	0.9069	331.0 ¹
Public Facilities	27,000 sf	180 gpd/ksf	0.0149	5.4 ¹
Schools	1,800 persons	20 gpd/person	0.1105	24.3 ²
<i>Less Private Landscaping Recycled Water Use</i>	<i>-30.3 acres</i>	<i>3.30 af/acre</i>	<i>-0.274</i>	<i>-100.0</i>
<i>(Includes Multifamily Residential, Commercial and Office Uses)</i>				
Subtotal Potable Water			4.0173	1,366.0
Recycled Water				
Turf	33	2.07 af/acre	0.1871	68.3
Shrubs	57	3.30 af/acre	0.5153	188.1
Schools ³	20.9	3.30 af/acre	0.189	69.0
Private Landscaping (Includes Multifamily Residential, Commercial and Office Uses)	30.3 acres	3.30 af/acre	0.274	100.0
Subtotal Recycled Water			1.1654	425.4
Total Water Demand				1,791.4

Source: Estimate of Water Demands for the RiverPark Project, prepared by Penfield and Smith, dated June 9, 2009

gpd = gallons per day

af = acre-feet (325,900 gallons)

Ksf = thousand square feet

¹ Assumes 20% of the water demand for Commercial, Office, and Public Facilities is irrigation.

² Assumes 220 days of school.

³ Assumes 50% of school acreage is turf.

No new significant impacts to water supply or service will result from the proposed Specific Plan Amendment. Project water demand may decrease, or only increase slightly, from the amount evaluated in the WSA prepared for the project and incorporated into the RiverPark Final EIR. Transfer of groundwater rights and payment of identified fees to the City will ensure the project is water neutral and consistent with City policies regarding new water demands.

WASTEWATER SERVICE

Summary of Analysis in the Certified RiverPark Final EIR

A sewage collection system, consisting of roughly 300 miles of trunk sewers and 16 sewage lift stations, conveys flows from seven major sewer trunk systems in the City to the Oxnard Waste Water Treatment

Plant (OWWTP), located at the southern end of the City in the Ormond Beach area. The development and operation of this sewage system is outlined in the City's Wastewater Collection System Master Plan (2001), which outlines the general location and sizing of existing and planned sewage lines in the City.

The RiverPark Project was estimated to generate approximately 780,000 gallons per day (0.78 million gallons per day [mgd]) of wastewater when fully developed. The OWWTP currently has an average dry weather flow (ADWF) capacity of 31.7 million gallons per day (mgd) and a peak wet weather flow (PWWF) capacity to 68.2 mgd. Total volume treated at the OWWTP in 2000 was 21.75 mgd, indicating there was capacity to treat an additional 9.95 mgd of wastewater. An expansion of the OWWTP, planned to coincide with the growth in the demand for treatment, would provide for treatment of an ADWF of 39.6 mgd and a PWWF of 75.4 mgd. With this expansion, adequate future capacity in the treatment plant would be provided for all projected growth in the City's Oxnard Planning Area. The Oxnard Wastewater Treatment Plant has the existing and planned capacity to treat the 0.78 mgd of additional wastewater that would be generated by the RiverPark Specific Plan. No significant impact on wastewater treatment capacity was identified.

All of the proposed sewage lines within the Specific Plan Area were sized to accommodate the wastewater generated by the proposed uses. After collection in the on-site sewer system, wastewater will be conveyed in the Central Trunk Sewer to the Oxnard Wastewater Treatment Plant. The City of Oxnard requires individual building projects to pay the City's sewer connection fees, which provides funds to the City to make the improvements identified in the Wastewater Collection System Master Plan. In addition, the City requires individual building projects to provide adequate capacity to convey sewage to a safe point of discharge. In this manner, the existing sewage collection and conveyance system would be upgraded as necessary to accommodate sewage created by development of the land uses allowed by the RiverPark Specific Plan. No significant impacts related to wastewater collection and conveyance was identified.

Analysis of Proposed Specific Plan Amendment

With the change in land uses proposed, RiverPark would generate approximately 877,775 gallons per day (gpd) of wastewater with full development of all allowed uses, as shown in **Table 14, Estimated Wastewater Generation**. This represents an increase of 97,775 gpd over the 780,000-gpd estimate for the original Specific Plan as evaluated in the Final EIR. The Oxnard Waste Water Treatment Plant (OWWTP) currently has a capacity of 31.7 mgd and has an average daily flow of 22 mgd.²² This leaves a remaining capacity of 9.7 mgd. Therefore, there is sufficient remaining capacity at the OWWTP to treat the estimated increase of 0.88 mgd resulting from total buildout of the proposed Specific Plan amendment. The proposed Specific Plan amendment would only cause an incremental increase in the amount of

²² Telephone conversation with Mark Norris, Operations Manager, Oxnard Waste Water Treatment Plant, May 22, 2009.

wastewater generated in the Specific Plan Area and there is available treatment plant capacity for this increase.

Table 14
Estimated Wastewater Generation

Land Use Classification	Units	Unit Flow Rate (gpd)	Basic Sanitary Flow (mgd)
Single-Family Residential	155 acres	1,230	190,650
Multifamily Residential	101 acres	4,525	457,025
Commercial *	177 acres	1,300	230,100
Open Space	268 acres	N/A	-
Total	701 acres	-	877,775

Source: City of Oxnard Waste water Collection System Master Plan, January 2001, p. 2-7.

** includes schools and other public facilities.*

All of the proposed sewer lines within the Specific Plan Area have been sized to accommodate the wastewater generated by the proposed uses. The increase in wastewater that would result with the change in land uses under the proposed amendment is not substantial and can be accommodated by the sewer improvements constructed in RiverPark.

No new significant impacts to wastewater collection and treatment would result from the proposed Specific Plan Amendment.

ENERGY

Summary of Analysis in the Certified RiverPark Final EIR

Natural gas and electricity are provided to all developed portions of the City of Oxnard, including the Specific Plan Area, by the Southern California Gas Company and Southern California Edison, respectively. The total amount of electricity needed to serve the project was estimated at approximately 60 million kilowatt-hours (kWh) per year. Approved facilities located in central and Southern California alone will provide approximately 3,613 additional megawatts, which is enough power to supply over 2.7 million homes. The additional electrical demand of the project can be accommodated within the long-term source and distribution planning. In addition, individual building projects within the Specific Plan Area are required to comply with the Energy Building Regulations adopted by the California Energy Commission (Title 24 of the California Administrative Code) as mitigation against the wasteful use of energy. For these reasons, no significant impacts on electrical supply or service were identified.

Total natural gas consumption for the project was estimated to be approximately 285,491,000 cubic feet per year. Available information indicated natural gas supplies to California will remain plentiful for the next several decades. The total resource base for the lower 48 states is estimated to be 975 trillion cubic feet, enough to continue current production levels for more than 50 years. Technology enhancements will continue to enlarge the resource base; however production capacity increases remain less certain. Despite this concern, production from lower 48 states is expected to increase from 17.1 trillion cubic feet in 1994 to 25.9 trillion cubic feet in 2019.

Because the RiverPark project could be accommodated within the long-term source and distribution planning of The Gas Company, and because future uses on the project site are required to comply with Title 24 of the California Administrative Code as mitigation against the wasteful use of energy, it was determined the project would not result in significant impacts to natural gas service.

Analysis of Proposed Specific Plan Amendment

The total amount of electricity needed for RiverPark with full development of all allowed uses is estimated at approximately 65 million kWh per year as shown in **Table 15, Projected Electrical Consumption at Total Buildout of the Project**. This represents an increase from the 60 kWh estimated for the project as originally proposed. This additional electrical demand can be accommodated by Southern California Edison. In addition, individual building projects within the Specific Plan Area would be required to comply with the Energy Building Regulations adopted by the California Energy Commission (Title 24 of the California Administrative Code), which have been upgraded since preparation of the Final EIR. For these reasons, no new significant impacts on electrical supply or service will result from the project.

Table 15
Projected Electrical Consumption at Total Buildout of the Project

Land Use	Quantity	Units	Usage Rate (watts/unit/year)	Total Watts/year
Single-Family Residential	1,477	units	10,000	14,770,000
Multifamily Residential	1,184	units	10,000	11,840,000
Public Facilities	1,800,000	sf	10 Watts/sf	18,000,000
Commercial/Office	2,078,000	sf	10 Watts/sf	20,780,000
Total	N/A	N/A	N/A	65,390,000

Source: Impact Sciences. Usage rates provided by Huitt-Zollars, Inc.

Total natural gas consumption by the proposed Specific Plan amendment at buildout would be approximately 290,640,252 cubic feet per year as shown in **Table 16, Projected Natural Gas Consumption at Total Buildout of the Project**. This represents an increase from the 285,491,000 cubic feet estimated for the project as originally proposed.

As this increase in demand can be accommodated within the long-term source and distribution planning of The Gas Company, and because future uses on the project site would be required to comply with Title 24 of the California Administrative Code as mitigation against the wasteful use of energy, no new significant impacts to natural gas service would result.

Table 16
Projected Natural Gas Consumption at Total Buildout of the Project

Land Use	Quantity	Units	Usage Rate (Ft.³/year)	Total (Ft.³/year)
Single-Family Residential	1,477	units	79,980	118,130,460
Multifamily Residential	1,184	units	48,138	56,995,392
Public Facilities	1,800,000	sf	24	43,200,000
Commercial/Office	2,078,000	sf	34.8*	72,314,400
Total	N/A	N/A	N/A	290,640,252

Source: South Coast Air Quality Management District, Air Quality Handbook for Preparing EIRs, Revised April 1987.

** Higher usage factor of Commercial and Office in the South Coast Air Quality Management Guide.*

CULTURAL RESOURCES

Summary of Analysis in the Certified RiverPark Final EIR

Archeological and historic resource surveys of the Specific Plan Area were completed. The archeological survey included a records search and a field survey. No sites of any kind had been previously recorded within the study area or adjacent properties, and no new sites were discovered during the Phase I survey. A low density, mixed scatter of historical debris, possibly dating between 1879 and 1884, was found southeast of Myrtle Street (now named RiverPark Boulevard) and El Rio Drive. This was in an open lot that is in a disturbed state as a result of the fairly recent demolition of structures that were present on this parcel. Development of the proposed project would result in grading and earthwork at this location that had the potential to impact a potential historical deposit.

All existing structures within the Specific Plan Area were reviewed for possible historical significance. The historic resource study identified 33 existing buildings and structures on the project site that would be demolished. Eighteen of these buildings, including 16 buildings in the Ventura County El Rio

Maintenance Yard, and an existing home and a commercial showroom building on El Rio Drive, were determined not to be eligible as historic resources as defined by the CEQA because they were not 50 or more years of age. Three other residential structures and the buildings on the mine site were surveyed and researched to determine whether any of these structures were historically significant. This research found that five of the existing buildings on the mine site, including an office building, garage, and three metal storage buildings are of sufficient age to be potential historic resources. In this case, these five buildings and structures were associated with an industry that has made a significant contribution to the physical development of Ventura County through the construction of roads, bases, airfields, and buildings. While these existing structures are not eligible for listing on the national or state registers of historical resources, they were identified as potentially eligible for listing as Ventura County Landmarks, a designation that has no integrity criteria. For this reason, these five structures are considered to be of local historical significance and demolition was identified as a significant impact.

Measures were identified to mitigate all potential impacts to archeological resources to a less than significant level. Historic documentation of the buildings on the mine site prior to demolition was proposed to mitigate this impact to the fullest extent feasible. As this mitigation would not mitigate this impact to a less than significant level, the loss of these structures was identified as an unavoidable significant impact of the project.

Analysis of Proposed Specific Plan Amendment

Mass grading of the Specific Plan Area has been completed and all mitigation measures related to cultural resources have been implemented. The proposed change in land uses in portions of the Specific Plan Area will not, therefore, result in any new or substantially more severe impacts to cultural resources.

HAZARDS

Summary of Analysis in the Certified RiverPark Final EIR

A series of Phase I and Phase II Environmental Site Assessment (ESA) reports were prepared for the properties included in the proposed Specific Plan Area to determine the potential for impacts related to the presence and use of hazardous materials by existing and historical uses within and around the Specific Plan Area. These risks are primarily associated with the potential for on-site hazards from abandoned oil wells, storage of materials categorized as hazardous under existing regulations, underground and above-ground storage tanks, and the operations of facilities historically located within the boundaries of the proposed Specific Plan Area.

Analysis of soils in the agricultural portions of the Specific Plan Area determined that no significant concentrations of herbicides or pesticides are present in the soils. These studies determined that the Specific Plan Area contained several abandoned oil wells that may need to be re-abandoned to current standards. In addition, the existing buildings on the site that would be demolished were of sufficient age to contain asbestos building materials and lead paint. Demolition of these structures in conformance with existing regulations would mitigate any potential impacts. No unavoidable significant impacts related to hazards or hazardous materials were identified.

Analysis of Proposed Specific Plan Amendment

As noted above, the hazards potentially located within the boundaries of the Specific Plan Area are primarily associated with the potential for on-site hazards from abandoned oil wells, storage of materials categorized as hazardous under existing regulations, underground and aboveground storage tanks, and the operations of facilities historically located on the site. The proposed Specific Plan amendment would not place people or structures within areas not previously analyzed in the Final EIR. In addition, no new types of land uses are proposed by the amendment. The mitigation measures identified in the Final EIR are applicable and no new or substantially more severe hazardous material impacts would result.

Addendum No. 11 to Final Environmental Impact Report No. 00-03 RiverPark Specific Plan EIR (SCH 2000051046)

Specific Plan Amendment for
“The Landing” Monument Signs
PZ 18-630-01

prepared by:
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SUMMARY

This document is Addendum No. 11 to the RiverPark Specific Plan Final EIR, certified July 16, 2002. This addendum concludes that there are no additional possible significant adverse environmental effects associated with the amendment to Section 5.9.3.3 and modification of Exhibit 5.HH of the RiverPark Specific Plan (PZ No. 18-630-01), which would allow for two (2) monument signs. The specific plan amendment would allow these non-freeway oriented signs within “The Landing” commercial area in Districts B and C of the RiverPark Specific Plan area. The specific plan already provides definitions, standards, and permit procedures for the subject monument signs.

Background

The Oxnard City Council certified the Final Environmental Impact Report (EIR) and approved the RiverPark Specific Plan and the related agreements on August 27, 2002. Development of RiverPark began in May 2004 and continues to this date.

The Specific Plan has been the subject of several minor administrative amendments since its original adoption. Errata documents have been prepared for the Specific Plan to document these approved specific plan amendments and correct minor inconsistencies in the text and graphic exhibits within the Specific Plan as they have been identified during implementation of the project. In addition, there have been minor amendments to the RiverPark Owner Participation Agreement, and other agreements related to the implementation of the RiverPark Project. For each of these modifications of the RiverPark Project, an Addendum to the Final EIR was prepared by the City of Oxnard to comply with the California Environmental Quality Act (CEQA). Addenda to the Final EIR were also prepared to address minor changes to the construction of the project during the land development phase and minor revisions to the mitigation measures for the air quality impacts of the project to reflect changes in the planning of the main commercial area. A summary of each of the previous Addenda is provided below:

Addendum 1 – August 2002 - The RiverPark Project, as described and analyzed in the RiverPark Final EIR, included a proposal for temporary dewatering of limited areas during grading activities. This Addendum addressed a minor change to the dewatering plan to include a second location for a dewatering well.

Addendum 2 – November 2005 – The RiverPark Specific Plan, as described and analyzed in the RiverPark Final EIR, included a conceptual grading plan for the entire Specific Plan Area. This conceptual grading plan identified a total of 10 million cubic yards of cut and fill of earth materials on the project site. It was anticipated that the grading operations would be a balanced operation, requiring no import or export of earth materials, based on the soil characteristics identified in the geotechnical report prepared for the project site. During the initial mass grading of the site, it was determined that soil compression was higher than anticipated. In addition, implementation of the mitigation measures identified in the Final EIR required removal and recompaction of soil at depths greater than the conceptual grading plan. As a result, soil needed to be imported to balance grading on the site. This Addendum assessed the environmental effects of importing of up to 600,000 cubic yards of soil.

Addendum 3 – June 2007 – This Addendum addressed an amendment to the Owner Participation Agreement to permit the hotel allowed in District C to be developed in District D on a 5-acre site on the southeast corner of Oxnard Boulevard and Danvers River Street and allow up to 100,000 square feet of retail commercial development on the 12-acre site in Planning District C where the hotel was originally allowed in the Specific Plan.

Addendum 4 – June 2007 – This Addendum addressed minor changes to the mitigation measures for air quality impacts included in the Final EIR to reflect the planning of the retail commercial project, The Collection at RiverPark, planned in Planning Districts B, C, and D as identified in the RiverPark Specific Plan.

Addendum 5 – November 2007 – This Addendum addressed an amendment to the Owner Participation Agreement and an amendment to the Memorandum of Understanding (MOU) between the Oxnard Community Development Commission (CDC) and the applicants related to financing of public infrastructure, parking facilities, and improvements in support of commercial development in RiverPark, including a 500-space parking structure within the primary commercial district, Planning District D, of the RiverPark Specific Plan.

Addendum 6 – December 2007 – This Addendum addressed an amendment to the RiverPark Specific Plan to allow changing the amount of residential development allowed on the remaining land in Planning Area A, the Mixed Use/Office District and Planning Area F, the Vineyards Neighborhood District.

Addendum 7 – February 2009 – This Addendum addressed a minor amendment to the RiverPark Specific Plan to allow a single freeway oriented sign, up to 60 feet in height, in one of three designated locations in the main commercial district, Planning District D.

Addendum 8 – July 2009 – This Addendum evaluated the addition of an administrative office and maintenance facility for the City of Oxnard General Services Department in Planning District E of the RiverPark Specific Plan Area.

Addendum 9 – January 2010 – This Addendum evaluated the impacts of the Ventura Road Utilities Project for the City of Oxnard Public Works Department, which proposed infrastructure improvements under Ventura Road between Gonzales Road and Vineyard Avenue.

Addendum 10 – March 2011: An amendment to the signage standards in Section 5.9.3.3 of the specific plan allowed three freeway-oriented monument signs up to 20 feet tall, in designated locations within District D of the Specific Plan area. In addition, the specific plan amendment allowed changeable electronic display panels on the pylon sign subject to approval of a Special Use Permit. The locations of these signs are shown on the revised Exhibit 5.HH, which was incorporated into the specific plan.

Proposed Addendum 11: The proposed amendment also modifies Section 5.9.3.3 of the specific plan that is referenced in addendum No. 10. It would allow two monument signs, up to 20 feet tall in designated locations in Planning Districts B and C, as shown in exhibit 5.HH, which would be modified to include these new signs.

Precise locations and design of the individual signs would be subject to review by the RiverPark Town Planner/Architect and the City of Oxnard, as part of a Development Design Review permit (DDR). Current applicable development and environmental standards such as traffic safety,

landscaping and lighting control would be applied to the project. In particular, illumination and orientation of the signs would be carefully evaluated during review of the DDR to prevent light from spilling onto the adjacent roads and adjacent land uses.

The revised specific plan text and the exhibit showing the location of the two signs is attached to this addendum.

Project Environmental Review

Section 15164 of the State California Environmental Quality Act (CEQA) Guidelines states that an addendum to a previously adopted EIR is the appropriate environmental document in instances when no conditions exist that would trigger a subsequent EIR. Three tests determine if a subsequent EIR is required (Section 15162(a)). They are:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration,
 - b. Significant effects previously examined will be substantially more severe than previously than in the previous EIR,
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative, or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

In the first test, the signs are accessory structures to a commercial area which was examined by the EIR as part of the project description. The signs do not change the land use type or intensity on the site from the uses and intensity described in the specific plan and therefore will not result in effects not previously discussed.

The only potential environmental effect related to this project would be aesthetics (i.e. visual impacts). The Aesthetics section in the RiverPark Specific Plan Final EIR determined that no unavoidable significant impacts to the visual character would result from the RiverPark project, since the development of RiverPark would not obstruct long range views of the

mountains and hills in the Los Padres National Forest to the north from the Ventura Freeway and Vineyard Avenue. In addition, the height and character of the commercial development was determined to be consistent with existing development in the area.

The proposed signs do not represent a change or increase in land use type or intensity. In addition, the proposed signs would also not block long range views identified above, and the signs will be subject to design review and a Design Development Review permit (DDR). The proposed monument signs would be subject to the same design and size standards as the monument signs already built and located next to the freeway that were examined in Addendum No. 10. In addition, the text amended by the specific plan amendment requires the decision-makers to make the finding that the proposed signs will not be detrimental to (a) the public health, safety or general welfare; or (b) adjacent uses, buildings or structures in the vicinity. Therefore, the proposed amendment would not create additional environmental impacts.

In the second test, staff determined that circumstances surrounding the project have not substantially changed with regard to issues, facts, and mitigations included in the RiverPark Specific Plan FEIR. The project buildout has not changed from that evaluated by the Final EIR, nor have the environmental conditions adjacent to the project site. The commercial area is currently under construction as foreseen in the specific plan, and the proposed signs do not change the intensity or land use of the center.

In the third test, staff determined that no new information of substantial importance that was not known or could not have been known at the time of the RiverPark Specific Plan Final EIR certification shows that the project will have effects not previously discussed, that significant effects previously examined will be substantially more severe than previously estimated, that mitigation measures previously found infeasible would now be feasible and would substantially reduce effects of the project, and/or that different mitigation measures would substantially reduce effects.

The Final Environmental Impact Report with comments and responses and record of project approval may be examined at the City of Oxnard, Planning Division, 214 South C Street, Oxnard, California 93030. Please call (805) 385-7858 to arrange a time to review the file.

Kathleen Mallory, AICP, LEED Green Associate, MA
Planning Division Manager

Date

on Exhibit 5.HH, or in another location within Planning District D along the freeway, subject to approval of a Design Development Review Permit or Special Use Permit, as provided in Part C herein.

- (ii) **Sign Content:** The Pylon Sign may include text, graphics and/or logos identifying the shopping center located in Planning District D, and names, brands or logos of tenants operating within the shopping center located in Planning District D. Such sign may include a large format graphic panel or changeable electronic display panel on each side, subject to the requirements herein. In no event shall product prices be displayed on the sign.
- (iii) **Illumination:** The Pylon Sign shall be illuminated with internal illumination. Other type(s) of illumination may be approved by the Director as part of the Design Development Review Permit or Special Use Permit as applicable.
- (iv) **Size:**

(1) The overall size of the Pylon Sign structure shall not exceed sixty (60) feet in height and forty (40) feet in width. In no event shall the area of the Pylon Sign structure exceed twenty four hundred (2,400) square feet per side, for a total structure area of forty-eight hundred (4,800) square feet.

(2) Sign area shall not exceed thirty-six (36) feet in height and thirty-five (35) feet in width for each side, or twelve hundred sixty (1,260) square feet per side, or forty-five percent (45%) of the overall structure size.

(3) Large format graphics or changeable electronic display panels shall not exceed more than fifty percent (50%) of the total sign area on each side of the Pylon Sign.

B. Commercial Districts and Freeway-Oriented Monument Signs.

- (i) **Number of Signs:** Up to three (3) two sided freeway-oriented Monument Signs are allowed in Planning District D, and up to two (2) commercial district monument signs in District B and C. The Monument Signs shall be subject to approval of a Design Development Review

Permit as provided in Part C of this section.

- (ii) **Sign Locations:** The Monument Signs shall be located within Planning Districts B, C and D in the approximate locations shown on Exhibit 5.HH ~~or in other locations along the freeway within Planning District D,~~ subject to approval of a Design Development Review Permit. The Monument Signs shall be approximately evenly spaced.
- (iii) **Sign Content:** Monument Signs may include text, graphics and/or logos identifying the shopping center located in Planning Districts B, C and D, and names, brands or logos of tenants operating within the shopping centers located in the respective districts. In no event shall product prices be displayed on the sign.
- (iv) **Illumination:** The Monument Signs shall be illuminated with internal illumination. Other type(s) of illumination may be approved as part of the Design Development Review Permit.
- (v) **Size:**

(1) **Height:** Overall height not to exceed twenty (20) feet.

(2) **Size of Sign Structure:** The dimensions of each Monument Sign structure (overall height multiplied by width) shall not exceed three hundred twenty (320) feet per side, for a total structure area of six hundred forty (640) square feet.

(3) **Sign Area:** In no event shall the total area devoted to tenant and shopping center identification sign area on each side of each Monument Sign exceed sixty-five percent (65%) of the structural area of the Monument Sign.

C. Freeway-Oriented Sign Design and Permit Procedure

- (i) Approval of a Design Development Review Permit by the Director is required for any freeway-oriented sign listed in this section, except the approval of a Special Use Permit by the Planning Commission is required for a Pylon Sign with changeable electronic display panel(s).
- (ii) In reviewing and approving any freeway-oriented sign, the Director or Planning Com-

RIVERPARK SPECIFIC PLAN

April 12, 2005

update through 3/2012



prepared for RiverPark Development, LLC by AC Martin Partners with

RTKL / EDSA / CRAIN AND ASSOCIATES / WILLIAM HEZMALHALCH ARCHITECTS / HUITT-ZOLLARS

**RIVERPARK LAND USE PLAN:
FREEWAY ORIENTED SIGN LOCATIONS**
Land Use Plan Date: November 21, 2008

Legend

Land Use

- Potential Monument Sign Locations (up to 4)
- Optional Digital Reader Board Location
- Potential Pylon Sign Location

Notes:

Actual sign configurations (location, size and design) subject to approval of Design Development Review permit or Special Use Permit, as applicable per Section 5.9.3.3 (C).



February 1, 2011



FREEWAY ORIENTED SIGN LOCATIONS

August 27, 2002

update through 3/2012

prepared for RiverPark Development, LLC by AC Martin Partners with

RTKL / EDSA / CRAIN AND ASSOCIATES / WILLIAM HEZMALHALCH ARCHITECTS / HUITT-ZOLLARS

5.HH

Addendum No. 15
to the
River Park Project
Final Environmental Impact Report

State Clearinghouse No. 2000051046

PREPARED FOR:

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Oxnard, California 93030

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December 2021

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1.0 INTRODUCTION

This is the fifteenth Addendum to the certified Final Environmental Impact Report (Final EIR) for the RiverPark Project. This introduction describes the background of the planning and environmental review process for the RiverPark Project and the purpose and organization of this Addendum with respect to analyzing the environmental impacts of a proposed amendment to the adopted Specific Plan.

1.1 PURPOSE OF AN ADDENDUM

When a Final EIR has been certified for a project, the California Environmental Quality Act (CEQA) and the State CEQA Guidelines define standards and the procedure for additional environmental review. Sections 15162–15164 of the State CEQA Guidelines define the standards for determining the level of additional environmental review required when an EIR has been certified for a project.

When it can be determined that neither the proposed changes to the project, changed circumstances, nor new information results in the identification of new significant impacts, or the substantial increase in the severity of significant impacts identified in the certified EIR, an Addendum to an EIR may be prepared. Public review of an Addendum is not required by CEQA. If new significant impacts or a substantial increase in the severity of significant impacts identified in the previous EIR would result, then preparation and circulation of a Subsequent or Supplemental EIR for additional public review is required.

This Addendum to the Final EIR for the RiverPark Project has been prepared because:

1. No substantial changes are proposed in the project that will require major revisions of the previous EIR due to the occurrence of new significant effects or a substantial increase in the severity of previously identified significant impacts;
2. No substantial changes in circumstances under which the project is undertaken will occur that will require major revisions of the previous EIR due to the occurrence of new significant environmental effects or a substantial increase in the severity of previously identified effects; and
3. No new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was prepared shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The analysis of the proposed Specific Plan Amendment in this Addendum supports the conclusion that neither the proposed changes to the amount and location of residential and commercial uses allowed by the Specific Plan or changes to the circumstances under which the RiverPark community will continue to develop will result in any new significant impacts nor any substantial increase in the severity of any of the significant impacts identified in the Final EIR. Additionally, no new information of substantial importance has been identified that indicates the Specific Plan Amendment as currently proposed would result in any new significant impacts nor any substantial increase in the severity of the significant impacts identified in the Final EIR.

This Addendum provides an update to the environmental information in the Final EIR, analysis of the impacts of the proposed Specific Plan Amendment and presents a comparison of the environmental impacts of this proposal with the impacts identified in the Final EIR.

This Addendum provides the following information for each environmental topic addressed in the original EIR: First, a summary of impacts identified in the Final EIR is provided. This is followed by an analysis of the proposed Specific Plan Amendment, and a comparison with the impacts identified in the Final EIR. This analysis includes, where applicable, discussion of the City's updated 2030 General Plan as well as other new City, State, or local plans and regulations, and.

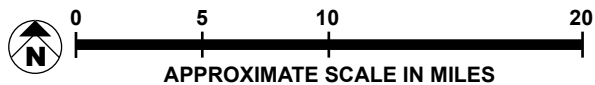
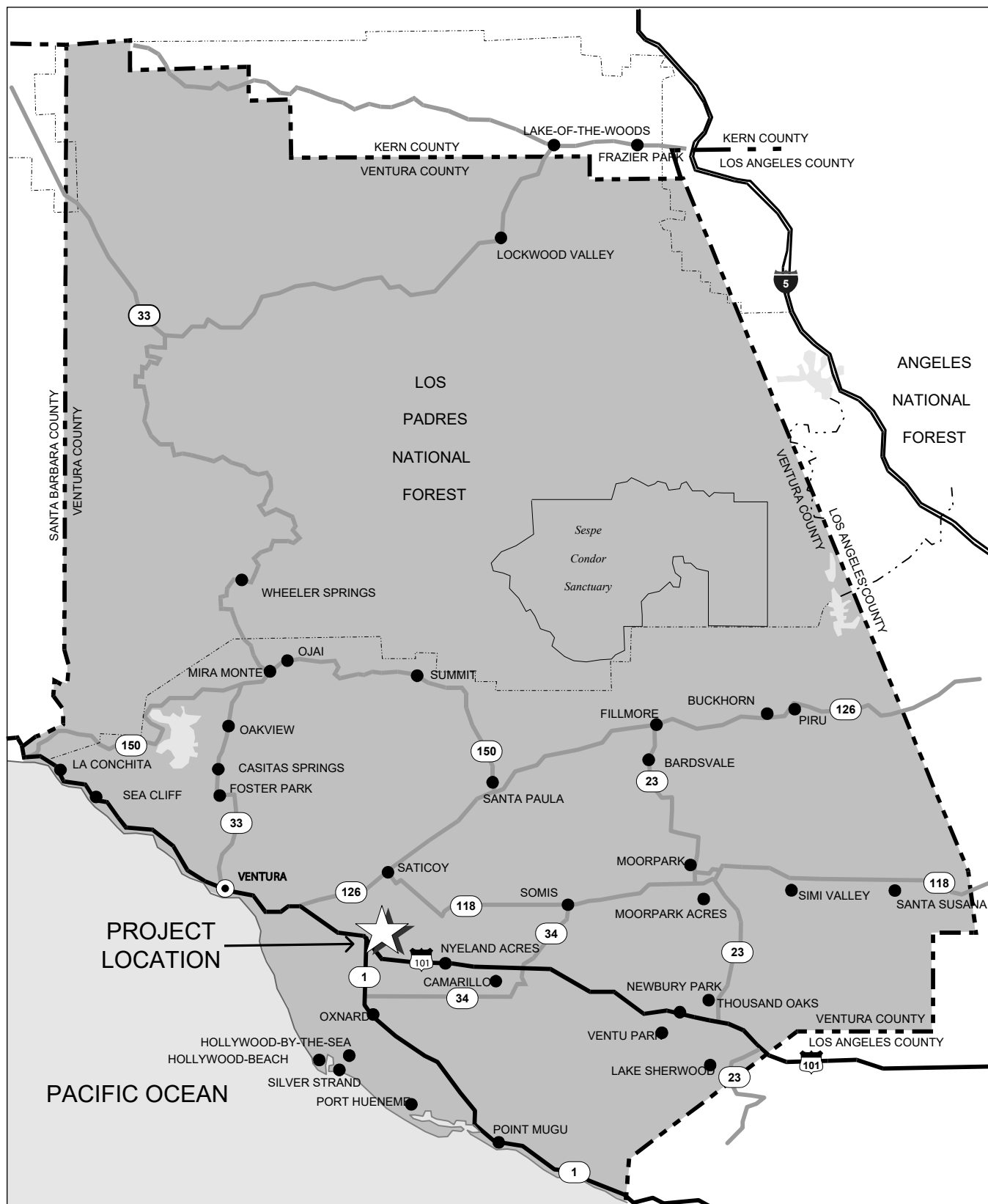
Following this introduction, the background of the RiverPark Specific Plan project is described. This background section is followed by a description of the proposed amendment to the Specific Plan. The environmental analysis follows the project description section.

1.2 BACKGROUND

RiverPark is an integrated mixed-use community of residences, commercial uses, parks, schools, civic uses, and supporting infrastructure. As shown in **Figure 1: Regional Location**, the 702-acre RiverPark Specific Plan Area is located immediately north of the Ventura Freeway (US 101) between the Santa Clara River and Vineyard Avenue (State Route 232) in Oxnard. **Figure 2: Project Vicinity Map** shows the boundaries of the RiverPark Specific Plan Area and its location in the City of Oxnard (City).

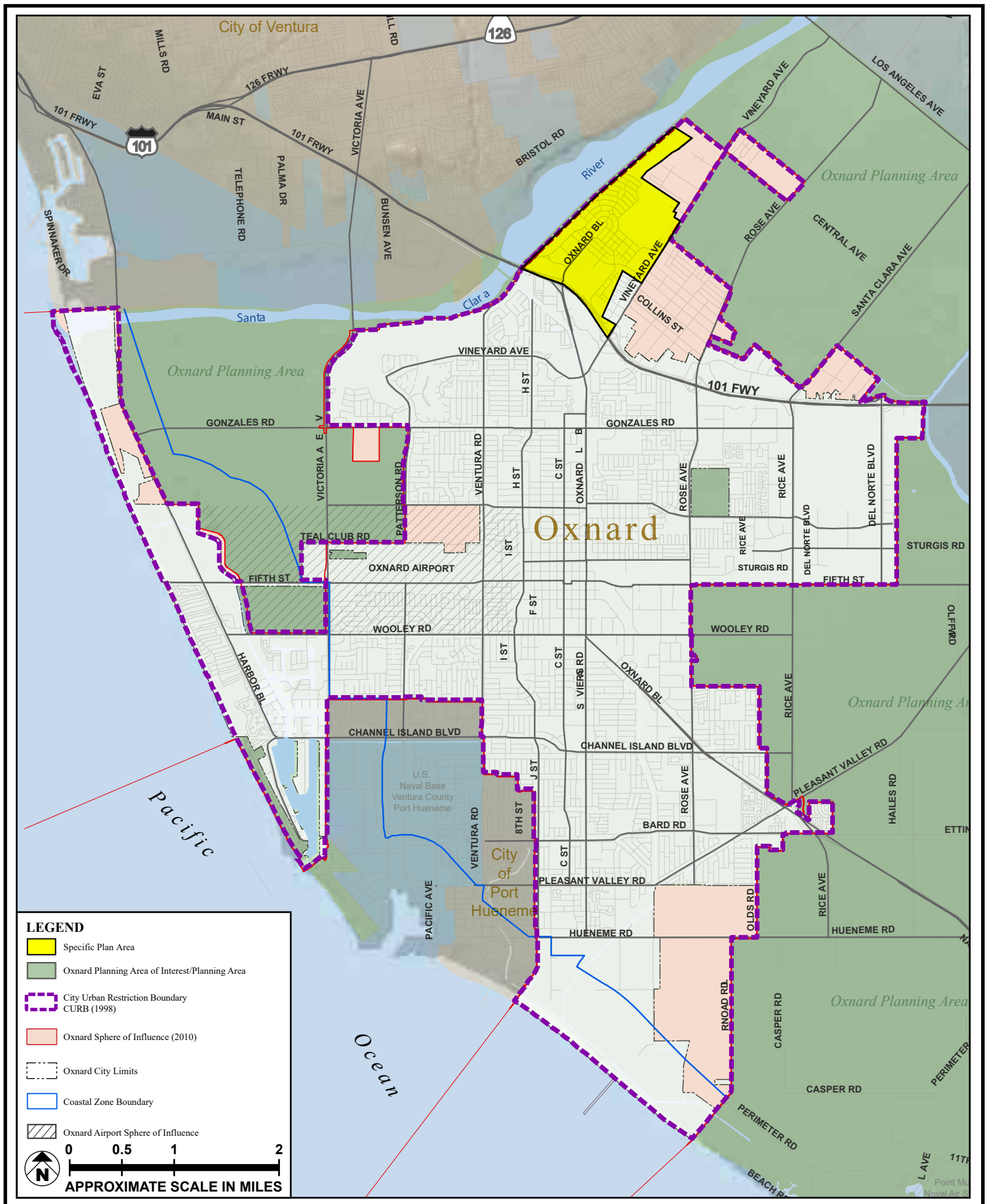
Development of RiverPark is guided and regulated by the RiverPark Specific Plan and several related implementation agreements, including the RiverPark Development Agreement (DA) and the RiverPark Owner Participation Agreement (OPA). The RiverPark Project EIR was prepared and certified by the City to meet the requirements for environmental review under CEQA.

The RiverPark Project EIR addressed a series of related discretionary actions that made up the Project, including a General Plan Amendment, adoption of the Specific Plan, and annexation of a portion of the site. In addition, the RiverPark Project EIR addressed several agreements related to the implementation of the Project, including the DA between the City and the applicants and the OPA between the Oxnard Community Development Commission and the applicants for the portion of the Specific Plan Area located within the City's Historic Enhancement and Revitalization of Oxnard (HERO) Redevelopment Project Area.



SOURCE: RiverPark Project, FEIR - June 2010

FIGURE 1



SOURCE: City of Oxnard Planning Department - March 2010

FIGURE 2

The Oxnard City Council certified the Final EIR and approved the RiverPark Specific Plan and the related agreements on August 27, 2002. Development of RiverPark began in May 2004 and continues to this date. The Specific Plan has been the subject of several minor administrative amendments since the original adoption. Errata documents have been prepared for the Specific Plan to document these approved specific plan amendments and correct minor inconsistencies in the text and graphic exhibits within the Specific Plan as they have been identified during implementation of the Project. In addition, there have been minor amendments to the OPA and other agreements related to the implementation of the RiverPark Project. For each of these modifications of the RiverPark Project, an Addendum to the Final EIR was prepared by the City in accordance with CEQA. Addendums to the Final EIR were also prepared to address minor changes to the construction of the Project during the land development phase and minor revisions to the mitigation measures for the air quality impacts of the Project to reflect changes in the planning of the main commercial area. A summary of the previous Addendums is provided below:

- **Addendum 1 – August 2002:** The RiverPark Project, as described and analyzed in the RiverPark Final EIR, included a proposal for temporary dewatering of limited areas during grading activities. This Addendum addressed a minor change to the dewatering plan to include a second location for a dewatering well.
- **Addendum 2 – September 2002:** This Addendum evaluated an amendment to include regulations for temporary uses.
- **Addendum 3 – January 2004:** This Addendum evaluated a minor amendment to the Specific Plan to change the land use designation on a small parcel from Open Space to Commercial.
- **Addendum 4 – November 2005:** The RiverPark Specific Plan, as described and analyzed in the RiverPark Final EIR, included a conceptual grading plan for the entire Specific Plan Area. This conceptual grading plan identified a total of 10 million cubic yards of cut and fill of earth materials on the Project site. It was anticipated that the grading operations would be a balanced operation, requiring no import or export of earth materials, based on the soil characteristics identified in the geotechnical report prepared for the Project site. During the initial mass grading of the site, it was determined that soil compression was higher than anticipated. In addition, implementation of the mitigation measures identified in the Final EIR required removal and recompacting of soil at depths greater than the conceptual grading plan. As a result, soil needed to be imported to balance grading on the site. This Addendum assessed the environmental effects of importing of up to 600,000 cubic yards of soil.
- **Addendum 5 – June 2007:** This Addendum addressed an amendment to the Owner Participation Agreement to permit the hotel allowed in District C to be developed in District D on a 5-acre site on the southeast corner of Oxnard Boulevard and Danvers River Street and allow up to 100,000 square feet of retail commercial development on the 12-acre site in Planning District C where the hotel was originally allowed in the Specific Plan.
- **Addendum 6 – June 2007:** This Addendum addressed minor changes to the mitigation measures for air quality impacts included in the Final EIR to reflect the planning of the retail commercial project, The Collection at RiverPark, planned in Planning Districts B, C, and D as identified in the RiverPark Specific Plan.

- **Addendum 7 – November 2007:** This Addendum addressed an amendment to the Owner Participation Agreement and an amendment to the Memorandum of Understanding (MOU) between the Oxnard Community Development Commission (CDC) and the applicants related to financing of public infrastructure, parking facilities, and improvements in support of commercial development in RiverPark, including a 500-space parking structure within the primary commercial district, Planning District D, of the RiverPark Specific Plan.
- **Addendum 8 – December 2007:** This Addendum addressed an amendment to the RiverPark Specific Plan to allow changing the amount of residential development allowed on the remaining land in Planning District A (Mixed Use/Office District) and Planning District F (Vineyards Neighborhood District).
- **Addendum 9 – February 2009:** This Addendum addressed a minor amendment to the RiverPark Specific Plan to one (1) freeway oriented sign, not to exceed 60 feet in height, in one of three designated locations in the main commercial district, Planning District D.
- **Addendum 10 – July 2009:** This Addendum evaluated the addition of an administrative office and maintenance facility for the City General Services Department in Planning District E as defined in the RiverPark Specific Plan.
- **Addendum 11 – January 2010:** This Addendum evaluated the impacts of the Ventura Road Utilities Project for the City Public Works Department, which proposed infrastructure improvements under Ventura Road between Gonzales Road and Vineyard Avenue.
- **Addendum 12 – June 2011:** This Addendum evaluated a proposed amendment to the uses allowed by the RiverPark Specific Plan in Districts A and D. The amendment proposed an increase in the maximum number of residential units from 2,805 to 3,145 units with a corresponding reduction in the amount of commercial development allowed from 2,485,000 to 2,078,000 square feet. This proposed amendment was considered by the Planning Commission and City Council in June 2012. The City Council approved an increase in the maximum number of residential units allowed from 2,805 to 3,043 residential units and a decrease in the amount of commercial development from 2,485,000 to 2,098,000 square feet.
- **Addendum 13 – March 2011:** An amendment to the signage standards in Section 5.9.3.3 of the specific plan allowed three freeway-oriented monument signs up to 20 feet tall, in designated locations within District D as defined in the RiverPark Specific Plan. In addition, the specific plan amendment allowed changeable electronic display panels on the pylon sign subject to approval of a Special Use Permit. The locations of these signs are shown on the revised Exhibit 5.HH, which was incorporated into the specific plan. This Addendum and the amendment to the signage standards in the specific plan were prepared and approved during the period that Addendum 12 was still under preparation.
- **Addendum 14 – January 2016:** This Addendum evaluated an amendment to the RiverPark Specific Plan to transfer retail commercial development from District E to C, increase the amount of commercial development in District C, and allow a freeway oriented sign up to a maximum of 60 feet. The maximum amount of commercial development allowed by the RiverPark Specific Plan was not changed as a result of this amendment.

2.0 PROJECT DESCRIPTION

The proposed amendment to the RiverPark Specific Plan (Specific Plan Amendment) would provide an option to allow the development of an additional 1,025 multifamily residential units in three of the commercial mixed-use districts in the southern portion of the Specific Plan Area. If these additional residential units are developed, the amount of commercial development currently permitted by the Adopted Specific Plan in these Districts would be reduced by 562,000 square feet. The addition of a Residential: Very High land use category is also proposed to allow the development of the additional residential units. This new land use designation would be applied to three locations in Districts B, C, and D as defined in the RiverPark Specific Plan. This development of additional residential units could occur in any or all of these three districts under the proposed amendment. New development standards are also proposed for multifamily development that would be allowed by this category.

2.1 ADOPTED RIVERPARK SPECIFIC PLAN

The RiverPark Specific Plan permits the development of an integrated mixed-use community consisting of open space, residential, commercial, and public facilities. The design of the RiverPark community follows the design principles of the New Urbanism and Smart Growth movements, which emphasize the importance of mixed land uses, communities scaled for pedestrian movement, limiting automobile usage, and physical design in creating communities in which people want to live, work, and shop. The RiverPark community is made up of four basic land uses: (1) the commercial area within the southern portion of RiverPark; (2) the residential neighborhoods to the north and east of the commercial areas; (3) the open space areas in the northern portion of the Specific Plan Area; and (4) public facilities located throughout the community. These land uses are linked and unified by a landscaped pedestrian, bicycle, and vehicular circulation system. **Figure 3: Adopted Land Use Plan—Permitted Uses** presents the Land Use Plan for the Specific Plan.

Figure 4: Adopted Land Use Summary by Planning District presents the land use summary by planning district, which describes the type and maximum intensity of allowed land uses. The Specific Plan established 13 planning districts to regulate the location and configuration of the planned land uses. Each planning district has a specific range of permitted and specially permitted land uses, densities, parking requirements, and other development standards. The RiverPark Specific Plan currently allows the development of up to 3,043 residential units and 2,098,000 square feet of commercial development.

The Specific Plan identified sites for two new elementary (K–5) schools and one new intermediate (6–8) school; new City and County of Ventura Fire Stations; and neighborhood parks and community open space. The Specific Plan also facilitated the reclamation of the existing mine pits located in the northern portion of the Specific Plan Area and allows the reclaimed mine pits to be used as water storage and recharge basins as part of ongoing groundwater management efforts.

**RIVERPARK LAND USE PLAN:
PERMITTED USES**
Land Use Plan Date: July 26, 2011

Legend

Planning Districts

- A Mixed Use/Office District
- B West Peripheral Commercial District
- C West Corridor Commercial District
- D Town Square Commercial District
- E East Peripheral Commercial District
- F Vineyards Neighborhood District
- G Village Square Neighborhood District
- H RiverPark Crescent Neighborhood District
- I RiverPark Loop Neighborhood District
- J RiverPark Mews Neighborhood District
- K Lakeside Neighborhood District
- L Public Facility District
- M Water Storage/Recharge Basins & Storm Water Control District

Land Use

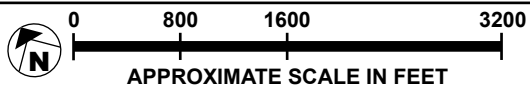
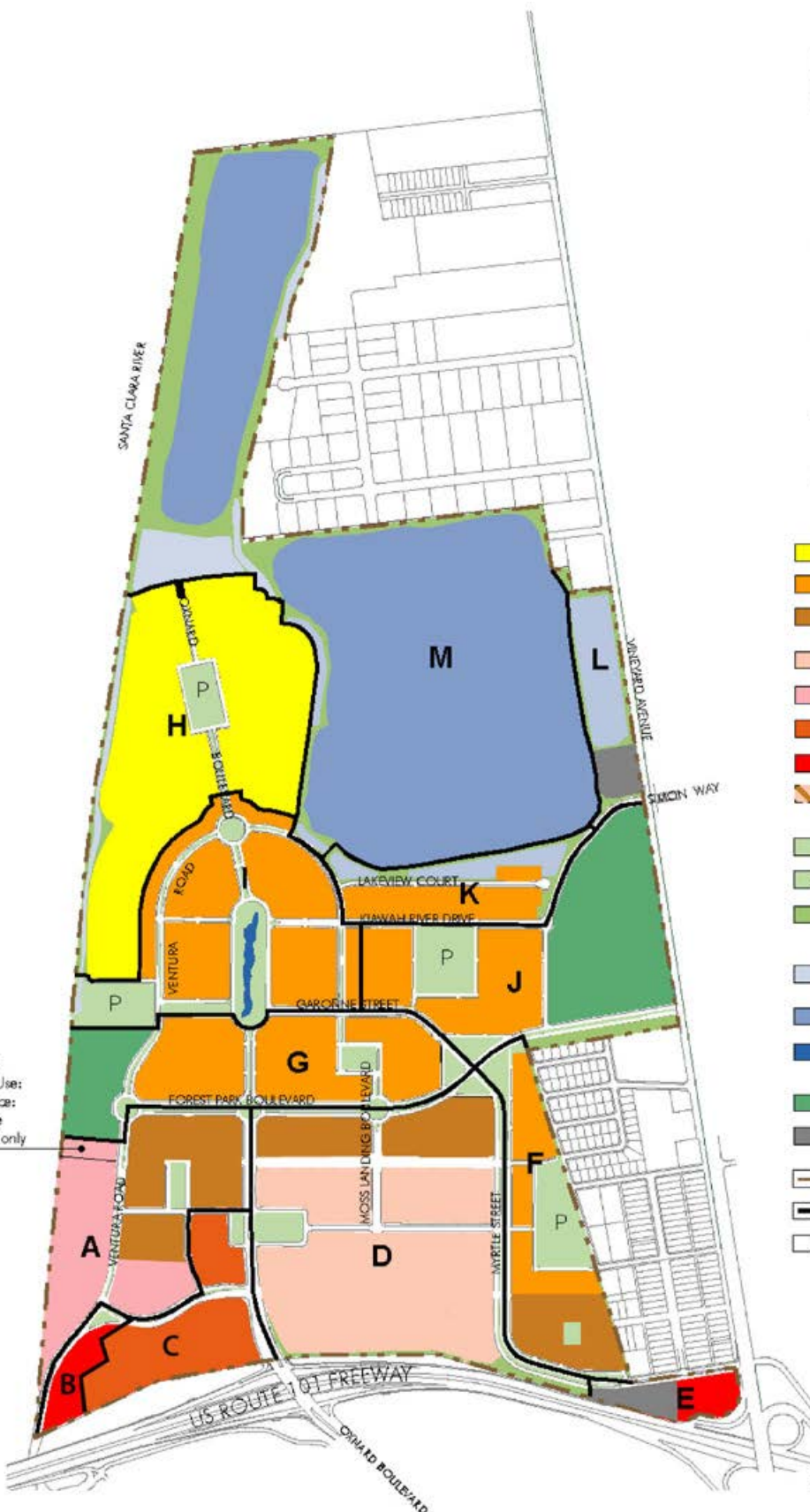
- Residential: Low Medium (8-12 DU/gross acre)
- Residential: Medium (12-18 DU/gross acre)
- Residential: High (18-30 DU/gross acre)
- Commercial: Regional
- Commercial: Office
- Commercial: Convention/ Hotel
- Commercial: Retail/ Office
- Mixed Use: Residential: High/ Commercial: Office

- Open Space: Park Space
- Open Space: Neighborhood Parks
- Open Space: Landscaped Buffer
- Open Space: Miscellaneous: Dry Swales/ Detention Basins
- Open Space: Miscellaneous: Water Storage/ Recharge Basins
- Open Space: Miscellaneous: Water Feature

- Schools/ Community Park
- Public Facilities

- Specific Plan Area
- Planning District Boundary
- Planning District Designation

Optional
Permitted Use:
Open Space:
Park Space
this parcel only



SOURCE: Di Cecco Architecture, Inc. – August 2012

FIGURE 3

Developer SPA Consultants	RiverPark Legacy LLC TALAMANTE / IMPACT SCIENCES / CRAIN & ASSOCIATES / DI CECCO ARCHITECTURE		RiverPark SPECIFIC PLAN EXHIBIT 2.J LAND USE SUMMARY BY PLANNING DISTRICT	
Revised per Errata to include development adjustments through 3/12/2012 and Minor Mod dated 3/13/12 / See notes at bottom of this page				
Planning District	Land Use	Gross Acreage ¹	Max Commercial KSF Allowable for Each Planning District	Allowable Dwelling Unit Range For Each Planning District ⁷
A	Mixed Use/Office District			
	MIXED USE RESIDENTIAL: HIGH ³	21.1	20	317-440
	COMMERCIAL: OFFICE	15.4	221	
	Remaining parcels designated Commercial: Office	9.3	200	
	COMMERCIAL:OFFICE/opt. OPEN SPACE:PARK SPACE	1.3	15	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES / DETENTION BASINS	0.4	NA	
	Subtotals Planning District A ¹⁰	47.5	456	317-440
B	West Peripheral Commercial District			
	COMMERCIAL: REGIONAL	5.5	104	
	Subtotals Planning District B	5.5	104	NA
C	West Corridor Commercial District			
	COMMERCIAL: REGIONAL	24	206	
	COMMERCIAL: CONVENTION/HOTEL ⁹		272	
	OPEN SPACE: PARK SPACE	0.6	NA	
	Subtotals Planning District C	24.6	478	NA
D	Town Square Commercial District			
	COMMERCIAL: REGIONAL (Retail/Entertainment)	68.2	904	
	VERTICAL MIXED USE OVERLAY			100-150
	RESIDENTIAL: HIGH ³	15.0	0	220-300
	OPEN SPACE: PARK SPACE	3.5	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	0.8		
	OPEN SPACE: LANDSCAPE BUFFER	0.9	NA	
	Subtotals Planning District D	88.4	904	320-450
E	East Peripheral Commercial District			
	COMMERCIAL: REGIONAL	7.5	111	
	PUBLIC FACILITIES	1.4		
	Subtotals Planning District E	8.9	111	NA
F	Vineyards Neighborhood District			
	RESIDENTIAL: HIGH ³	12.3	NA	140-310
	RESIDENTIAL: MEDIUM ³	15.5	5 ⁸	150-172
	OPEN SPACE: PARK SPACE	2.1	NA	
	OPEN SPACE: NEIGHBORHOOD PARK	7.4		
	OPEN SPACE: LANDSCAPE BUFFER	0.6		
	Subtotals Planning District F	37.9	5	290-482
G	Village Square Neighborhood District			
	RESIDENTIAL: MEDIUM ³	37.6	15 ⁸	325-425
	OPEN SPACE: PARK SPACE	2.8	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	1.2		
	SCHOOLS / COMMUNITY PARK ^{2,4,5}	11.4	NA	
	Subtotals Planning District G	53.0	15	325-425
H	RiverPark Crescent Neighborhood District			
	RESIDENTIAL: LOW MEDIUM	80.6	NA	450-492
	OPEN SPACE: NEIGHBORHOOD PARKS	3.3		
	Subtotals Planning District H	83.9	0	450-492
I	RiverPark Loop Neighborhood District			
	RESIDENTIAL: MEDIUM ³	43.0	10 ⁸	375-510
	OPEN SPACE: PARK SPACE	6.6	NA	
	OPEN SPACE: NEIGHBORHOOD PARKS	5.8		
	OPEN SPACE: MISCELLANEOUS: WATER FEATURE	1.4		
	Subtotals Planning District I	56.8	10	375-510
J	RiverPark Mews Neighborhood District			
	RESIDENTIAL: MEDIUM ³	21.0	10 ⁸	220-310
	OPEN SPACE: PARK SPACE	1.4	NA	
	OPEN SPACE: NEIGHBORHOOD PARKS	6.1		
	OPEN SPACE: LANDSCAPE BUFFER	2.5		
	SCHOOLS / COMMUNITY PARK ^{2,4,5}	30.4	NA	
	Subtotals Planning District J	61.4	10	220-310
K	Lakeside Neighborhood District			
	RESIDENTIAL: MEDIUM ³	10.5	5 ⁸	70-98
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	8.0	NA	
	Subtotals Planning District K	18.5	5	70-98
L	Public Facility District			
	PUBLIC FACILITIES	2.5	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	11.1	NA	
	Subtotals Planning District L	13.6	0	NA
M	Water Storage / Recharge Basins and Storm Water Control District			
	OPEN SPACE: MISCELLANEOUS: WATER STORAGE / RECHARGE BASINS	168.6	NA	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	19.3		
	OPEN SPACE: LANDSCAPE BUFFER	14.0	NA	
	Subtotals Planning District M	201.9	0	NA
	TOTALS FOR SPECIFIC PLAN AREA	Total acreage within Specific Plan Area: 701.9 acres Maximum dwelling units allowed within Specific Plan Area: 2,831 du Maximum commercial KSF allowed within Specific Plan Area: 2,098 ksf		
¹ Gross acreage is measured to centerline of bounding streets and / or to the Project Boundary				
² Net school site area in Planning District J = 27.3 acres: Net school site area in Planning District G = 10.0 Acres				
³ Vertical Mixed Uses and / or Live/Work units are permitted in portions of this District as defined in Specific Plan Sections 2, 3, 4 and Exhibit 2.C				
⁴ Specially Permitted Uses are allowed in portions of this area as defined in Specific Plan Section2 (Land Use)				
⁵ Specially Permitted Land Uses for sites designated for Schools/Community Park land use can only be applied for after the Rio School District submits a letter indicating that it does not want to purchase or utilize the land.				
⁶ Allocation of residential units among Planning Districts is subject to ongoing monitoring by the Master Developer. Total dwelling units cannot exceed 2,831 units				
⁷ Density range provides flexibility in allocating residential units within and between Planning Districts. Lower range is a suggested minimum. Upper end of range is regulated through monitoring by Master Developer per note 6 to assure that the total dwelling units within RiverPark does not exceed 2,831				
⁸ Ground Level Commercial and/or Live/Work use				
Refer to Specific Plan Sections 2, 3, and 4 for detailed descriptions of Permitted and Specially Permitted land uses and development standards. This Land Use Summary (Exhibit 2.J) and Exhibits 2.B and 2.C indicate Permitted (by right) uses only. See Section 2 and Exhibit 2.D for Specially Permitted Uses.				
⁹ Convention Hotel number of rooms is 320 with corresponding 272k sf				
¹⁰ Subtotals reflect Development Option A, chosen per page 4.5 of the Specific Plan				

SOURCE: Di Cecco Architecture, Inc. – August 2012

FIGURE 4

2.2 CURRENT STATUS OF DEVELOPMENT IN RIVERPARK

Development of the RiverPark Community began in May 2004. As shown in **Table 1: Residential and Commercial Development Status by District**, the current Specific Plan, as amended in June 2012, allows development of up to 3,043 residential units and 2,098,000 square feet of commercial space in Districts A-M as defined in the approved Specific Plan. The amount of residential and commercial development approved and built in each district is shown below in **Table 1**.

Table 1
Residential and Commercial Development Status by District

	Permitted by Approved Specific Plan	Approved and Built to date	Amount of Remaining Development Permitted	Permitted by Approved Specific Plan	Approved and Built to date	Amount of Remaining Development Permitted
District	Commercial (sq ft.)			Residential (units)		
A	456,000	356,483	99,517	440	400	40
B	104,000	0	104,000	0	0	0
C	478,000	257,733	220,267	0	0	0
D	904,000	812,060	91,940	512	512	0
E	111,000	21,066	89,934	0	0	0
F	5,000	0	5,000	468	468	0
G	15,000	0	15,000	415	415	0
H	0	0	0	486	486	0
I	10,000	0	10,000	477	477	0
J	10,000	0	10,000	158	158	0
K	5,000	0	5,000	87	87	0
L	0	0	0	0	0	0
M	0	0	0	0	0	0
Total	2,098,000	1,447,342	650,658	3,043	3,003	40

Source: Meridian Consultants, LLC., 2021

Of the 3,043 residential units permitted by the approved Specific Plan, 3,003 units have been approved and built, including 447 affordable housing units. As shown in **Table 1**, the approved Specific Plan permits the development of 40 additional units in District A. At the time the Specific Plan was adopted, there was 421,000 square feet of existing commercial office space within Planning District A. When this existing office space is added to the amount of commercial space permitted Specific Plan as adopted, the total amount of commercial space developed within the Specific Plan Area is 1,447,342 square feet. Since approval of the RiverPark Specific Plan, commercial development has occurred in Districts A, B, D and E. The approved Specific Plan permits the development of an additional 650,658 square feet of commercial uses in Districts A, B, C, D, F, G, I, J and K as shown in **Table 1**.

Schools

Three schools have been built in the RiverPark Specific Plan Area by the Rio School District: Rio del Mar Elementary School, Rio Vista Middle School, and the Rio Del Sol K-8 STEAM Academy. The Rio del Mar Elementary and Rio Vista Middle Schools are in Planning District J along Vineyard Avenue, and the Rio Del Sol STEAM Academy is in Planning District G along N. Ventura Road.

Fire Facilities

The RiverPark Specific Plan designated a site for a new fire station to provide service in the northern portion of Oxnard, including RiverPark. The City built Fire Station No. 7, located at 3300 Turnout Circle in RiverPark, on the northwest corner of Vineyard Avenue and Thames River Drive. Apparatus at Fire Station No. 7 includes Engine 67 and Hazardous Materials Unit 67. All personnel at this station are trained as Hazardous Materials Technicians and Specialists. The City's fire station is located adjacent to Ventura County Fire Station No. 51, which serves the unincorporated community of El Rio.

Police Facilities

An Oxnard Police substation is located at 2751 Park View Court in the Collection retail commercial development in District D. One (1) full-time police officer is dedicated to providing service in RiverPark.

Parks

The RiverPark Specific Plan contains approximately 53 acres of parks and open including the joint use park for Rio Del Mar Elementary School and Rio Vista Intermediate School.

- Vineyard Park
- East Park
- Village Green Park
- Gateway Park
- Central Park
- Windrow Park
- Phase 1 Water Recharge Basin Trail System
- Commons Green

- Crescent Park
- Town Square
- Children's Park
- Santa Clara River Trail Phase 2
- Phase 3 Recharge Basin Trail

2.3 PROPOSED SPECIFIC PLAN AMENDMENT

The RiverPark Specific Plan regulates the amount of commercial and residential development permitted in each District with an overall control on the total amount of commercial and residential development. The Adopted Specific Plan currently allows development of up to 2,098,000 square feet of commercial space and 3,043 residential units.

The Specific Plan Amendment would add the option for additional residential development in Districts B, C and D of the Specific Plan. If the option for additional residential development is not exercised the approved commercial development option can be chosen. If the proposed residential development option is chosen for each District, the amount of commercial development allowed under the Specific Plan would be reduced in accordance with **Table 5: Residential Option Development Scenarios**, below. As the intent of the Specific Plan Amendment is to add the option for additional residential development, this Addendum analyzes the potential environmental effects associated with implementation of the proposed residential option in Districts B, C and D.

The Specific Plan Amendment would include adjustments to the amount of commercial and residential development in each Planning District with the residential option chosen. The total amount of commercial development allowed would be reduced by up to 562,000 square feet to 1,536,000 square feet and the maximum number of dwelling units would be increased by 1,025 units to 4,068 units as shown below in **Table 2: Proposed Specific Plan Amendment Land Use Summary**.

Table 2
Proposed Specific Plan Amendment
Land Use Summary

	Maximum Commercial Development (sq. ft.)	Maximum Residential Development (units)
Adopted Specific Plan	2,098,000	3,043
Proposed Specific Plan Amendment	1,536,000	4,068
Change	-562,000	+1,025

The change in the proposed amount of residential and commercial development by district with the residential option selected is shown in **Table 3: Proposed Land Use Changes by District**.

Table 3
Proposed Land Use Changes by District

Planning District	Criteria	Adopted Specific Plan	Proposed Specific Plan Amendment	Difference (Adopted - Proposed)
A	Size (acres)	47.5	47.5	0
	Commercial (ksf)	456	456	0
	Residential (units)	440	440	0
B	Size (acres)	5.5	5.5	0
	Commercial (ksf)	104	104	0
	Residential (units)	0	333	333
C	Size (acres)	24.6	24.6	0
	Commercial (ksf)	478	478	0
	Residential (units)	0	280	280
D	Size (acres)	88.4	88.4	0
	Commercial (ksf)	904	949	(45)
	Residential (units)	662	924	262
E	Size (acres)	8.9	8.9	0
	Commercial (ksf)	111	110	(1)
	Residential (units)	0	0	0
F	Size (acres)	37.9	37.9	0
	Commercial (ksf)	5	0	(5)
	Residential (units)	482	482	0
G	Size (acres)	53.0	53.0	0
	Commercial (ksf)	15	0	(15)
	Residential (units)	425	425	0
H	Size (acres)	83.9	83.9	0
	Commercial (ksf)	0	0	0
	Residential (units)	492	492	0
I	Size (acres)	56.8	56.8	0
	Commercial (ksf)	10	0	(10)
	Residential (units)	510	510	0
J	Size (acres)	61.4	61.4	0
	Commercial (ksf)	10	0	(10)
	Residential (units)	310	-310	0
K	Size (acres)	18.5	18.5	0
	Commercial (ksf)	5	0	(5)
	Residential (units)	98	98	0
L	Size (acres)	13.6	13.6	0
	Commercial (ksf)	0	0	0
	Residential (units)	0	0	0
M	Size (acres)	201.9	201.9	0
	Commercial (ksf)	0	0	0
	Residential (units)	0	0	0

Source: Meridian Consultants, LLC. 2021
Notes: ksf = thousand square feet

With the residential options chosen, the additional multifamily residential units would be permitted in three mixed use commercial districts defined in the Specific Plan: (1) District B, the West Peripheral Commercial District; (2) District C, the West Corridor Commercial District; and (3) District D, the Town Center Commercial District as shown in **Figure 5: Proposed Land Use Plan—Permitted Uses**.

The RiverPark Specific Plan currently defines three categories of permitted residential land uses:

- Residential: Low-Medium (densities between 8 and 12 dwelling units per gross acre)¹
- Residential: Medium (densities between 12 and 18 dwelling units per gross acre)
- Residential: High (densities between 18 and 30 dwelling units per gross acre)

The proposed amendment would add a fourth residential land use category:

- Residential: Very High (densities between 30 and 80 dwelling units per gross acre)

This category would be applied to District B, the portion of District C located west of Oxnard Boulevard and north of Town Center Drive, and the portion of District D located west of Myrtle Street and east of Moss Landing Boulevard, as shown in **Figure 6: Proposed Land Use Summary by Planning District**.

The proposed Specific Plan Amendment would limit the total number of additional residential units to 1,025 units. Additionally, the proposed Specific Plan Amendment would limit the type of these additional units as follows: Studio Units – 108, One Bedroom Units – 504, Two Bedroom Units – 363, and Three Bedroom Units – 50. The Specific Plan will require that 15 percent of the 1,025 additional units that would be allowed by the proposed amendment to the Specific Plan to include 5 percent Very Low Income, 5 percent Low Income and 5 percent Moderate Income Units.

District A, the Mixed Use/Office District, includes 47.5 acres located west of Ventura Road in the southwest corner of the Specific Plan Area. Development of up to 440 residential units, 35,000 square feet of retail commercial development and 421,000 square feet of office space is permitted in this District by the approved Specific Plan. As shown in **Table 1**, 356,483 square feet of commercial development has been approved and developed in District A with 99,517 square feet of additional commercial development allowed. 400 residential units have been developed in District A. The approved Specific Plan allows an additional 40 residential units in District A. The approved Specific Plan permitted options for both commercial and residential development in this district. District B, the West Peripheral Commercial District, includes 5.5 acres located on Ventura Road in the southwest corner of the Specific Plan Area. Development of up to 104,000 square feet of commercial development is currently allowed in this District. The proposed amendment would add the alternative residential option of developing up to 333 multifamily units. This would allow for the development of either 104,000 square feet of commercial development in this District or up to 333 multifamily units, but not both. The Specific Plan Amendment

1 Density range provides flexibility in allocating residential units within and between Planning Districts. Lower range is a suggested minimum.

would modify the northeastern boundary of District B which would relocate the gas station, which has been approved but not yet built, within District C.

District C, the West Corridor Commercial District, includes 24.6 acres located west of Oxnard Boulevard and south of Town Center Drive. Development of up to 478,000 square feet of commercial development, including regional commercial uses and a hotel is currently allowed in this District. The proposed amendment would add the option of developing up to 280 multifamily units in this District and concurrently reduce the amount of commercial development allowed by 157,000 square feet. The amount of remaining commercial square footage allowed would be reduced to 63,267 square feet. As described above, the Specific Plan Amendment would modify the District B boundary at the northeast corner which would relocate the gas station within the northwest portion of District C.

The Specific Plan Amendment would also allow the option to increase residential development in District D. District D, the Town Square Commercial District, is the primary commercial district in RiverPark and includes 88.4 acres located between Oxnard Boulevard, the Ventura Freeway (U.S. Route 101), and Myrtle Street. Development of up to 904,000 square feet of retail and entertainment commercial space and 512 residential units is currently allowed in this District. The residential development option under the proposed amendment would allow an increase of the maximum number of residential units allowed in this District to 924 residential units, consisting of up to 412 Residential: Very High units in a portion of this District currently developed as a surface parking lot. If the residential development option is selected, the existing surface parking lot would be demolished to accommodate new development. As shown in **Table 1**, the current amount of commercial development built and approved to date is 812,060 square feet with 91,940 square feet remaining. If the residential development option is chosen under the proposed amendment, commercial square footage would be capped at its current build out and no further commercial development would be allowed in District D.

District E, the East Peripheral Commercial District, includes 8.9 acres located south of Myrtle Street (RiverPark Boulevard) at the eastern edge of the Specific Plan Area. The Specific Plan currently allows the development of up to 111,000 square feet of retail commercial development in this District. As shown in **Table 1**, the current amount of commercial development built and approved to date is 21,066 square feet with 89,934 square feet remaining.

RIVERPARK LAND USE PLAN:
PERMITTED USES
Land Use Plan Date: August 2020

Legend

Planning Districts

- A Mixed Use/Office District
- B West Peripheral Commercial District
- C West Corridor Commercial District
- D Town Square Commercial District
- E East Peripheral Commercial District
- F Vineyards Neighborhood District
- G Village Square Neighborhood District
- H RiverPark Crescent Neighborhood District
- I RiverPark Loop Neighborhood District
- J RiverPark Mews Neighborhood District
- K Lakeside Neighborhood District
- L Public Facility District
- M Water Storage/Recharge Basins & Storm Water Control District

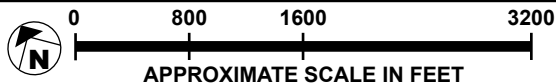
Land Use

- Residential: Low Medium (8-12 DU/gross acre)
- Residential: Medium (12-18 DU/gross acre)
- Residential: High (18-30 DU/gross acre)
- Commercial: Regional
- Commercial: Office
- Commercial: Convention Hotel
- Commercial: Retail/ Office
- Residential: Very High (30-80 DU/gross acre or Commercial: Regional
- Open Space: Park Space *
- P Open Space: Neighborhood Parks
- Open Space: Landscaped Buffer
- Open Space: Miscellaneous: Dry Swales/ Detention Basins
- Open Space: Miscellaneous: Water Storage/ Recharge Basins
- Open Space: Miscellaneous: Water Feature
- Schools/ Community Park
- Public Facilities
- Specific Plan Area
- Planning District Boundary
- K Planning District Designation

Optional
Permitted Uses:
Open Spaces:
Park Space
this parcel only

Optional permitted use
as affordable housing

* Specific location of Open Space to be determined prior to final development of the district



SOURCE: Di Cecco Architecture, Inc. – 2021

FIGURE 5

Developer SPA Consultants	RiverPark Legacy LLC MERIDIAN CONSULTANTS / GIBSON TRANSPORTATION / DI CECCO ARCHITECTURE		RiverPark SPECIFIC PLAN EXHIBIT 2.J LAND USE SUMMARY BY PLANNING DISTRICT		10/7/21
Revised per Errata to include development adjustments through 3/12/2012 and Minor Mod dated 3/13/12 / See notes at bottom of this page					
Planning District	Land Use	Gross Acreage ¹	Max Commercial KSF Allowable for Each Planning District	Allowable Dwelling Unit Range For Each Planning District ⁷	
A	Mixed Use/Office District				
	MIXED USE RESIDENTIAL: HIGH ³	21.1	0	317-440	
	COMMERCIAL: OFFICE	15.4	115		
	Parcels with existing offices				
	Remaining parcels designated Commercial: Office	9.3	341		
	COMMERCIAL: OFFICE/opt. OPEN SPACE: PARK SPACE	1.3	0		
	OPEN SPACE: MISCELLANEOUS: DRY SWALES / DETENTION BASINS	0.4	NA		
	Subtotals Planning District A ¹⁰	47.5	456	317-440	
B	West Peripheral Commercial District				
	option: COMMERCIAL: REGIONAL ¹¹	5.5	104		
	option: RESIDENTIAL: VERY HIGH ¹¹			300-333	
	Subtotals Planning District B	5.5	104	300-333	
C	West Corridor Commercial District				
	COMMERCIAL: REGIONAL	24	120		
	COMMERCIAL: HOTEL ⁹		158		
	option: COMMERCIAL: REGIONAL ¹¹		200		
	option: RESIDENTIAL: VERY HIGH ¹¹			250-280	
	OPEN SPACE: PARK SPACE	0.6	NA		
	Subtotals Planning District C	24.6	478	250-280	
D	Town Square Commercial District				
	COMMERCIAL: REGIONAL (Retail/Entertainment)	68.2	812		
	VERTICAL MIXED USE OVERLAY			0	
	option: COMMERCIAL: REGIONAL ¹¹		137		
	option: RESIDENTIAL: VERY HIGH ¹¹			380-412	
	RESIDENTIAL: HIGH ³	15.0	0	220-512	
	OPEN SPACE: PARK SPACE	3.5	NA		
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	0.8			
	OPEN SPACE: LANDSCAPE BUFFER	0.9	NA		
	Subtotals Planning District D	88.4	949	600-924	
E	East Peripheral Commercial District				
	COMMERCIAL: REGIONAL	7.5	110		
	PUBLIC FACILITIES	1.4	NA		
	Subtotals Planning District E	8.9	110	NA	
F	Vineyards Neighborhood District				
	RESIDENTIAL: HIGH ³	12.3	NA	140-310	
	RESIDENTIAL: MEDIUM ³	15.5	0 ⁸	150-172	
	OPEN SPACE: PARK SPACE	2.1	NA		
	OPEN SPACE: NEIGHBORHOOD PARK	7.4			
	OPEN SPACE: LANDSCAPE BUFFER	0.6			
	Subtotals Planning District F	37.9	0	290-482	
G	Village Square Neighborhood District				
	RESIDENTIAL: MEDIUM ³	37.6	0 ⁸	325-425	
	OPEN SPACE: PARK SPACE	2.8	NA		
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	1.2			
	SCHOOLS / COMMUNITY PARK ^{2,4,5}	11.4	NA		
	Subtotals Planning District G	53.0	0	325-425	
H	RiverPark Crescent Neighborhood District				
	RESIDENTIAL: LOW MEDIUM	80.6	NA	450-492	
	OPEN SPACE: NEIGHBORHOOD PARKS	3.3			
	Subtotals Planning District H	83.9	0	450-492	
I	RiverPark Loop Neighborhood District				
	RESIDENTIAL: MEDIUM ³	43.0	0 ⁸	375-510	
	OPEN SPACE: PARK SPACE	6.6	NA		
	OPEN SPACE: NEIGHBORHOOD PARKS	5.8			
	OPEN SPACE: MISCELLANEOUS: WATER FEATURE	1.4			
	Subtotals Planning District I	56.8	0	375-510	
J	RiverPark Mews Neighborhood District				
	RESIDENTIAL: MEDIUM ³	21.0	0 ⁸	220-310	
	OPEN SPACE: PARK SPACE	1.4	NA		
	OPEN SPACE: NEIGHBORHOOD PARKS	6.1			
	OPEN SPACE: LANDSCAPE BUFFER	2.5			
	SCHOOLS / COMMUNITY PARK ^{2,4,5}	30.4	NA		
	Subtotals Planning District J	61.4	0	220-310	
K	Lakeside Neighborhood District				
	RESIDENTIAL: MEDIUM ³	10.5	0 ⁸	70-98	
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	8.0	NA		
	Subtotals Planning District K	18.5	0	70-98	
L	Public Facility District				
	PUBLIC FACILITIES	2.5	NA		
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	11.1	NA		
	Subtotals Planning District L	13.6	0	NA	
M	Water Storage / Recharge Basins and Storm Water Control District				
	OPEN SPACE: MISCELLANEOUS: WATER STORAGE / RECHARGE BASINS	168.6	NA		
	OPEN SPACE: MISCELLANEOUS: DRY SWALES/ DETENTION BASINS	19.3			
	OPEN SPACE: LANDSCAPE BUFFER	14.0	NA		
	Subtotals Planning District M	201.9	0	NA	
	TOTALS FOR SPECIFIC PLAN AREA	Total acreage within Specific Plan Area: 701.9 acres Maximum dwelling units allowed within Specific Plan Area: 4,068 du Maximum commercial KSF allowed within Specific Plan Area: 2,089 ksf			
¹ Gross acreage is measured to centerline of bounding streets and / or to the Project Boundary					
² Net school site area in Planning District J = 27.3 acres; Net school site area in Planning District G = 10.0 Acres					
³ Vertical Mixed Uses and / or Live/Work units are permitted in portions of this District as defined in Specific Plan Sections 2, 3, 4 and Exhibit 2.C					
⁴ Specially Permitted Uses are allowed in portions of this area as defined in Specific Plan Section2 (Land Use)					
⁵ Specially Permitted Land Uses for sites designated for Schools/Community Park land use can only be applied for after the Rio School District submits a letter indicating that it does not want to purchase or utilize the land.					
⁶ Allocation of residential units among Planning Districts is subject to ongoing monitoring by the Master Developer. Total dwelling units cannot exceed 4,068 units					
⁷ Density range provides flexibility in allocating residential units within and between Planning Districts. Lower range is a suggested minimum. Upper end of range is regulated through monitoring by Master Developer per note 6 to assure that the total dwelling units within RiverPark does not exceed 4,068					
⁸ Ground Level Commercial and/or Live/Work use					
Refer to Specific Plan Sections 2, 3, and 4 for detailed descriptions of Permitted and Specially Permitted land uses and development standards. This Land Use Summary (Exhibit 2.J) and Exhibits 2.B and 2.C indicate Permitted (by right) uses only. See Section 2 and Exhibit 2.D for Specially Permitted Uses.					
⁹ Hotel number of rooms is 320 total with corresponding 272k sf, decreased per SPA to 156k sf					
¹⁰ Subtotals reflect Development Option A, chosen per page 4.5 of the Specific Plan					
¹¹ Commercial or residential development is allowed as options, but not both. Residential development is also regulated by 7.10.4					

SOURCE: AC Martin Partners– 2021

FIGURE 6

The proposed amendment would allow the option for an additional 1,025 residential units to be built in Districts B, C and D while reducing the allowed commercial development according to such selection. Section 4: Residential Master Plan in the RiverPark Specific Plan contains Residential Product Type Standards in Section 4.4. New development standards are proposed to regulate residential development in areas designated Residential: Very High. The Apartments—Urban. Standards are currently defined in the Specific Plan for six types of residential development:

- Large Lot Single-Family
- Small Lot Single-Family
- Cluster Single-Family
- Townhouses
- Commercial District Residential
- Apartments/Multifamily

The proposed Specific Plan Amendment would add standards for an additional type of residential development: Apartments – Urban that would apply to development on the three sites that would be designated Residential: Very High. Section 4, Residential Master Plan in the RiverPark Specific Plan contains Residential Product Type Standards in Section 4.4. New development standards are also proposed to regulate residential development in areas designated Residential: Very High. The standards for Apartments-Multifamily currently allow lot coverage up to 80 percent with 5-story buildings with a maximum height of 60 feet. The standards for Apartments-Urban would allow lot coverage up to 90 percent with 6-story buildings with a maximum height of 90 feet. Setbacks would be five feet on all sides allowing for denser development compared to setback standards for Apartments-Multifamily.

If the residential option in Districts B, C and D is implemented, the amount of commercial development within the Specific Plan would be reduced in accordance with **Table 5**, below.

To estimate the increase in population that would result from the proposed additional residential development for purposes of evaluating the potential for environmental impacts analysis of the occupancy characteristics for rental apartments in Riverpark was completed. To explore the demographics of the market for rental apartment units 2020 U.S. Census Redistricting Data was reviewed, the specific characteristics of the four rental apartment complexes in Riverpark were examined by looking at the type (studio, 1, 2 and 3 bedroom) mix of these apartment types in each apartment complex. There are 912 total units in the four existing apartment complexes in RiverPark containing 1,504 total bedrooms.

The total number of occupied units in the census data was 877, reflecting an occupancy rate of 96 percent (877 occupied housing units/912 total units). By taking the total population divided by the total number of occupied bedrooms (1,446 occupied bedrooms; 1,504 total bedrooms x 96 percent occupancy rate), the average number of residents per bedroom relationship was determined to be 1.18.

Based on the mix of units proposed, the average household size is estimated as 1.71 as shown in **Table 4: Average Household Size**. An average household size of 1.71 would result in a population estimate of 1,755 residents for the additional 1,488 bedrooms spread across Districts B, C, and D.

Table 4
Average Household Size

Unit Count	District B	District C	District D	Proposed
Studio	44	22	42	108
One Bedroom	167	136	201	504
Two Bedroom	112	106	145	363
Three Bedroom	10	16	24	50
Total	333	280	412	1,025
Total Occupied Households	333	280	412	1,025
Occupancy Rate	100%	100%	100%	100%
Total Bedrooms	465	418	605	1,488
Total Occupied Bedrooms	465	418	605	1,488
Total Population	549	493	714	1,755
People per Bedroom	1.18	1.18	1.18	1.18
People Per Occupied Unit	1.65	1.76	1.73	1.71

Source: RCLCO Real Estate Consulting, Occupancy Characteristics Memorandum, October 6, 2021.

2.3.1 Development Agreement

An extension of the RiverPark Development Agreement is being requested by Shea Properties to facilitate the completion of the commercial development in RiverPark, which has been delayed by both changes in retail commercial demands and the pandemic. The proposed amendments to the Specific Plan and Development Agreement would also add the option to allow residential development in the commercial districts.

The proposed 6th Amendment to the RiverPark Development Agreement and the 2nd Amendment to the Oxnard Development Company LLC Development Agreement address the following:

- Specific Plan and Development Agreement and subsequent Amendments remain in force per the terms and limitations unless revised by the proposed revisions
- Application of 2020 Development Impact Fees including limitations on Public Art Fees, Mobility Fee, and Park Development Fee

2.4 Residential Development Option

The proposed residential option would allow the development of additional residential units in Districts B, C and D. This option could be exercised in one, two or all three of these Districts. **Table 5** shows the amount of residential and commercial development that would occur with the residential option being exercised in one or more of B, C and D. The commercial development is permitted by the current Approved Specific Plan. As shown below, the maximum amount of change in the mix of land uses in these Districts would occur if the residential option was implemented in all three Districts as 1,025 additional residential units would be developed and the amount of commercial development in these Districts would be reduced by 562,457 square feet. The potential environmental effects of each of these scenarios is evaluated in this Addendum.

Table 5
Residential Option Development Scenarios

Scenario	Additional Residential Units	Reduction in Commercial Development
Districts B, C & D	1,025	-562,457
Districts B & C	613	-336,377
Districts C & D	692	-379,727
Districts B & D	745	-408,810
District B ^a	333	-182,730
District C ^b	280	-153,647
District D ^c	412	-226,080

Source: Meridian Consultants, LLC. 2021

3.0 IMPACT ANALYSIS

This analysis section includes separate subsections for each environmental topic addressed in the Final EIR and subsequent addendums. Each topical section first presents a summary of the information and conclusions of the analysis in the Final EIR subsequent addendums. Updated information reflecting any changes in the environmental setting related to each topic is presented first in each subsection, followed by analysis of the environmental impacts of the RiverPark project with the proposed changes in land uses included in the proposed amendment. For each topic, a determination is also made on whether the current proposal would result in any new significant impacts or any substantial increase in the severity of the impacts identified in the Final EIR and subsequent addendums. The mitigation measures identified in the Final EIR and applicable, subsequent addendums, are also updated as needed to reflect the proposed changes to the project.

3.1 LAND USE

Summary of Analysis in the Final EIR and Subsequent Addendums

The consistency of the proposed RiverPark Specific Plan project with applicable land use plans and policies, as well as the compatibility of the proposed development with surrounding land uses, were analyzed in the Final EIR. This evaluation addressed the consistency of the project with the City's 2020 General Plan, the HERO Redevelopment Plan, the Southern California Association of Governments (SCAG) Regional Comprehensive Plan & Guide (RCPG), and the Local Agency Formation Commission (LAFCo) policies.

The Specific Plan Area is located within the LAFCo Sphere of Influence (SOI) line for the City and within the 20-year City Urban Restriction Boundary (CURB) established by the City's 2020 General Plan. Prior to approval of the project, the southern 269 acres of the Specific Plan Area (referred to as "RiverPark Area A" in the Final EIR) were located within the City. The northern 432 acres of the Specific Plan Area (referred to as "RiverPark Area B" in the Final EIR) were located outside of the City. After adoption of the Specific Plan by the City, RiverPark Area B was annexed to the City.

Annexation of RiverPark Area B to the City and development of the entire Specific Plan Area with the proposed uses was found to be consistent with the City's land use plans and policies. Annexation of RiverPark Area B was also determined to be consistent with LAFCo policies. The RiverPark Project was also determined to be consistent with the SCAG RCPG, given that the amount of growth allowed by the Specific Plan was consistent with adopted regional growth forecasts and the characteristics of the project as proposed were consistent with relevant objectives of this regional plan. In addition, the RiverPark Specific Plan defined a pattern of land uses determined to be compatible with the residential, agricultural, and open space uses located around the Specific Plan Area. No significant impacts related to inconsistencies with applicable land use plans and policies were identified in the Final EIR and no mitigation measures

were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

The proposed Specific Plan Amendment would allow the option to develop an additional 1,025 multifamily residential units and subsequently reduce the amount of commercial development permitted by 562,000 square feet and in three of the commercial mixed-use districts in the southern portion of the Specific Plan Area. The proposed Specific Plan Amendment would allow for a total of 1,536,000 square feet of commercial uses and 4,068 residential units within RiverPark. The addition of a Very High Residential: Very High land use category is also proposed to allow the development of the additional residential units. This new land use designation would be applied to three locations in Districts B, C, and D. The Specific Plan will require that 15 percent of the 1,025 additional units that would be allowed by the proposed amendment to the Specific Plan to include 5 percent Very Low Income, 5 percent Low Income and 5 percent Moderate Income Units. New development standards are also proposed for multifamily development that would be allowed by this category. These standards would allow multifamily buildings with up to 6-stories and a maximum height of 90 feet in the three locations in Districts B, C, and D that would be designated Residential: Very High or Commercial: Regional.

Since the original approval of the RiverPark Specific Plan the City adopted the 2030 General Plan. The 2030 General Plan has four major themes, one of which is to develop or reinvest within CURB with an “urban village” concept. The urban villages would incorporate private and public redevelopment, mixed land uses, affordable and workforce housing, and transit connectivity and are intended to be a key strategy for meeting greenhouse gas (GHG) emission reduction targets and implementing the Southern California Association of Governments regional Sustainable Community Strategy (SB 375). The Urban Village theme replaced Infill Area and Major Study Areas approach in the 2020 General Plan.

The 2030 General Plan defines Urban Villages as mixed use areas designed to encourage persons to live near their place of employment and/or support services. The integration of complementary land uses is intended to promote a pedestrian orientation to reduce trips and vehicle miles traveled and reduce greenhouse gas emissions.

RiverPark is located with the North Oxnard Transit Enhancement District (NOTED) Urban Village as defined in the 2030 General Plan. The NOTED area includes the area north of the Oxnard Blvd./Vineyard Avenue intersection generally between Ventura Road and Vineyard Avenue including the Esplanade shopping center, The Village Specific Plan, and the Riverpark Specific Plan. The NOTED area is designated as a “Catalyst” project by the California Department of Housing and Community Development as an example

of desirable mixing of land uses and activities combined with transit that will total reduce the volume of local vehicular travel and, as a result, GHG emissions.

The Districts in the RiverPark Specific Plan Area that would be modified with the proposed Specific Plan Amendment are designated Commercial Regional (CR) on the 2030 General Plan Land Use Map. This designation allows major multitenant shopping centers that may include offices, hotels, and other services. Residential, live/work, work/live, and mixed uses are strongly encouraged in these areas.

The adopted RiverPark Specific Plan is consistent with the CR land use designation and Urban Village policies as the commercial districts as defined in the Specific Plan currently allow a mix of commercial and residential uses. The proposed Specific Plan Amendment would change the residential and commercial uses in RiverPark by decreasing the amount of commercial development and increasing the amount of multifamily residential development permitted in the mixed-use commercial districts in RiverPark. Currently there are 650,658 square feet of remaining commercial uses to be built under the adopted RiverPark Specific Plan. The proposed Specific Plan Amendment provides an option to allow approximately 88,000 square feet of commercial uses to be constructed and an additional 1,025 residential units. As such, the proposed Specific Plan Amendment would increase the residential population in RiverPark, which would use and support the existing and planned retail commercial development in the Specific Plan Area.

The Residential High designation as defined in the General Plan allows residential development at a density of 30 or more units per acre. This designation allows mid to high-rise residential buildings, preferably as part of a mixed-use or urban village area with live/work, work/live, and mixed use development is strongly encouraged.

The addition of the Residential: Very High land use category to the Specific Plan would be consistent with the purpose and intent of both the Commercial Regional and Residential High land use designations and the 2030 General Plan Urban Village policies. The City General Plan defines floor area ratios (FARs) for the regulation of development intensity for commercial land uses to estimate traffic generation and municipal service demand rather than a specific development standard. The proposed land use changes would result in less commercial development than currently allowed under the adopted RiverPark Specific Plan, and the additional residential development would be lower in intensity than the currently adopted RiverPark Specific Plan.

The addition of the corresponding development standards for the Apartment -Urban development type would permit the development of apartment buildings up to 6-stories with a maximum height of 90 feet in the three locations this new residential land use category would be applied to in Districts B, C, and D.

District B is located in the southwest corner of the Specific Plan Area next to existing commercial and residential development. The locations in Districts C and D where this type of apartment building would be permitted are also locations surrounded by other multistory residential buildings and retail commercial development. The location and scale of the type of residential buildings that would be permitted would be consistent with the overall pattern of development in these mixed-use commercial districts and the goals and objectives of the RiverPark Specific Plan.

The changes in land uses are proposed in the central and southwest portion of the Specific Plan Area and would not affect the overall structure of the community or its compatibility with surrounding land uses. The proposed Specific Plan Amendment would add multifamily housing to the central and southwest portion of the RiverPark Community while maintaining a pedestrian oriented community by placing this additional housing near commercial and employment generating uses.

The adopted Specific Plan defines landscape buffers to create compatibility with surrounding uses. These buffers would not be changed under the proposed amendment and no new types of land uses be proposed within the Specific Plan Area. Therefore, land uses would be compatible with surrounding land uses.

With the land use changes proposed, the RiverPark Project would remain consistent with applicable land use policies and programs. No new significant land use impacts would result from approval of the proposed amendment to the Specific Plan and no mitigation measures are required.

If the residential option is not exercised in Districts B, C and D, but only in one or two of these Districts, then the amount of residential and commercial development defined for the other potential development scenarios in **Table 5** could occur. Each of these scenarios would be consistent with the current and proposed land uses within the Specific Plan Area and with the goals and objectives of the RiverPark Specific Plan. With the addition of the Residential: Very High land use category, the proposed mixes of commercial and residential development would be consistent with the purpose and intent of both the Commercial Regional and Residential High land use designations and the 2030 General Plan Urban Village policies. Furthermore, development of any of these scenarios would be compatible with surrounding land uses as well as policies and programs.

3.2 AESTHETICS

Summary of Analysis in the Final EIR and Subsequent Addendums

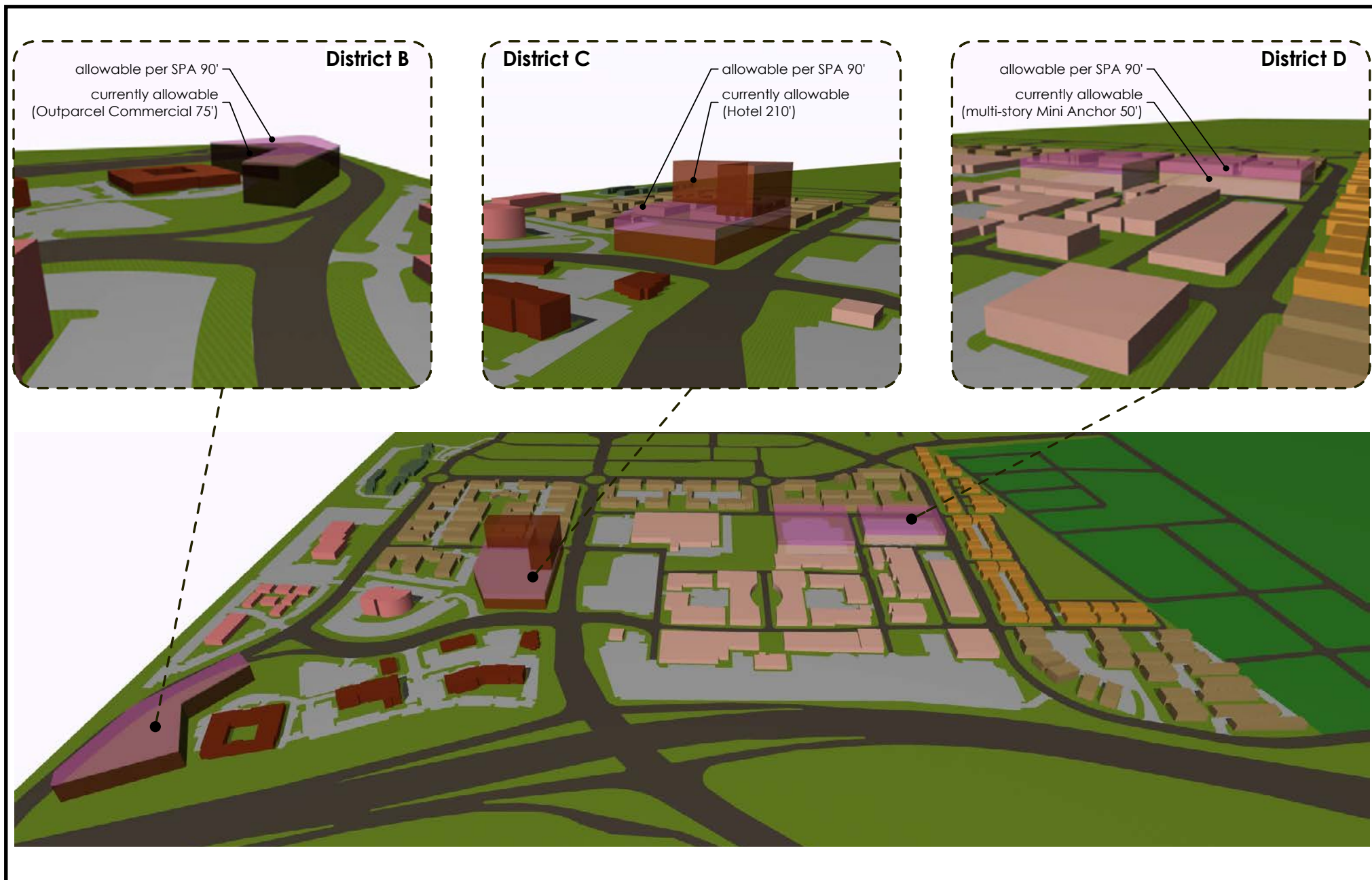
The EIR provided analysis of the significance of changes to the visual character of the area that would result from implementation of the RiverPark Project. The Community Design Element of the 2020 General Plan identifies scenic resources within the City. Roadways that provide views of the scenic resources and

agricultural lands within and around the City are designated as image corridors. The Ventura Freeway is designated as Regional Image Corridor, and Oxnard Boulevard and Vineyard Avenue are designated as City Image Corridors. In addition, the intersection of the Ventura Freeway and Vineyard Avenue is designated as a Regional Gateway. Prior to development, the Specific Plan Area had an open space visual character as viewed from surrounding roadways and uses due to the small number of existing structures at the time the Specific Plan was approved.

The change in the visual character of the Specific Plan Area as a result of the proposed RiverPark Project was not identified as having a significant impact on the visual character of the area. This was because the development that would be allowed by the Specific Plan will not obstruct long-range views of the mountains and hills in the Los Padres National Forest to the north from the Ventura Freeway or Vineyard Avenue. The height and character of the residential and commercial development proposed will also be consistent with existing development in the area. In addition, the northern portion of the Specific Plan Area will continue to have an open space character because the existing mine pits would be preserved, and no buildings will be located along the northernmost portion of Vineyard Avenue. Mitigation measures were identified in the Final EIR to mitigate all potentially significant impacts to aesthetics to a less than significant level and no unavoidable significant impacts to aesthetics were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

The proposed Specific Plan Amendment would not result in any substantial change in the visual character of the RiverPark Community. The proposed changes in permitted land uses would introduce additional multifamily residential development in the central and southwest portions of the community up to 6 stories with a height up to 90 feet in 3 specific locations as shown in **Figure 7: Proposed Massing Diagram**. The RiverPark Specific Plan currently allows buildings with up to 2 stories or 75 feet in District B and 5 stories in Districts A, C and E. Allowing buildings with up to 6 stories in District B would be a change from currently permitted height, however this District is located in the southwest corner of the Specific Plan Area next to existing commercial and residential development. The locations in Districts C and D where this type of apartment building would be permitted are also locations surrounded by other multistory residential buildings and retail commercial development. The location and scale of the type of residential buildings that would be permitted would be consistent with the overall pattern of development in these mixed-use commercial districts and the goals and objectives of the RiverPark Specific Plan. There would also be no change to the important aesthetic features such as landscape buffers, or the location and amount of open space, currently required by the Specific Plan to create a unified visual character. The Specific Plan would remain consistent with the Community Design Element of the 2030 General Plan.



SOURCE: Shea Properties - 2021

FIGURE 7

The land use changes proposed would not have any effect on scenic views as the scale and character of the development would not change substantially. Scenic views of the mountains and hills of the Los Padres National Forest would remain unobstructed, particularly along Vineyard Avenue, Oxnard Boulevard, and the Ventura Freeway. Landscape buffers and preservation of open space provided for by the adopted Specific Plan would ensure views of the Project site from adjacent areas are not adversely impacted by development allowed by the Specific Plan.

No new significant impacts to the aesthetic character of the Specific Plan Area and the surrounding area would result from the proposed amendment to the Specific Plan and no additional mitigation measures are required.

District B is currently designated Commercial: Retail/Office; District C is designated Commercial: Convention/Hotel and District D is designated Commercial: Regional. Accordingly, any additional commercial use under any of the development scenarios in **Table 5** would be consistent with land use designations for these districts and current and planned land uses in these districts. The location and scale of commercial development would be consistent with the overall pattern of development in these districts. As stated above, the scenarios including residential uses within these districts would also be consistent with the pattern of existing and planned development in each district. Also, both the approved commercial and proposed residential uses would be consistent with the goals and objectives of the RiverPark Specific Plan. No new significant impacts to the aesthetic character of the Specific Plan Area and the surrounding area would result from development of any of the scenarios in **Table 5**.

3.3 EARTH RESOURCES

Summary of Analysis in the Final EIR and Subsequent Addendums

The Final EIR evaluated potential impacts related to the soil conditions on the site and the geology of the area. Geology studies completed identified a variety of topographic and soils conditions as a result of the long-term mining and agricultural activities within the Specific Plan Area. Substantial areas of potentially unstable artificial fill were found in the northern portion of the Specific Plan Area on the portion of the site used for sand and gravel mining. A potentially significant impact related to the stability of the slopes of the existing mine pits was identified.

The conceptual grading plan called for grading approximately 10 million cubic yards of earth materials over the entire 702-acre site. A balanced grading program involving excavation and replacement of the 10 million cubic yards of material was proposed. The majority of this planned grading consisted of the proposed excavation and/or replacement of earth materials in the northern portion of the Specific Plan Area to improve the structural characteristics of the soils in the mine site stockpile and plant areas and to

stabilize the slopes of the existing mining pits. A comprehensive program of 44 specific measures was identified in the Final EIR to mitigate all identified potential geotechnical impacts to a level that is less than significant.

The Final EIR identified that the Specific Plan Area was in an area designated by the State Mining and Geology Board as containing sand and gravel resources of regional significance. While all available resources on the site had been mined, some aggregate resources remained. Mining of the remaining resources was not considered economically feasible due to the relatively small amount of low-quality aggregate available on the southern portion of the site, which had been designated for urban development since 1986. Development of the portion of the site was, therefore, consistent with the mineral resource policies of the City's 2020 General Plan. Nonetheless, the permanent loss of access to the approximate 2.2 million tons of sand and gravel resources on the southern portion of the site was identified as an unavoidable significant impact of the RiverPark Project. Mitigation measures were identified in the Final EIR to mitigate all potentially significant impacts to earth resources to a less than significant level and no unavoidable significant impacts to earth resources were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

The mass grading of the Specific Plan Area has been completed in conformance with the mitigation program in the Final EIR to mitigate potentially significant geotechnical impacts. As described above, based on geology and soils studies it was anticipated that grading would be balanced within the Specific Plan Area.

The proposed Specific Plan Amendment would allow development of buildings like those already developed in RiverPark. All development would occur within the existing Specific Plan Area, as evaluated in the Final EIR. All structures would be designed with current building codes. For these reasons, the proposed Specific Plan Amendment would not result in any new or substantially more severe geology or soils impacts and no revised mitigation measures are required.

Development of any of the scenarios defined in **Table 5** would adhere with the City's building code. For this reason, any of these scenarios would be consistent with building regulations and would not result in any new or increase in geologic hazard impacts.

3.4 BIOLOGICAL RESOURCES

Summary of Analysis in the Final EIR and Subsequent Addendums

The Specific Plan Area contained limited natural habitat as a result of the long-term disturbance of the site for agricultural and mining activities. The southern portion of the Specific Plan Area supported no native plant communities because vegetation within this area was limited to agricultural crops, landscaping associated with existing development, and nonnative weedy species in disturbed areas. The northern portion of the Specific Plan Area included scattered patches of disturbed open space on the sand and gravel mine site and a small amount of agricultural land. The existing mine pits contained exposed groundwater, providing resting and limited foraging area for several waterfowl and other water-associated bird species. No special status plant or wildlife species were identified within the Specific Plan Area during biological surveys. The Santa Clara River, located immediately west of the Specific Plan Area provides habitat for several special-status fish and wildlife species, including southern steelhead, arroyo chub, and tidewater goby, which have adapted to the seasonal and daily changing conditions of the river.

The RiverPark Specific Plan included proposals to plant native vegetation on the reconstructed slopes of the mine pits and on the western edge of the Specific Plan Area along the Santa Clara River levee. No significant impact to native plant communities was identified and the introduction of additional native vegetation was identified as a beneficial effect of the Project.

Potential impacts to native bird species nesting on the site during grading was identified. A potential for significant indirect impacts to the natural habitat in the Santa Clara River from new lighting sources within the Specific Plan Area and the use of invasive nonnative plant species in landscaping were also identified. Measures were included in the Final EIR to mitigate these impacts to a less than significant level.

As proposed and approved, the RiverPark Specific Plan included a water quality treatment system designed to treat runoff from the new land uses proposed within the Specific Plan Area and from off-site agricultural and industrial areas that drain into the Specific Plan Area. This water quality treatment system proposed was designed to trap and remove pollutants and urban sediments to the degree necessary to ensure high water-quality levels. Therefore, potential indirect impacts to biological resources in the Santa Clara River from stormwater runoff from the Specific Plan Area were not significant. Mitigation measures were identified in the Final EIR to mitigate all potentially significant impacts to biological resources to a less than significant level and no unavoidable significant impacts to biological resources were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

The Specific Plan Area has been graded and the proposed amendment would only allow development in areas already mass graded and prepared for development. The land uses proposed in Districts B, C and D would not change the potential for indirect impacts on biological resources present in the Santa Clara River and would not substantially change the amount or character of storm runoff to cause indirect impacts to water quality in the Santa Clara River. The water quality treatment system analyzed in the original EIR has been developed to accommodate runoff from the planning districts affected by the proposed amendment. Therefore, no new significant impacts to biological resources would result from the proposed Specific Plan Amendment and no additional or revised mitigation measures are required.

As stated above, the Specific Plan Area has been graded and all development is planned in these areas that have been prepared for development. For this reason, development of any of the scenarios defined in **Table 5** would not substantially change the amount or character of storm runoff causing indirect impacts to water quality in the Santa Clara River. Therefore, any combination of commercial and residential development would have less than significant impacts on biological resources and no further analysis is required.

3.5 WATER RESOURCES

Summary of Analysis in the Final EIR and Subsequent Addendums

An extensive analysis was conducted on potential impacts to groundwater and surface water quality, and on groundwater quantity. This analysis determined that the RiverPark Project would result in a beneficial impact on groundwater quantity. Existing conditions documented in the Final EIR resulted in a net loss of 573 acre-feet (af) of groundwater per year due to evaporation from the exposed groundwater in the existing mine pits and the use of groundwater pumped from on-site wells. The RiverPark Project was projected to result in a net gain to the groundwater system of approximately 8,000 acre-feet per year (afy) due to the elimination of groundwater use on site for the existing agricultural and mine uses and from the planned incorporation of the reclaimed mine pits into the United Water Conservation District (UWCD) groundwater recharge program.

Construction of the Project required dewatering around the existing mine pits. Potential impacts to groundwater quantity and quality were identified depending on the volume of groundwater pumped and the discharge location. Measures were identified to mitigate these potential impacts to a less than significant level.

Changes to the amount, quality, and direction of stormwater drainage flows in the Specific Plan Area were assessed in the Final EIR. Stormwater flows generated within the RiverPark Specific Plan Area and those generated from off-site areas that drain onto the Specific Plan Area were proposed to be collected and treated by a system including water quality detention basins and additional features, including dry swales

and mechanical treatment elements such as centrifugal separators. After treatment, stormwater was proposed to be discharged to the Santa Clara River through existing drain outlets, or to the mine pits, depending on existing drainage patterns and the magnitude of the storm event.

Changes in minerals, nutrients, metals, pesticides, hydrocarbon, and microbial contaminants in runoff discharged to the Santa Clara River and the mine pits were analyzed. Conservative thresholds of significance were selected for determining impacts. This analysis determined that the planned use of the reclaimed mine pits by UWCD for diverted surface water flows from the Santa Clara River would not have a significant impact on groundwater quality.

The analysis determined that the concentration of pollutant constituents in the Specific Plan Area would be reduced from existing conditions or would not be greater than the maximum ambient concentrations for these constituents in the Santa Clara River. The proposed water quality detention basins were designed to collect and treat all runoff from storms up to a 10-year storm event prior to discharge to the mine pits, with runoff from larger events being allowed to discharge directly into the pits. This design was intended to ensure treatment of “first flush” storm runoff that contains the highest concentrations of pollutants. Because runoff from storms with a frequency less than a 10-year event would not enter the pits, overall mass loading of pollutant constituents would be reduced.

Reduction of the concentrations of all pollutant constituents to levels below the conservative numeric thresholds of significance used in the water quality analysis was determined to be infeasible because of the significant capital, operational and standby costs associated with the treatment systems examined as potential mitigation measures and because of the potential low reliability of these treatment systems that would only operate infrequently during large storm events. The Final EIR concluded that although the RiverPark Project would maintain or improve existing water quality, all potential impacts could not be reduced to a less than significant level even with implemented mitigation measures; for this reason, some unavoidable significant impacts to water quality were identified. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

Mass grading and construction of the major drainage improvements, including the main elements of the water quality control treatment system, have been completed. The proposed Specific Plan amendment would not introduce new types of land uses into the Specific Plan Area since Districts D already contains multifamily residential development and other multifamily projects are located around the other commercial districts. The amount of impervious surface area would not change substantially given the development footprint of the high-density residential uses that would be allowed by the proposed Specific Plan Amendment. No new or substantially more severe impacts to water resources would result from the proposed Specific Plan Amendment and no revised mitigation measures are required.

All of the scenarios in **Table 5** would include the development of residential and commercial uses in Districts B, C and D. The amount of additional impervious surfaces that would be added with any of these scenarios would be similar and no new or substantially more severe impacts to water resources would result from development of these areas.

3.6 TRANSPORTATION AND CIRCULATION

Summary of Analysis in the Final EIR and Subsequent Addendums

Potential traffic impacts of the RiverPark Project were assessed in accordance with the City Traffic Impact Study Standards as well as with procedures specified by the Ventura County Transportation Commission (VCTC) and SCAG in the Ventura County Congestion Management Plan (CMP). The analysis incorporated a detailed evaluation of traffic conditions at 33 intersections, including 25 intersections in Oxnard and immediately surrounding areas and 8 intersections in the City of Ventura. Five segments of the State highway network were also evaluated.

It was estimated that the uses allowed by the RiverPark Specific Plan would generate approximately 94,500 daily trips, of which 9,860 would occur in the evening peak traffic period. Of the total daily trips, 78,840 would leave the Specific Plan Area. The remainder of the daily trips would be trips between the residential, commercial, and school uses within the Specific Plan Area. The traffic analysis determined that these additional trips would significantly impact 8 of the 33 intersections studied. Roadway improvements were identified to mitigate all these impacts to a less than significant level.

Traffic conditions on the Ventura Freeway were also forecast for future year 2020. All freeway segments analyzed were projected to operate at level of service (LOS) D and better with the exception of the Ventura Freeway south of Central Avenue, where traffic conditions were projected at LOS F in the northbound direction during the morning peak hour and in the southbound direction during the evening peak hour with all projected cumulative growth. Traffic from the RiverPark would contribute to this cumulative impact. As this level of service exceeds the minimum acceptable Level of Service C standard set by the Ventura County CMP, this cumulative impact was identified as significant. Improvements necessary to achieve an acceptable level of service on the Ventura Freeway will be identified and addressed through the Ventura County CMP program. Mitigation measures were identified in the Final EIR to mitigate all potentially significant impacts to transportation and circulation to a less than significant level and no unavoidable significant impacts to transportation and circulation were identified in the Final EIR.

Addendum 4 evaluated the potential effects associated with importing additional soil during the original mass grading of the site. This Addendum identified an additional measure to mitigate the potential for traffic impacts from truck trips hauling soil to the site. This measure restricted hauling between the hours of 9 AM and 4 PM to avoid the morning and evening peak hour travel periods.

Addendum 12 updated the traffic analysis to evaluate a proposed specific plan amendment to increase the number of residential units allowed to 3,145 units and decrease the amount of commercial development allowed to 2.078 million square feet. This analysis, which used the City's updated 2030 traffic model, determined the proposed amendment would reduce traffic impacts when compared to the Original Specific Plan. The certified Final EIR identified significant impacts at 7 intersections and the updated analysis identified significant impacts at only 4 of these 7 intersections. The City Council considered the results of this analysis and approved an amendment to the specific plan increasing the number of residential units allowed from 2,805 to 3,043 residential units and a decrease in the amount of commercial development from 2.485 to 2.098 million square feet. This is the amount of residential and commercial development allowed by the current Adopted Specific Plan. As impacts were reduced in comparison to the Original Specific Plan as evaluated in the certified Final EIR, no additional mitigation measures were identified.

Analysis of Proposed Specific Plan Amendment

In order to determine whether any new significant traffic impacts or substantial increases in the severity of previously identified significant impacts in the certified Final EIR (Final EIR) for the RiverPark Specific Plan as originally adopted (Original Specific Plan) a comparative analysis of the number of trips that would be generated by the uses as evaluated in the Final EIR and the RiverPark Specific Plan with the proposed amendment was completed. The proposed Specific Plan Amendment incorporates all previously approved amendments to the Specific Plan.

The land uses permitted by the Original Specific Plan would generate 82,366 daily trips, 4,710 AM peak hour trips and 7,749 PM peak hour trips.

With the proposed Specific Plan Amendment, if the proposed residential option is implemented in Districts B, C and D, the land uses permitted by the Specific Plan would generate 73,057 daily trips, 4,932 AM peak hour trips and 6,987 PM peak hour trips.

Based on the trip generation estimates detailed in **Table 6** below, when compared to the Adopted Specific Plan land use program, the proposed Specific Plan Amendment land use program would result in a significant reduction in both the number of daily trip and PM peak hour trips, if the residential option is implemented in Districts B, C, and D. Under this scenario the amendment would result in a reduction of 9,309 daily trips (approximately 11.3 percent) and 762 PM peak hour trips (approximately 9.8 percent). Under the same scenario there would be an incremental increase of 222 AM peak hour trips (approximately 4.7 percent), which is effectively negligible from an analysis standpoint when considering the size of the study area and the resulting distribution of those trips across the 30 study intersections evaluated in the Final EIR.

Table 6
Trip Generation Comparison for Adopted Specific Plan and Proposed Specific Plan Amendment

Adopted Specific Plan							
Planning District	Daily Trips	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
A, B, C	22,055	1,010	448	1,458	856	1,313	2,169
D	35,894	527	439	966	1,531	1,601	3,132
E	1,252	23	12	35	52	59	111
F	3,888	74	224	298	217	153	370
G	4,920	208	318	526	263	221	484
H	4,410	87	258	345	294	170	464
I	4,697	93	254	347	270	192	462
J	3,568	302	311	613	201	176	377
K, L, M	1,682	66	56	122	87	93	180
Total	82,366	2,390	2,320	4,710	3,771	3,978	7,749

Proposed Specific Plan Amendment							
Planning District	Daily Trips	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
A, B, C	17,632	949	617	1,566	749	1,056	1,805
D	30,579	451	605	1,056	1,389	1,303	2,692
E	1,432	25	14	39	60	67	127
F	3,888	73	225	298	217	153	370
G	4,920	207	318	525	264	220	484
H	4,659	92	273	365	309	181	490
I	4,697	93	254	347	270	192	462
J	3,568	304	309	613	201	176	377
K, L, M	1,682	66	57	123	87	93	180
Total	73,057	2,260	2,672	4,932	3,546	3,441	6,987

Source: Gibson Transportation Consulting, Inc., Draft Memorandum: Traffic Impact Assessment for the Proposed Oxnard Riverpark Specific Plan Amendment 2021, Oxnard, California Ref: J1031c, (November 29, 2021). Refer to **Appendix A**.

Table 7
Intersection Operating Conditions
Comparative Analysis Signalized Intersections

Intersection	Peak Hour	Year 2019 Conditions [a]		Year 2030 [b]		Year 2030 Existing with Adopted Oxnard Riverpark Specific Plan Project [b]	
		V/C or Delay [c]	LOS	V/C	LOS	V/C	LOS
Ventura Road & Town Center Drive	AM PM	0.51	A	0.104	A	0.439	A
		0.53	A	0.226	A	0.528	A
Oxnard Boulevard & Town Center Drive	AM PM	0.66	B	0.491	A	0.389	A
		0.56	A	0.488	A	0.561	A
Vineyard Avenue & Riverpark Boulevard/Ventura Boulevard	AM PM	26.2	C	0.464	A	0.501	A
		29.0	C	0.541	A	0.604	B
Oxnard Boulevard & US 101 Northbound Ramps	AM PM	23.9	C	0.324	A	0.436	A
		26.0	C	0.471	A	0.635	B
Oxnard Boulevard & US 101 Southbound Ramps	AM PM	21.4	C	0.176	A	0.284	A
		22.4	C	0.206	A	0.368	A
Vineyard Avenue & US 101 Northbound Ramps	AM PM	13.4	B	0.527	A	0.643	B
		14.1	B	0.659	B	0.747	C
Vineyard Avenue & US 101 Southbound Ramps	AM PM	17.2	B	0.516	A	0.537	A
		14.7	B	0.568	A	0.759	C

Notes

[a] Based on traffic count data collected in September 2019 and existing 2019 lane configurations.

[b] Source: Traffic Analysis for Oxnard Riverpark Specific Plan Amendment, Crain & Associates, October 2009.

[c] Intersections under Caltrans jurisdiction were evaluated using HCM methodology.

Table 8
Development Scenario Comparative Summary - Trip Generation

Development Scenario	Daily Trips ^a	Trip Generation Estimates					
		AM Peak Hour			Afternoon Peak Hour		
		In	Out	Total	In	Out	Total
B, C & D	6,888	105	418	523	413	223	636
	-16,867	-247	-157	-405	-704	-763	-1,467
	-9,979	-142	260	118	-291	-540	-831
B & C	4,119	63	250	313	247	133	380
	-10,091	-148	-94	-242	-421	-457	-878
	-5,972	-85	156	71	-174	-324	-498
C & D	4,650	71	282	353	278	151	429
	-11,392	-167	-106	-273	-475	-516	-991
	-6,742	-96	176	80	-197	-365	-562
B & D	5,006	76	304	380	300	162	462
	-12,264	-179	-115	-294	-512	-555	-1,067
	-7,258	-103	189	86	-212	-393	-605
B	2,238	34	136	170	133	73	206
	-5,482	-81	-51	-132	-228	-249	-477
	-3,244	-47	85	38	-95	-176	-271
C	1,882	29	114	143	113	61	174
	-4,609	-68	-43	-111	-192	-209	-401
	-2,727	-39	71	32	-79	-148	-227
D	2,769	42	168	210	165	90	255
	-7,982	-117	-75	-192	-333	-361	-694
	-5,213	-75	93	18	-168	-271	-439

Source: Gibson Transportation Consulting, Inc., Draft Development Scenario Comparative Summary for the Proposed Oxnard Riverpark Specific Plan Amendment 2021, Oxnard, California Ref: J1031c, (November 29, 2021). Refer to **Appendix A**.

^a Residential – Commercial trips = Net Change

Because the proposed Specific Plan Amendment with the residential development option chosen would result in fewer daily and PM peak hour trips than the Specific Plan as evaluated in the Final EIR and that no significant changes to the regional trip distribution patterns or future traffic conditions will result from the changes proposed, no new significant traffic impacts or substantial increase in the significance of impacts identified in the Final EIR or subsequent addendums would result from the proposed Specific Plan Amendment and no revised mitigation measures are required.

A comparative analysis of the projected future operating conditions of the adjacent intersections based on the intersection LOS results in the Final EIR and those published in traffic studies recently completed for related projects located in the vicinity of Planning Districts B, C, D and E. To provide further comparative analysis, an intersection LOS analysis was also conducted for existing Year 2019 conditions based on current traffic volumes and intersection lane configurations.

As shown in **Table 7: Intersection Operating Conditions Comparative Analysis Signalized Intersections**, the LOS results for all seven intersections are within the acceptable range based on City criteria and are consistent with the intersection LOS conditions forecasted in previous traffic studies for other projects in the area.

As shown in **Table 8: Development Scenario Comparative Summary - Trip Generation**, the proposed development of residential uses in Districts B, C and D would generate the most trips as compared to the possible combinations of commercial and residential uses for the other potential development scenarios. Scenario 1, the Residential Option in Districts B, C & D results in a reduction of daily trips of 9,979 trips, a small increase in AM Peak Hour Trips of 118 and a reduction of 831 AM Peak hour trips. None of the other potential development scenarios would result in a greater increase in AM Peak Hour trips than this and, for this reason, impacts would not be significant with any of the potential development scenarios.

Parking

Parking in the commercial and mixed use areas would be provided by dedicated parking lots for commercial uses, dedicated residential parking in District D, and shared parking for commercial and residential uses where appropriate. The change in parking demand over time would be reviewed as development proceeds in District D.

Vehicle Miles Traveled

In 2002, the City certified the RiverPark Specific Plan Final EIR. At that time, analysis of Vehicle Miles Traveled (VMT) to evaluate the transportation impacts of proposed projects was not recommended in EIRs. In January 2016, the Governor's Office of Planning & Research (OPR) issued proposed changes to the CEQA Guidelines.² These changes state that projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor generally may be considered to have a less than significant transportation impact. In addition, the proposed guidelines advise that Transit Oriented Development (TOD) projects; development projects that result in net decreases in VMT, compared to existing conditions; and land use plans consistent with SCAG Sustainable Communities

2 California Office of Planning and Research (OPR), Revised Proposal on Updates to CEQA Guidelines on Evaluating Transportation Impacts in CEQA (January 20, 2016), http://www.opr.ca.gov/docs/Revised_VMT_CEQA_Guidelines_Proposal_January_20_2016.pdf. Accessed December 2021.

Strategies (SCS) or that achieve similar reductions in VMT as projected to result from the SCS generally may be considered to have a less than significant impact.³ In December 2018, the California Natural Resources Agency certified and adopted the CEQA Guidelines update package, including the Guidelines section implementing Senate Bill 743. Specifically, Section 15064.3 Determining the Significance of Transportation Impacts was added which identifies VMT as the most appropriate measure of the transportation impacts of a project. The provisions of this section apply Statewide on July 1, 2020.

As discussed previously, the RiverPark Specific Plan Area is located with the NOTED Urban Village as defined in the 2030 General Plan. The NOTED area includes the area north of the Oxnard Blvd./Vineyard Avenue intersection generally between Ventura Road and Vineyard Avenue including the Esplanade shopping center, The Village Specific Plan, and the Riverpark Specific Plan. The NOTED area is designated as a “Catalyst” project by the California Department of Housing and Community Development as an example of desirable mixing of land uses and activities combined with transit that will total reduce the volume of local vehicle uses.

Per Senate Bill (SB) 743, the State CEQA Guidelines have been updated to incorporate VMT as the primary metric for analyzing transportation impacts under CEQA. This update occurred subsequent to preparation of the 2012 Specific Plan Amendment so VMT is not specifically addressed in the prior analysis. The City has not adopted any specific significance thresholds related to VMT. The OPR’s Technical Advisory on Evaluating Transportation Impacts in CEQA, dated 2018, provides guidance on analyzing VMT impacts in light of SB 743.

The change in land uses that would result from the Specific Plan Amendment with any of the development options in **Table 5** would reduce the amount of commercial development and increase the amount of residential development in RiverPark. The proposed Specific Plan Amendment would improve the balance of commercial and residential uses in RiverPark and would result in reduction of 6.8 million VMT annually for the Specific Plan Area when compared to the uses currently permitted by the Specific Plan. The uses currently allowed by the adopted Specific Plan would generate 164.1 million VMT annually while the uses that would be permitted by the proposed Specific Plan Amendment would generate 157.3 million VMT annually.⁴ The RiverPark Specific Plan with the proposed Specific Plan Amendment would, therefore, not result in any significant VMT impacts and no revised mitigation measures are required.

3 OPR, “Transportation Impacts (SB 743),” <http://www.opr.ca.gov/ceqa/updates/sb-743/>. Accessed December 2021.

4 Source: Refer to **Appendix B** for CalEEMod output files.

3.7 AGRICULTURAL RESOURCES

Summary of Analysis in the Final EIR and Subsequent Addendums

Approximately 155 acres of the southern portion of the Specific Plan Area was in active agricultural use and a small portion of land along Vineyard Avenue in the northern portion of the Specific Plan Area was also in agricultural use at the time the RiverPark Project was proposed. In total, 209 acres of the 702-acre Specific Plan Area was in agricultural use. The 155 acres of agricultural land in the southern portion of the Specific Plan Area was identified as Prime Farmland on the Important Farmlands Map for Ventura County prepared by the State Department of Conservation. This portion of the Specific Plan Area had been designated for urban uses since 1986 in the City's General Plan and the RiverPark Project was determined to be consistent with the policies of the 2020 General Plan addressing preservation of agricultural land. Since approval and implementation of the RiverPark Project would result in the conversion of this agricultural land to urban use, this loss of agricultural land within the RiverPark Specific Plan Area was identified as an unavoidable significant impact of the Project. No mitigation measures were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

The proposed Specific Plan Amendment would not introduce new types of land uses, nor would it locate development in areas not analyzed in the Final EIR. The proposed change in uses in the central portion of RiverPark would also not result in any indirect impacts to existing agricultural uses located northeast of the Specific Plan Area. No new significant impacts to agricultural resources would result from the proposed Specific Plan Amendment and there would be no increase in the severity of the significant impacts identified in the Final EIR and no mitigation measures are required.

The scenarios presented in **Table 5** include residential and commercial uses, both of which are included in the existing land uses for the Specific Plan Area. As such, development of any scenario presented in **Table 5** would not result in conversion of agricultural lands nor would any agricultural land outside of the Specific Plan Area be identified for development. Mitigation measures are not required and no further analysis is needed.

3.8 AIR QUALITY

Summary of Analysis in the Final EIR and Subsequent Addendums

The analysis for potential air quality impacts resulting from the RiverPark Project was completed in accordance with the Ventura County Air Pollution Control District (APCD) Air Quality Assessment

Guidelines (APCD Guidelines).⁵ The APCD has established criteria for determining significant air quality impacts from a project. The APCD does not consider normal construction-related impacts to be significant. Standard mitigation measures will be applied to the Project to minimize any adverse effect from construction to the maximum extent possible.

Emissions would be generated by both stationary and mobile sources on a regular, day-to-day basis from the proposed residential and commercial uses. Based on the threshold of significance recommended by the APCD, a project is considered to have a significant impact on air quality if it would generate more than 25 pounds per day of either reactive organic compounds (ROCs) or oxides of nitrogen (NOx). Emission modeling completed for the RiverPark Project in the Final EIR, showed emissions of NOx and ROCs would exceed the thresholds for both pollutants. Accordingly, these impacts were identified as significant in the Final EIR. Certain design features, consistent with the APCD Guidelines, were incorporated into the RiverPark Specific Plan, including:

- Encourage the development of higher density housing and employment centers near public transit corridors;
- Encourage compact development featuring a mix of uses that locates residences near jobs and services;
- Provide services, such as food services, banks, and other personal services, within office parks and other large developments;
- Encourage infill development;
- Ensure that the design of streets, sidewalks, and bike paths within a development encourage walking and biking; and
- Provide landscaping to reduce energy demand for cooling.

The incorporation of other standard mitigation measures recommended by the APCD were identified in the Final EIR as reducing daily emissions of pollutants to the maximum extent feasible. However, even with the incorporation of all feasible mitigation measures into the Project, daily emissions generated would still exceed the 25 pounds per day significance threshold. In accordance with the APCD mitigation guidelines, contribution of funds to an off-site Transportation Demand Management (TDM) fund administered by the City was required to mitigate the remaining impacts. Contribution of funds is required for each individual building project within the Specific Plan Area to fund trip reduction measures to mitigate these impacts to a less than significant level.

5 Ventura County Air Pollution Control District (Ventura County APCD), *Air Quality Assessment Guidelines* (2003).

Modeling was also completed to determine if traffic generated by the Project would result in significant increases in carbon monoxide levels, referred to as carbon monoxide hotspots, at any intersections that would be impacted by the Project. No significant carbon monoxide hotspot impacts were identified in the Final EIR. In addition, no significant health impacts or odor impacts were identified for residents of the proposed Project due to air emissions generated by facilities and land uses in the vicinity of the Project site. Mitigation measures were identified in the Final EIR to mitigate all potentially significant impacts to air quality to a less than significant level and no unavoidable significant impacts to air quality were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

Construction

The APCD considers construction-related emissions to be temporary and does not recommend quantitative analysis of these impacts for this reason. However, the APCD recommends that construction emissions be mitigated if the construction emissions are likely to exceed the significance thresholds for operational emissions. The Final EIR for the RiverPark Specific Plan includes mitigation measures that would reduce emissions of diesel exhaust and fugitive dust. These measures are implemented as part of all construction projects in RiverPark. The proposed amendment would reduce the amount of commercial development by approximately 100,000 square feet in District A. It would add the option of developing up to 333 multifamily units in District B and 280 multifamily units in District C respectively and remove the option of 104,000 square feet of commercial development in District B and reduce the amount of commercial development by 63,267 square feet in District C. The proposed amendment would increase the maximum number of residential units allowed in District D to 924 residential units, consisting of up to 412 Residential: Very High units in a portion of District D currently developed as a surface parking lot. If this additional residential development occurs, existing surface parking lot would be demolished to accommodate new development. Surface parking located in the portion of District D where additional residential development occurs would be replaced within the new development. Therefore, any change in construction-related emissions associated with the proposed amendment to the Specific Plan would not result in any new significant impacts and would not substantially increase the severity of any previously identified significant impacts.

Development of any of the scenarios in **Table 5** would result in similar impacts as construction activities on each site would be similar. All construction would be required to implement mitigation measures to reduce emissions of diesel exhaust and fugitive dust as included in the Final EIR. Any change in construction-related emissions associated with any of these scenarios would not result in new or substantially more severe significant impacts.

Operation

Mobile source emissions for the daily vehicle trips to and from the Project site were calculated based on the trip generation information in the Traffic Impact Assessment. The CalEEMod air emissions model was used to calculate area source emissions from within the proposed land uses. Area source emissions would be generated primarily by natural gas consumption by the various land uses of the proposed Specific Plan Amendment. The primary use of natural gas by the proposed land uses would be to produce space heating, water heating, and other miscellaneous heating, or air conditioning. The area source emissions also account for the use of gasoline-powered gardening and landscaping equipment for the Project and the use of consumer products by Project residents.

The estimated operational emissions, with implementation of the residential development option in Districts B, C and D, are presented in **Table 9: Maximum Daily Unmitigated Operational Emissions**.

As shown in **Table 9**, the estimated maximum daily unmitigated operational emissions for ROC, NO_x, CO, PM₁₀, and PM_{2.5} from the proposed Specific Plan Amendment would be reduced by approximately 8, 10, 31, 25, and 6 pounds per day (lbs./day), respectively, when compared to emissions that would be generated by the land uses as originally proposed and evaluated in the Final EIR. The decrease in emissions results from the reduction in the amount of daily vehicle trips that would result from the Specific Plan Amendment.

Table 9
Maximum Daily Unmitigated Operational Emissions

Source	Pollutant (lbs./day)					
	ROC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Maximum Adopted Specific Plan	337	208	1,923	3	419	115
Maximum Proposed Specific Plan Amendment	329	198	1,892	3	394	109
<i>Difference</i>	-8	-10	-31	0	-25	-6
VCAPCD Threshold	25	25				
Threshold Exceeded?	Yes	Yes				

Source: Refer to **Appendix B** for CalEEMod output files.

The Final EIR identified a program of measures to reduce operational emissions to the fullest extent feasible and payment of TDM fees is required to mitigate the remaining impacts. These TDM mitigation measures to reduce emissions from Project operation include strategies to reduce vehicle trips or VMT, the use of low-emission vehicles, and measures that improve traffic flow or reduce congestion. No change

to the mitigation program is required as these measures apply to the additional uses that would be permitted by the proposed amendment to the Specific Plan. In addition, the Ventura County APCD Guidelines provides area source and operational mitigation measures that can be used for projects that exceed ROC and NOx significance thresholds. These mitigation measures include an off-site TDM fund, with the amount of funding proportionate with the number of emissions that need to be mitigated. The proposed Specific Plan Amendment will not result in new significant impacts and any substantial increase in the significance of the air quality impacts associated with the RiverPark Project.

In Section 3.6: Transportation and Circulation, each of the development scenarios identified in **Table 5** were shown to result in a net decrease in daily trips in comparison to the commercial uses allowed by the Approved Specific Plan. Implementing the proposed residential development in all three districts would result in the greatest decrease in daily trips and a small increase in AM Peak Hour Trips of 118 trips. All of the other potential development scenarios would result in reductions in Daily and PM Peak hour trips and a smaller increase in AM Peak Hour Trips and would not result in greater changes than would occur with implementation of residential option in all three districts. Additionally, TDM mitigation measures would be required for all development to reduce emissions from Project operation including strategies to reduce vehicle trips or VMT, the use of low-emission vehicles, and measures that improve traffic flow or reduce congestion.

Global Climate Change

In 2002, the City certified the RiverPark Specific Plan Final EIR. At that time, analysis of emissions of GHG and associated global climate change impacts was not recommended in EIRs. In addition, GHGs were not identified as air pollutants under the federal Clean Air Act and the California Clean Air Act. On June 19, 2008, the Governor's Office of Planning and Research issued a technical advisory as interim guidance regarding the analysis of GHG emissions in CEQA documents.⁶ The advisory indicated that a project's GHG emissions, including those associated with vehicular traffic, energy consumption, water usage, and construction activities, should be identified and estimated. The advisory further recommended that the lead agency determine significance of the impacts and impose all mitigation measures necessary to reduce GHG emissions to a less than significant level. The advisory did not recommend a specific threshold of significance. Instead, OPR requested that the California Air Resources Control Board (CARB) recommend a method for setting thresholds that lead agencies may adopt.⁷ CARB has not yet adopted significance thresholds for GHG emissions.

6 Governor's Office of Planning and Research, Technical Advisory – *CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review (2008)*.

7 Governor's Office of Planning and Research, *Technical Advisory – "CEQA and Climate Change (2008)."*

Development of the RiverPark Specific Plan as originally adopted and with the proposed Specific Plan Amendment would result in similar levels of direct and indirect construction and operational emissions of GHGs. These emissions, primarily carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O), are the result of fuel consumption from building heating systems and motor vehicles and are quantified below. Building and motor vehicle air conditioning systems may use hydrofluorocarbons (HFCs), hydrochlorofluorocarbons (HCFCs), and chlorofluorocarbons (CFCs) to the extent that they have not been completely phased out of use; however, they are not quantified as emissions because these GHGs and would only occur through accidental leaks. Water vapor and O₃ are also not quantified because water vapor concentrations in the upper atmosphere are primarily due to climate feedbacks⁸ rather than emissions from Project-related activities. Furthermore, O₃ in the troposphere is relatively short lived, and Project emissions of ozone precursors would not significantly contribute to climate change.

The proposed Specific Plan Amendment would also result in indirect GHG emissions from electricity generation; water conveyance and delivery; wastewater collection and treatment; and solid waste decomposition. Electricity would be used not only in the Specific Plan Area, but also in the water and wastewater treatment process, as well as in the conveyance process where in-line pumps would be required. GHG emission factors from electrical demand were obtained from the California Climate Action Registry's General Reporting Protocol⁹ and the California Air Pollution Control Officers Association's CEQA & Climate Change Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act.¹⁰ The annual electrical consumption factor for water treatment and distribution was obtained from the California Energy Commission (CEC). GHG emission factors for wastewater treatment and solid waste disposal were obtained from the CEC and the United States Environment Protection Agency (USEPA).

Construction and operational GHG emissions comparisons for the proposed Specific Plan Amendment and the applicable Districts analyzed in the Final EIR (District A through E) are presented in **Table 10: GHG Emission Comparisons**. The emissions associated with the proposed Specific Plan Amendment represent a conservative assessment of the GHG emissions that would result from development of the Project. As shown in **Table 10**, GHG emissions would be reduced by 1,259 MTCO₂e per year when compared to the

8 A climate feedback is an indirect, or secondary, climatic change that occurs in response to a forcing mechanism. For example, a disturbance that causes global temperatures to increase could cause more water to evaporate from the oceans, leading to larger amounts of water vapor in the atmosphere absorbing more radiation from the earth's surface and emitting more radiation back, thereby enhancing the greenhouse effect and further increasing the air temperature.

9 California Climate Action Registry, *General Reporting Protocol: Reporting Entity-Wide Greenhouse Gas Emissions*, Version 3.1 (2009).

10 California Air Pollution Control Officers Association, *CEQA & Climate Change Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act* (2008), 61.

Final EIR. This is mainly due to the reduction of emitting sources from mobile emissions due to the reduced amount of retail proposed.

Table 10
GHG Emission Comparisons

Emissions (MTCO ₂ e per year)			
GHG Emissions Sources	Adopted Specific Plan	Proposed Specific Plan Amendment	Change
Construction (Amortized)	432	454	2
Area	35	50	15
Energy	11,737	12,723	986
Mobile	47,655	45,551	-2,104
Waste	2,264	2,252	-12
Water	2,034	1,868	-166
Annual Total Emissions	64,157	62,898	-1,259

*Note: Emission calculations are provided in **Appendix B**. Totals in tables may not appear to add exactly due to rounding in the computer model calculations.*

In addition, several regulatory actions have taken place at the federal and State level that would reduce GHG emissions from motor vehicles, and these reductions were not accounted for in the adopted Specific Plan. In 2007, the President signed the Energy Independence and Security Act, which set a goal of achieving a Corporate Average Fuel Economy (CAFE) standard of 35 miles per gallon by 2020 for new cars, light trucks, and sport utility vehicles. Most recently, the Obama Administration has issued an executive order requiring the USEPA to reconsider granting California a waiver to implement the so-called Pavley standards, which was adopted by the State in 2004 and requires substantial reductions in tailpipe GHG emissions. On May 19, 2009, Obama Administration proposed a CAFE standard of 35.5 mpg by 2016. In response to this announcement, California—and states adopting California emissions standards—have agreed to defer to the proposed national standard through model year 2016 if granted a waiver by the USEPA to implement the Pavley standards. The 2016 endpoint of the two standards is similar, although the national standard ramps up slightly more slowly than required under the California standard. The Pavley standards require additional reductions in CO₂ emissions beyond 2016.

California will implement new regulations that will reduce GHG emissions as part of the State's overall strategy to achieve the goals of The Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32). In late 2008, CARB adopted the Climate Change Scoping Plan, which outlines the strategies that would reduce California's GHG emissions to 1990 levels by 2020. The strategies target all major sectors including transportation, energy, industry, and residential and commercial development. Under CARB's Climate Change Scoping Plan, the Low Carbon Fuel Standard was adopted on April 23, 2009, and would reduce

the carbon intensity of California passenger vehicle fuels by at least 10 percent (Scoping Plan Measure 5). Also, under CARB's Climate Change Scoping Plan, fuel-efficient tire standards are being pursued (Scoping Plan Measure 7). Additional strategies include increasing renewable energy, improving building energy efficiency standards, reducing the use and production of high global warming potential gases, improving water efficiency, and implementing a cap and trade program. For these reasons, the GHG emissions presented above likely overestimate the actual emissions that would result from Project construction and operation.

In addition, CARB approved and released an update to the Scoping Plan in May 2014. As noted in the 2014 Scoping Plan Update, the projected total business-as-usual emissions for year 2020 (estimated as 509 MMTCO₂e) must be reduced by approximately 15 percent to achieve the CARB's approved 2020 emission target of 431 MTCO₂e. The Scoping Plan identified recommended measures for multiple GHG emission sectors and the associated emission reductions needed to achieve the year 2020 emissions target—each sector has a different emission reduction target. Most of the measures target the transportation and electricity sectors.

As previously discussed, the Specific Plan Amendment would result in a reduction of emissions, primarily from mobile sources, when compared to the RiverPark Specific Plan as originally approved. Therefore, the proposed Specific Plan Amendment would also result in reduced GHG emissions due to a proportionate reduction from mobile sources. While the provisions of CEQA in place at the time that the Final EIR for the RiverPark Specific Plan was certified did not require the significance of GHG emissions on global climate change to be evaluated, the GHG emissions now recognized as air pollutants would still be emitted as a result of construction and operation of the Specific Plan Amendment. Therefore, the GHG emissions presented in this assessment are not considered to be new emissions or undisclosed impacts. These emissions would have occurred regardless of the proposed Specific Plan Amendment. Furthermore, as noted above, the GHG emissions for the Specific Plan Amendment are incrementally reduced when compared to the RiverPark Specific Plan. Therefore, the GHG emissions associated with the Specific Plan Amendment would not result in any new or substantially more severe impacts than the original RiverPark Specific Plan Project.

Although the Final EIR did not specifically address GHG emissions and the potential for global climate change impacts, the Project includes features and mitigation measures that would reduce GHG emissions. The proposed Specific Plan Amendment would not substantially change these characteristics of the RiverPark Community:

- **Balanced Community:** RiverPark provide for development of a balanced community with a diverse mix of land uses within the Oxnard CURB. Mixed land use developments result in an overall reduction in VMT as residents would need to travel shorter distances to obtain daily necessities and for entertainment. Residents could also easily combine multiple destinations into a single trip.

- *Reclaim Land within the City:* RiverPark reclaimed the existing sand and gravel mine site in the northern portion of the Specific Plan Area to provide additional housing opportunities in the City. Housing opportunities closer to a city's urban core and employment center result in an overall reduction in VMT as residents would travel shorter distances to places of employment.
- *Compact and Cohesive Community:* RiverPark is a compact, cohesive community consisting of residential, commercial, open space, and public facilities connected by a coherent network of interconnected streets. The Project includes medium- and high-density housing, which results in an overall reduction in VMT as urban sprawl would be reduced and a greater number of people would live in closer proximity to City services.
- *Compatible with Natural Habitat:* RiverPark creates a community that is compatible with the Santa Clara River by providing additional native vegetation within the Specific Plan Area to complement the natural habitat in the river and providing for connections to the regional trail planned along the river. Compatibility with the natural habitat and use of native vegetation reduces the need for additional irrigation while providing sources of natural carbon sequestration.
- *Public Transportation:* RiverPark integrates public transit into neighborhoods and the surrounding community. This reduces the need for residents and employees to utilize privately owned motor vehicles and reduces the overall VMT associated with the Project.
- *Pedestrian Connections:* RiverPark provides strong pedestrian connections between land uses and a variety of housing choices and institutional activities. This reduces the need for residents and employees to utilize privately owned motor vehicles and would reduce the overall VMT associated with the Project.

The SCS goals and policies to reduce VMT focus on transportation and land use planning that include building mixed use projects, locating residents closer to where they work and play, and designing communities so there is access to high quality transit service. The SCS identifies transportation network actions and strategies that are outside the City's jurisdiction and control, such as expanding the use of transit modes in sub regions (e.g., bus rapid transit (BRT), rail, limited-stop service, and point-to-point express service utilizing the high-occupancy vehicle (HOV) and high-occupancy toll (HOT) lane networks. In areas without quality transit, the SCS identifies land use strategies to promote development patterns that result in fewer vehicles miles travelled and thus lower GHG emissions. Such land use strategies including local government adoption of updated zoning codes, General Plans, and other regulatory policies that promote neighborhood-oriented development, suburban villages, and revitalized main streets consistent with SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) 2016–2040. Vehicle trips generated by growth within the Specific Plan Area would result in operational emissions through the consumption of fossil fuels.

The proposed Specific Plan Amendment would reduce commercial uses and increase the number of residential units in RiverPark which would result in reduction of 6.8 million vehicle miles travelled (VMT)

annually for Specific Plan Area when compared to the uses currently permitted by the Specific Plan. The uses currently allowed by the Specific Plan would generate 164.1 million VMT annually while the uses that would be permitted by the proposed Specific Plan Amendment would generate 157.3 million VMT annually.¹¹ This would be consistent with the features and measures identified in the Final EIR that would reduce GHG emissions.

In addition, because the Specific Plan Amendment is required to provide TDM fees paid to the City as a compensation for exceeding the air quality emissions thresholds of significance, the City would invest in emission-reducing technologies and programs that would reduce air quality emissions in the region. Generally, a reduction in air quality emissions would have the co-benefit of also reducing GHG emissions. The City would implement additional trip reduction measures to help further reduce vehicle-related emissions, as well as implement energy-consumption reduction programs to reduce GHG emissions.^{12, 13} Therefore, as the proposed Specific Plan Amendment would not result in an increase in GHG emissions when compared to the adopted Specific Plan and incorporates Project design features and mitigation measures that would result in the reduction of GHG emissions, no new significant impacts related to GHG emissions will result and no revised mitigation measures are required.

3.9 NOISE

Summary of Analysis in the Final EIR and Subsequent Addendums

Analysis of potential noise impacts resulting from construction activities, roadway noise, and stationary sources to both on- and off-site land uses was presented in the EIR. Temporary noise increases from equipment used during site development and individual building projects would result in significant impacts to both on- and off-site residential uses. However, with the inclusion of the recommended mitigation measures, these potential impacts would be reduced to less than significant. Future roadway noise levels were modeled based on the projected traffic volumes in the Project traffic study. The increase in roadway noise along roadways, both on and off site, generated by Project traffic was determined not to be significant. Mitigation measures were identified in the Final EIR to mitigate all potentially significant noise impacts to a less than significant level and no unavoidable significant noise impacts were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

No change in construction activities or the noise associated with construction would result from the proposed changes in uses permitted in Planning Districts B, C and D with the residential development

11 Source: Refer to **Appendix B** for CalEEMod output files.

12 City of Oxnard, *2030 General Plan Goals & Policies, Chapter 2: Sustainable Community (Adopted October 2011)*, pp. 2–11.

13 City of Oxnard, *Energy Action Plan: A Component of the Oxnard Climate Action and Adaptation Plan* (April 2013).

option chosen. Noise from the construction of the proposed uses was addressed in the RiverPark Final EIR. In addition, construction would occur in locations already analyzed in the Final EIR. The Final EIR determined that temporary construction impacts would be significant prior to mitigation. Mitigation measures identified in the Final EIR would reduce construction noise impacts to less than significant levels.

The analysis contained in the Final EIR predicted that increases in off-site ambient noise levels on existing and planned streets in the vicinity of the Specific Plan Area. Traffic volumes calculated for the proposed Specific Plan Amendment indicate that Districts B through E would generate approximately 32,011 daily trips. The analysis in the Final EIR estimated that Planning District B through E would have generated 56,244 daily trips. This results in a reduction of 24,233 daily trips in these Districts. Therefore, the Specific Plan Amendment would result in reduced traffic volumes, which would in turn result in a small decrease in roadway noise levels. The proposed Specific Plan Amendment would not result in any new significant impacts to off-site sensitive receptors and no additional or revised mitigation measures are required.

The proposed Specific Plan Amendment would allow the option for development of residential uses in District B which would be exposed to noise from traffic on the Ventura (US 101) Freeway. Other residential uses are located along the southern edge of RiverPark along the freeway. Due to the variations in the elevation of the freeway in relation to RiverPark, site specific noise studies are required by the City to determine the height and location of noise walls needed to attenuate freeway noise and ensure the City's noise standards for residential uses are met. The City Sound Regulation Ordinance prohibits excessive sound due to its detrimental nature to public health.¹⁴ The Ordinance does not control traffic noise along public streets but applies to all noise sources located on private property including on-site traffic. Properties within the City are assigned a sound zone based on their corresponding land use. Residential districts, such as those within RiverPark, are designated as Sound Zone I. Sound Zone IV includes all property within the noise contours around a roadway, railroad track, or the Oxnard Airport as identified in the Noise Element of the 2030 General Plan, such as the proposed residential uses in District B located along the freeway. In accordance with this existing review process, a site specific noise study will be required for any residential project proposed in District B. Therefore, no new significant noise impacts will result from permitting additional multifamily residential development in Districts B, C, and D and no revised mitigation measures are required. Therefore, no new significant noise impacts will result from permitting additional multifamily residential development in Districts B, C, and D and no revised mitigation measures are required.

Development of any of the scenarios presented in **Table 5** would allow additional commercial and residential development within Districts B, C and D. Noise from construction within the Specific Plan Area

¹⁴ City of Oxnard Municipal Code Article XI Section 7-180

was previously analyzed in the Final EIR and included mitigation measures to reduce construction noise impacts to less than significant levels. These mitigation measures would be applied to any scenario for development including commercial and residential uses. As stated in Section 3.6: Transportation and Circulation, implementation of the residential development option in all three districts would have the most change in number of vehicle trips and all other scenarios presented would result in reductions in Daily and AM Peak hour trips. Therefore, any of the other scenarios result in a small decrease in roadway noise levels. Furthermore, as stated above, development of residential uses within District B would be required to complete a site specific noise study, pursuant to City regulations. With the mitigation measures already required by the Final EIR, any development including the scenarios presented in **Table 5** would not result in any new significant noise impacts.

3.10 PUBLIC SCHOOLS

Summary of Analysis in the Final EIR and Subsequent Addendums

The RiverPark Specific Plan Area is located within the Rio School District (RSD) and the Oxnard Union High School District (OUHSD). The RiverPark Specific Plan included two sites designated for three new RSD schools. Planning Districts J and K include a 27-acre site for a new K-5 elementary school and a new K-8 middle school. Planning District G includes a 9-acre site for a second new elementary school with 9 net acres. These 36.0 net acres was determined to be sufficient in size to accommodate schools with a capacity of 1,660 students, plus space for full track and field facilities at the middle school. Approximately 2,110 students can be accommodated on these sites if 2-story buildings are built.

RSD and OUHSD provided student generation rates, which vary according to grade level and dwelling unit type, and which represent an estimate of the average number of students generated per residential dwelling unit. Based on these student generation rates, it was estimated that approximately 1,990 K–12 students would be generated by the development of all the residential uses that would be allowed by the Specific Plan, including 1,654 K–8 students and 337 high school students. The addition of these students generated by the permitted residential uses would significantly impact both school districts. However, with construction of the planned school facilities and payment of developer impact fees to the school districts, adequate school capacity would be created to accommodate these students and impacts would be mitigated to a less than significant level.

Mitigation measures were identified in the Final EIR to mitigate all potentially significant impacts to schools to a less than significant level and no unavoidable significant impacts to schools were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

Three K-8 schools have been built in the RiverPark Specific Plan Area as included in the RiverPark Specific Plan. As described above, the sites were provided in the Specific Plan for two K-5 elementary schools for grades K-5 and one Middle School for grades 7-8. The Rio del Mar Elementary school (Grades K-5) and Rio Vista Middle School (Grades 6-8) were developed for the Rio School District in Planning District J. The site identified for a second elementary school serving grades K-5 in Planning District G was developed the Rio Del Sol STEAM Academy which serves grades K-8. This K-8 school has a greater capacity than the K-5 school originally planned for this site. The combined capacity of these three schools is approximately 2,247 K-8 students. Based on 2018-2019 enrollment levels, the combined enrollment at these three schools was 1,655 students, leaving a remaining capacity of 592 students.

The RiverPark Specific Plan currently allows development of 3,043 residential units. The proposed Specific Plan amendment would allow the option to develop up to 4,068 residential units. Student generation rates are derived from the average number of students generated by each new residential unit. Student generation rates determined for the 2020-2021 year are based on a generation rate analysis of the historical residential development data overlayed with year 2020-2021 students living in new residential development. Based on the Rio School District's current student generation factors, the 1,025 additional residential units that would be permitted would generate 154 additional K-5 students and 52 students in students in grades 6-8; a total of 205 additional K-8 students as shown in **Table 11: Rio School District Student Generation** below. The additional scenarios including combinations of commercial and residential uses would generate fewer students than would be generated by implementing the residential option in Districts B, C and D.

As discussed above, the development of the K-8 Rio Del Sol STEAM Academy created additional school capacity above the amount originally planned that could accommodate additional students from residential development in RiverPark. On a district wide basis, the Rio Elementary School District determined enrollment in grades K-5 was 57 students over capacity while enrollment in grades 6-8 was 266 students over capacity.¹⁵ **Table 12: Rio School District Classroom Capacities**, shows the current capacities for schools within RSD as of the year 2021.

As shown, the Rio School District RSD has a total capacity of 4,885. As RSD enrollment as of 2020-2021 was 5,208 students, the district was over capacity by 323 students. Any need for additional school facilities in the Rio School District will be mitigated by the payment of school fees or through an amendment to the existing RiverPark school mitigation agreement.

¹⁵ *Developer Fee Justification Study*, Rio School District, April 2021, Table 2.

Table 11
Rio School District Student Generation

Scenario	Number of Units	Projected Students		
		K-5	6-8	K-8
District B, C & D	1,025	154	52	205
Districts B & C	613	92	31	123
Districts C & D	692	104	35	139
Districts B & D	745	112	37	149
District B	333	50	17	67
District C	280	42	14	56

Source: Rio School District Developer Fee Justification Study, April 2021, Table 4
Student Generation Rates: K-5 (0.15), 6-8 (0.05), K-8 (0.20)

Table 12
Rio School District Classroom Capacities

Grade Level	2020/21 Enrollments	2020/21 Capacity	Available Capacity
K-5	3,410	3,353	-57
6-8	1,798	1,532	-266
Total K-8	5,208	4,885	-323

Source: Rio School District Developer Fee Justification Study, April 2021, Table 2

Oxnard Union High School District has seven existing high schools, plus an independent study school and a continuation school. The high schools nearest to RiverPark are Oxnard High School, Pacifica High School and Rio Mesa High School. All three of these high schools have student enrollment in excess of their original facility capacity and portable classrooms are in use to accommodate part of their current enrollment. The Oxnard Union High School District has acquired land and is planning a new eighth high school southeast of N. Rose Avenue and Caesar Chavez Drive. Based on the Oxnard Union High School District's current student generation factors, the 1,025 additional residential units that would be permitted would generate 62 additional high school students, as shown in **Table 13: Oxnard Union High**

School District Student Generation.^{16,17} Development of any of the other scenarios in **Table 5** would generate fewer students.

Table 13
Oxnard Union High School District Student Generation

Scenario	Number of Units	Projected Students
		9-12
District B, C & D	1,025	62
Districts B & C	613	37
Districts C & D	692	42
Districts B & D	745	45
District B	333	20
District C	280	17
District D	412	25

Source: Oxnard Union High School District Developer Fee Justification Study, Sage Institute Inc., August 2020
Student Generation Rate: 0.06

Table 14: Oxnard Union High School District Classroom Capacities, shows the current capacities for each school within the OUHSD. Potential available school capacity for students generated by new residential development is determined by overlaying the District 2019/20 California Basic Educational Data (CBED) enrollments of grades 9-12 with the District 2020 capacity. As shown in the **Table 14**, the District 2019-20 enrollments for grades 9-12 exceeds capacity by 1,857 students.

Table 14
Oxnard Union High School District Classroom Capacities

Grade Level	2019-20 CBED	2020 Capacity	Available Capacity
9-12	17,901	15,324	-1,857

Source: Oxnard Union High School District Developer Fee Justification Study, Sage Institute Inc., August 2020

To offset the need for additional school facilities generated by residential development, Government Code Section 65995(b) establishes the base amount of allowable developer fees a school district can collect from development projects located within its boundaries. The fees obtained by the local districts are used to maintain the desired school capacity and the maintenance and/or development of new school

16 Oxnard Union High School District, *Developer Fee Justification Study*, August 2020.

17 OUHSD generation factor based off of 0.06 students per multifamily residential unit for grades 9 through 12.

facilities. These fees would be paid for the additional residential units to the Oxnard Union High School District. Pursuant to Section 65995(3)(h) of the California Government Code (SB 50, chaptered August 27, 1998), the payment of statutory fees “is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization.” Any need for additional school facilities in the Rio School District will be mitigated by the payment of school fees or through an amendment to the existing RiverPark school mitigation agreement. Therefore, impacts to local public schools as a result of the Project would be less than significant and no revised mitigation measures are required.

Development of any of the other scenarios presented in **Table 5** would generate fewer students than development of the proposed residential units in Districts B, C & D as shown by **Tables 11 and 13**. Any scenario that includes residential development would be required to provide developer fees to the school district in order to maintain the desired school capacity and the maintenance and/or development of new school facilities.

3.11 FIRE PROTECTION

Summary of Analysis in the Final EIR and Subsequent Addendums

Fire protection and emergency medical services to the Specific Plan Area are provided by the City Fire Department to the Project area. At the time the Final EIR was prepared, the City was operating six fire stations staffed by three fire fighters at all times.

The potential for fire hazards during construction was determined not to be significant. The potential for interference with emergency vehicles traveling through the area was considered minimal given the periodic and short-term nature of any construction-related traffic resulting from the development of individual projects within the Specific Plan Area.

As proposed, the RiverPark Specific Plan included a site for a new joint City/County fire station on Vineyard Avenue. This station, Station No. 7, would replace the existing County fire station located in the County El Rio Maintenance Yard on El Rio Drive in the RiverPark Specific Plan Area and provide an additional City fire station to serve this area. With the addition of this new fire station, no significant impacts were identified. No mitigation measures were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

The original RiverPark Specific Plan allowed development of up to 2,761 dwelling units, along with commercial buildings and school facilities. Over time, amendments to the Specific Plan have modified the maximum allowable development to allow for the development of 1,467,342 square feet of commercial uses and 3,043 residential units. To date 1,447,342 square feet of commercial and 3,003 residential units have been built and/or approved. New development proposed by the Specific Plan amendment allows a residential development option of 1,025 additional residential units that would require emergency fire protection and medical services. If chosen, the residential development option under the proposed Specific Plan amendment would decrease the amount of commercial development and increase the number of multifamily units within the Specific Plan Area. An increase in calls for service could result from the additional residential units. It is anticipated that demands for fire protection service would increase above current levels under the proposed Specific Plan amendment, as up to 1,755 additional residents would reside in the Specific Plan Area. Expected calls for service of residential occupancies are ten times greater than commercial occupancies. Adequate service can be provided, however, from the fire station built to serve RiverPark. In addition, the City formed a Community Facilities District RiverPark to provide funding for public safety costs.

Fire protection services in the RiverPark Specific Plan Area is provided from the City Fire Station No. 7, located at 3300 Turnout Circle in RiverPark on the northwest corner of Vineyard Avenue and Thames River Dr. Apparatus at Fire Station No. 7 includes Engine 67 and Hazardous Materials Unit 67. All personnel at this station are trained as Hazardous Materials Technicians and Specialists. The City's fire station is located adjacent to Ventura County Fire Station No. 51, which serves the unincorporated community of El Rio.

The Ventura County Local Agency Formation Commission 2018 Municipal Services Review for the City reported that the City employed 0.67 firefighters per 1,000 residents, an increase from the ratio of 0.48 firefighters per residents in 2000. Oxnard's current ratio is one firefighter per approximately 1,693 residents. The National Fire Protection Association (NFPA) recommends one fire station for every 15,000 residents. The NFPA recommends each fire station service approximately 15,000 residents. Oxnard's eight fire stations served approximately 26,000 residents per station.

The Oxnard Fire Department uses several metrics to determine that the City's emergency units are appropriately placed throughout the City including average first response travel time and average turnout time for medical and nonmedical calls.¹⁸ The average first response travel time is the amount of time it takes for a unit to drive to the call location for a Code 3 response where units have lights and sirens

18 Oxnard Fire Department, *Fire Statistics*, <https://www.oxnard.org/fire-department/oxnard-fire-statistics/>. Accessed December 2021.

indicating to the public to pull over to the right. The travel time goal is 4 minutes (240 seconds). This goal was established, as the time goal for travel time plus turnout time should put a fire unit at any location in the City in about 5 minutes. From January through October 2020, Fire Station No. 7 achieved this goal approximately 36 percent of the time for 473 service calls with an average travel response time of approximately 5.3 minutes (319 seconds).¹⁹ All locations in RiverPark are within 1.25 miles of Fire Station No. 7, which results in the response time being well within the 4 minute goal.

For these reasons, the proposed Specific Plan Amendment would not result in any new or substantially more severe significant impacts and no mitigation measures are required.

Fire services provided by Fire Station No. 7 would be adequate for development of any of the scenarios identified in **Table 5**. Residential and commercial development would be adequately served in each district and response time would be well within the City's goal for travel time. As development of the residential development option in all three districts would result in the greatest number of additional residents, any combination of commercial and residential development within the three districts would be within the NFPA recommendation of one fire station per 15,000 residents. For these reasons, any of the potential development scenarios would have less than significant impacts to fire services.

3.12 POLICE PROTECTION

Summary of Analysis in the Final EIR and Subsequent Addendums

Law enforcement and police protection services are provided to the City and the Project area by the City Police Department. The Police Department has one station, located near Oxnard City Hall, and three storefront police substations, which are used for community-based policing. Site development and construction would not normally require services from the Police Department, except in the cases of trespassing, theft, and vandalism. Such activities at a construction site are not unusual but are only occasional and do not typically place undue demands on police protection services. Slow-moving construction-related traffic along local roadways may reduce optimal traffic flows on these roadways and could conceivably delay police and emergency vehicles or contribute to a vehicle accident. This potential is considered minimal given the periodic and short-term nature of any construction related traffic, and no significant impacts are expected with implementation of flagmen and other standard construction practices.

Based on available crime statistics at the time the EIR was prepared, the Police Department based its service planning on a basis of 0.4 calls for service per capita. The projected increase in population for the

¹⁹ City of Oxnard, *Average First Response Travel Time*, <https://www.oxnard.org/average-first-response-travel-time/>. Accessed December 2021.

2,805 units allowed by the Specific Plan was approximately 7,220. This population would generate approximately 2,900 calls for service annually. Based on the number of calls for service estimated to be generated by the RiverPark Project, the Oxnard Police Department determined additional police personnel would be required to provide police services to the Project. Based on the fiscal impact study prepared for the Specific Plan, revenues accrued to the City's General Fund from sales taxes, property taxes, etc., would provide the funds needed for police service.

District D of the Specific Plan permits the development of a storefront police station of approximately 1,000 square feet within the commercial portion of the RiverPark Community when warranted by the increase in the number of calls for service to mitigate the impact of the addition of service area to the existing response beat serving the Specific Plan Area. No significant impacts to police services were identified in the Final EIR. A mitigation measure was identified in the Final EIR to mitigate all potentially significant impacts to police protection to a less than significant level and no unavoidable significant impacts to police protection were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

The proposed Specific Plan amendment would allow a residential development option. If chosen, a decrease in the amount of commercial development and increase in the amount of multifamily residential development within Districts B, C and D would occur. The 1,025 units the Specific Plan Amendment would result in a projected increase in population of approximately 1,755.²⁰ At an estimated rate of 0.4 service calls per capita, the total increase in annual service calls from the additional residential units would be 702 calls. This increase would be offset by the reduction in calls for service from the reduction in the amount of commercial development of approximately 562,000 square feet. The potential increase in calls for service is not substantial in relation to the calls for service estimated in the Final EIR for RiverPark.

In addition, an Oxnard Police substation is located at 2751 Park View Court in the Collection retail commercial development in District D. One (1) full-time police officer is dedicated to providing service in RiverPark. The City also formed a Community Facilities District RiverPark to provide funding for public safety costs. For these reasons, the proposed Specific Plan Amendment would not result in any new or substantially more severe significant impacts and no revised mitigation measures are required.

The estimated number of calls for all of the residential development options in **Table 5** would not be substantial in relation to the calls for service estimated in the Final EIR for RiverPark. As stated in the Final EIR for the Specific Plan, a fiscal impact study found that the revenues accrued to the City's General Fund

²⁰ RCLCO Real Estate Consulting, Occupancy Characteristics Memorandum, October 6, 2021.

from sales taxes, property taxes, etc., would provide the funds needed for police service. These revenues would be collected from residences as well as commercial uses if any options presented in **Table 5** were to be developed. Therefore, development of any of these scenarios would not require a significant increase in police services and taxes provided from operation of these uses would be sufficient to fund the City's General Fund to create additional police facilities.

3.13 PARKS AND RECREATION

Summary of Analysis in the Final EIR and Subsequent Addendums

At the time the EIR was prepared, there were 756 acres of developed parkland in the City, including a 224-acre public golf course. The City park planning standard for total developed acres of parkland is 3.0 acres per thousand population, as established by the Quimby Act. Individual standards for Neighborhood and Community Parks are 1.5 acres per 1,000 population.

As originally proposed, the RiverPark Specific Plan would allow development of a maximum of 2,085 dwelling units, with an estimated residential population of approximately 7,220 persons. Based on the City's park planning standards, approximately 11 acres of neighborhood parkland and 11 acres of community parkland are required to serve this estimated population. Since the Specific Plan was originally adopted, an addendum was processed analyzing the development of up to 3,145 residential units. This increase in residential units proposed would increase the residential population within the Specific Plan Area. If all 340 additional dwelling units allowed by the proposed Specific Plan amendment were built, the projected increase in population would be approximately 874 persons. When added to the Adopted population estimate of 7,220 persons for the adopted Specific Plan, the total population in the Specific Plan area would be 8,094 persons. This additional population would increase the demand for parks within the Specific Plan area. Using this standard, the proposed Specific Plan amendment would require approximately 12 acres of Neighborhood Park space and 12 acres of Community Park space.

The Specific Plan included a variety of parks and open space areas. Three neighborhood parks are proposed within the Residential Planning Districts. In total, approximately 13 acres of neighborhood parkland will be provided. This amount exceeds the 12 acres required under the City's planning standards for neighborhood parks. Based on the school facilities requirements of the State Department of Education, a minimum of 12 acres of playfields was required for the number of students planned for the schools planned in RiverPark. Depending on the site plans for the elementary and intermediate school sites, up to 18 acres of playfield space would be provided. The amount of community playfields provided on the school sites would be greater than the 12 acres required under the City's planning standards for community parkland. In addition, the Specific Plan would be consistent with the goals and policies of the Parks and Recreation Element Plans and Policies of the General Plan. Therefore, impacts to parks and

recreation were determined to be less than significant and no mitigation measures were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

This increase in residential units proposed would increase the residential population within the Specific Plan Area. Since the Specific Plan was originally adopted, it has been amended to allow the development of up to 3,043 residential units, which was less than the specific plan amendment analyzed in Addendum 12. The proposed Specific Plan Amendment would allow the option to increase the maximum number of residential units allowed in the Specific Plan Area to 4,068 units while subsequently reducing commercial square footage allowed in the selected District.

The current City standard for total developed acres of parkland is 3.0 acres per 1,000 population, as established by the Quimby Act. Individual standards for Neighborhood and Community Parks are 1.5 acres per 1,000 population. Using this standard, with the proposed Specific Plan amendment, approximately 16 acres of Neighborhood Park space and 16 acres of Community Park land would be required.

The Specific Plan Area as developed includes approximately 23 acres of Neighborhood Park space and 30 acres of Community Park space. This amount exceeds the required park space under the City planning standards. In addition, the proposed Specific Plan Amendment would be consistent with the goals and policies of the Parks and Recreation Element Plans and Policies of the General Plan. Therefore, impacts would remain less than significant and no mitigation measures are required.

Development of residential uses in all three Districts (B, C and D) would generate the greatest increase in residents. The other development scenarios in **Table 5** would include fewer residential units and would generate fewer new residents and lower demand for parks.

3.14 SOLID WASTE MANAGEMENT

Summary of Analysis in the Final EIR and Subsequent Addendums

Site preparation and construction activities related to development of the RiverPark Specific Plan was estimated to produce approximately 52,000 cubic yards of solid waste, assuming no diversion of construction wastes. Some of this waste would be diverted at the City's Del Norte Materials Recovery Facility (MRF). This facility separates recyclables from trash, thereby reducing the waste stream entering local landfills. Given the present and expected future availability of landfill space at the Simi Valley and Toland Road Landfill, the incremental nature of solid waste generated during construction, and the recycling rate of waste at the City's MRF, no significant impacts to solid waste disposal facilities were identified from construction that would occur in the Specific Plan Area.

Approximately 15,130 tons per year of waste would be generated annually by the uses allowed by the Specific Plan. This amount would average approximately 41.5 tons per day. Based on the daily capacity of the Del Norte MRF, no significant impacts to this facility were identified. After diversion, the amount of solid waste generated by the Project for disposal in landfills was estimated at 5,145 tons per year.

In 2011, Addendum 12 analyzed a proposed amendment to the Specific Plan to allow an increase in the number of dwelling units allowed within the Specific Plan area to a maximum of 3,145 units and reduce the maximum amount of commercial development by approximately 407,000 square feet. This change resulted in an increase of the total amount of Solid waste generated by construction of the uses allowed by the Specific Plan to approximately 54,450 cubic yards. This represents a maximum increase of approximately 7,000 cubic yards as compared to the estimated construction waste calculation contained in the Final EIR.

Based on available and planned landfill capacity, this impact was determined to be less than significant, and no mitigation measures were identified in the Final EIR or subsequent addendums. No additional updates to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

Construction

Solid waste generated by construction of the uses allowed by the Specific Plan would increase with all residential option selected. The Final EIR estimated the amount of solid waste generated by construction based on 15 cubic yards of waste per residential unit, and 70 cubic yards of waste for every 20,000 square feet of commercial land use. The reduction in the amount of commercial development would reduce construction waste by 1,969 cubic yards while the increase in residential units would increase construction waste by 15,375 cubic yards as shown in **Table 15: Construction Solid Waste Generation**, resulting in an overall net increase of 13,406 cubic yards.

Given the present and expected future availability of landfill space at the Simi Valley and Toland Road Landfills, the incremental nature of solid waste generated during construction, and the recycling of waste at the MRF, capacity would remain to accept the incremental increase in solid waste generated by the proposed Specific Plan amendment. Therefore, impacts would remain less than significant and no mitigation measures are required.

The scenarios presented in **Table 5** would generate lower volumes of construction waste than implementation of the residential option in all three districts as shown in **Table 15**. As such, development of any scenario presented in the table would not generate more waste and impacts would not be significant.

Table 15
Construction Solid Waste Generation

Scenario	Commercial (cubic yards)	Residential (cubic yards)	Total
District B, C & D	0	15,375	15,375
Districts B & C	791	9,195	9,986
Districts C & D	640	10,380	11,020
Districts B & D	538	11,175	11,713
District B	1,329	4,995	6,324
District C	1,431	4,200	5,631
District D	1,177	6,180	7,357

Source: Meridian Consultants, LLC., 2021

Operation

With the residential development option selected, once developed and occupied the 1,025 additional multifamily residential units would generate 1,199 tons per year of solid waste based on the solid waste generation factor in the Final EIR²¹ while the respective decrease in commercial development would generate 3,686 tons per year of solid waste, resulting in an overall decrease of 1,695 tons per year of solid waste. This would be a reduction in the amount of solid waste generated when compared to the approved Specific Plan as evaluated in the Final EIR.²² Waste composition is expected to consist of cardboard and plastic materials used in product packaging, along with aluminum cans, glass, food wastes, and landscape green trimmings. Based on available and planned landfill capacity, impacts would remain less than significant and no mitigation measures are required.

Development of the scenarios presented in **Table 5** would include development of commercial and residential uses within Districts B, C and D. Solid waste generated by the development of any of these scenarios would be similar. Scenario C would generate the most solid waste during operation with approximately 100 tons/year more than implementing the residential development option in Districts B, C and D as shown in **Table 16: Operational Solid Waste Generation**. This is a negligible increase in solid waste and waste diversion to the City's Del Norte MRF is not included in this factor. Given the present and expected future availability of landfill space at the Simi Valley and Toland Road Landfills and the recycling of waste at the MRF, capacity would be available to accept the incremental increase in solid waste generated by the scenarios. No additional mitigation measures are needed and no further analysis is required.

21 Generation factor of 1.17 tons/year multiplied by 1,025 multifamily residential units.

22 Generation factor of 0.0024 tons/year multiplied by 1,536,000 square feet of commercial uses.

Table 16
Operational Solid Waste Generation

Scenario	Commercial (tons/year)	Residential (tons/year)	Total
District B, C & D	0	1199	1,199
Districts B & C	543	717	1,260
Districts C & D	439	810	1,248
Districts B & D	369	872	1,240
District B	911	390	1,301
District C	981	328	1,309
District D	807	482	1,289

Source: Meridian Consultants, LLC., 2021

3.15 LIBRARY SERVICES

Summary of Analysis in the Final EIR and Subsequent Addendums

The Oxnard Public Library operates three facilities and provides library services to the residents of the City. Under the adopted RiverPark Specific Plan 3,003 units are currently built and approved to date. According to the fiscal impact study conducted for the proposed Specific Plan, approximately 7,718 new residents would be generated by buildout of the RiverPark Specific Plan. This increase in residents would result in an increase in the demand for library materials and space. In 2011, Addendum 12 was processed to allow for an increase in the number of dwelling units within the Specific Plan area to allow for a maximum of 3,145 units and reduce the maximum amount of commercial development by approximately 407,000 square feet. The addendum estimated that this would result in 8,094 new residents that would be generated by buildout of the proposed amendment. This increase in residents would result in an increase in the demand for library materials and space. The City's Public Library system currently contains adequate capacity to serve the City.

District D of the Specific Plan permits the development of a storefront library facility to serve the residents in the Specific Plan Area, as well as residents throughout the City. Funding for the operation of library facilities is provided by allocations from the City's General Fund. Based on the fiscal impact study prepared by the City, revenues accrued to the City's General Fund from sales taxes, property taxes, etc., would meet the capital outlay for library service as well as fully funding all other necessary urban services required by the Specific Plan. Therefore, the increased demand for library services could be met through the allocation of revenue from the City's General Fund. As such, no significant impacts related to the provision of library services are expected as the cost to operate and maintain library services to the site would be covered by

established funding sources and no mitigation measures were identified in the Final EIR. No update to this analysis or conclusions was provided in any other subsequent addendums.

Analysis of Proposed Specific Plan Amendment

The proposed Specific Plan amendment would allow the development of an additional 1,025 multifamily residential units with an associated increase of 1,755 additional residents.²³ This increase in residents would result in an increase in the demand for library materials and space. The City's Public Library system currently contains adequate capacity to serve the City.

The adopted Specific Plan amendment permits the development of a storefront library facility to serve the residents in the Specific Plan Area, as well as residents throughout the City. Funding for the operation of library facilities is provided by allocations from the City's General Fund and impact fees for Cultural and Recreational Facilities. Revenues accrued to the City's General Fund from sales taxes, property taxes, etc., would meet the capital outlay for library service as well as fully funding all other necessary urban services required by the proposed Specific Plan amendment. Therefore, the increased demand for library services could be met through the allocation of revenue from the City's General Fund. As such, no significant impacts are expected as the cost to operate and maintain library services to the site would be covered by established funding sources. Therefore, impacts would be less than significant and no mitigation measures are required.

Development of any of the scenarios presented in **Table 5** would be subject to impact fees which would go towards the City's General Fund and provide funding for additional library services. Additionally, sales taxes, property taxes, etc., collected from the development of residential and commercial mixes would meet the capital outlay for library service as well as fully funding all other necessary urban services required by the proposed Specific Plan amendment. As such, development of any of these scenarios would not result in new or substantially more severe significant impacts.

3.16 STORMWATER DRAINAGE

Summary of Analysis in the Final EIR and Subsequent Addendums

The drainage master plan included in the RiverPark Specific Plan maintained the general drainage patterns established in the City's Master Plan of Drainage and was designed to meet and exceed the Ventura County and City drainage criteria. The RiverPark Specific Plan Area is generally flat, with gradients of less than 0.5 percent. The land generally slopes to the southwest corner of the Specific Plan Area, where the Ventura Freeway crosses the Santa Clara River. The approximately 702-acre Specific Plan Area accepts runoff from areas to the north and east of the Specific Plan Area totaling approximately 500 acres.

23 RCLCO Real Estate Consulting, Occupancy Characteristics Memorandum, October 6, 2021.

In addition to being designed to provide the capacity needed to convey storm flows from the Specific Plan Area and the off-site areas that drain into the site, the proposed drainage system was designed to provide water quality treatment of all storm flows from on- and off-site tributary areas. As the proposed drainage system provided adequate capacity for on- and off-site runoff, no significant impacts to drainage conditions in the area were identified in the RiverPark EIR.

The RiverPark drainage plan routes stormwater flows from storms in excess of a 10-year event into the reclaimed mine pits in the northern portion of the Specific Plan Area. Analysis conducted for the EIR determined that there was adequate storage capacity and freeboard available in these pits, even if groundwater levels are at historic highs. Based on this analysis, it was found that no significant flooding impact from the use of the water storage basins as drainage facilities would result.

The RiverPark Specific Plan also allows the Water Storage/Recharge Basins to be used by the UWCD for the storage of water diverted from the Santa Clara River at the UWCD Freeman Diversion Dam to recharge groundwater in the Oxnard Plain Aquifer System. UWCD plans to integrate the reclaimed mine pits into its network of facilities in the area and diverted water stored in these pits may be pumped to other existing groundwater spreading facilities or supply pipelines in the area. UWCD will have the ability to manage the level of water in the Water Storage/Recharge Basins to ensure that adequate capacity for stormflows and adequate freeboard are maintained. No significant flooding impacts, therefore, were identified from the proposed use of the reclaimed mine pits as water storage and recharge basins by UWCD.

A review of the flood protection provided by the Santa Clara River levee indicated the site was adequately protected from potential flooding impacts from the river by the levee. The Specific Plan Area is not located within a designated 100-year flood zone and no significant flooding impacts were identified and no mitigation measures were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

Substantial portions of the planned drainage system within the Specific Plan Area have been constructed. The proposed Specific Plan amendment would change the allowed uses in the central portion of the community but would not change the street or drainage system. The Specific Plan drainage system is designed to provide water quality treatment of all storm flows from on-site areas and a portion of off-site tributary areas. As the drainage system has adequate capacity for on- and off-site runoff, the change from commercial uses to high-density residential uses would also not change the drainage characteristics of the affected portions of the Specific Plan Area substantially as commercial and high-density residential uses have similar site coverage characteristics.

Flood protection from the Santa Clara River is provided by the existing Santa Clara River Levee. This levee, approximately 4.75 miles in length, consists of a stone-faced compacted earth embankment protected by stone revetment, a stone toe, and groins. Drainage inlet structures are provided through the levee to allow drainage into the river. The Ventura County Watershed Protection District is responsible for the operation and maintenance of the levee, which was originally constructed by the Army Corps of Engineers.

The Federal Emergency Management Agency (FEMA) reviews and certifies the adequacy of levees to provide flood protection as part of the process of determining flood risks and preparing Flood Insurance Rate Maps (FIRMs) under National Flood Insurance Program. In 2005, FEMA initiated a nationwide effort to verify the certification status of all levees currently identified as providing flood protection on FIRMs. As part of this process, FEMA established a two-year Provisionally Accredited Levee (PAL) designation process. This process allows local agencies two years to provide FEMA with a levee certification report providing technical documentation confirming the levee meets FEMA levee certification standards. The Santa Clara River Levee was provisionally accredited under this program.

The Ventura County Watershed Protection District completed an evaluation report on the Santa Clara River Levee in February 2009. This report concluded the levee may meet FEMA certification standards, but additional data or documentation were required.

The Ventura County Watershed Protection District has completed studies for improvements to the levee and an Interim Risk Reduction Measures Plan to manage potential flooding risks until improvements to the levee are funded and completed.

The current FEMA Flood Insurance Rate Map (FIRM) that includes RiverPark shows portion of RiverPark are located in Flood Zone X, which is an area of reduced or residual flood risk due to protection from a levee. Planning Area B is within Flood Zone X. Planning Areas C and D are not located in this zone.

A Conditional Letter of Map Revision (CLOMR) is currently being processed with FEMA for the Village (Wagon Wheel) Specific Plan project located across the Ventura Freeway from RiverPark. The hydrology modeling completed for this CLOMR indicates that the future base flood elevation on the riverine side of the Santa Clara River levee that would affect Planning Area B is between 76.8 feet on the southern edge of this planning area to 77.6 feet in the central portion of this planning area. The elevation of the Santa Clara River Levee in this area is approximately 80 feet, sufficient in height to provide adequate flood control protection for Planning Area B. Planning Area B is also potentially subject to floodwater from south of the freeway on Ventura Road. Construction of the finished floor of any residential buildings above 78.8 feet on the southern edge of this planning area to 79.6 feet in the central portion of this planning area will avoid any potential flood risks. As individual development projects are proposed over time, potential flooding issues will be addressed based on the best available flood hazard information available at the time of submittal.

No new significant or substantial increase in the severity of flood impacts would result from the Specific Plan Amendment, which would permit the additional multifamily residential development in option Planning Areas B, C and D and no mitigation measures are required.

As stated above, the existing drainage system within the Specific Plan Area has adequate capacity for on- and off-site runoff. Development of any of the scenarios in **Table 5** would have similar site coverage characteristics. Districts C and D, as stated above, are not located within an area of reduced or residual flood risk.

3.17 WATER SUPPLY AND DISTRIBUTION

Summary of Analysis in the Final EIR and Subsequent Addendums

The City's water supply consists of imported surface water and local groundwater sources. The City blends the water from these two sources to achieve a balance between water quality, quantity, and cost. The water demand for the uses allowed by the RiverPark Specific Plan was developed based on the water consumption factors outlined in the City's Urban Water Management Plan and historical city data. If all uses permitted by the RiverPark Specific Plan as originally adopted are built at the maximum allowed intensity, approximately 1,835 afy of water will be needed. Under the RiverPark Specific Plan as currently adopted 1,492 afy of water will be needed.

Individual building projects within the Specific Plan Area would be required to meet standard requirements of the City, the State, and the Uniform Building Code. These requirements act to conserve potable water, ensure adequate water flow, and pay for the construction of improvements to the water distribution system as outlined in the City's Water System Master Plan. The overall demand would build over time as individual building projects within the Specific Plan Area are developed.

A Water Supply Assessment (WSA) was prepared for the RiverPark Project and included in the Final EIR. As required by the State Water Code and CEQA, this WSA describes the City's water supplies and assessed the ability of the City to provide the water needed to serve RiverPark and meet all other projected demands over a 20-year period. These projections are required for periods when normal water supplies are available, and during single- and multiyear drought periods.

Fox Canyon Groundwater Management Agency (FCGMA) manages local extraction of groundwater from the Oxnard Aquifer System to prevent overdraft of the aquifer system in accordance with a groundwater management plan adopted in 1985. The FCGMA adopted an ordinance in 1990 that established groundwater extraction allocations for all cities using local groundwater. Unused allocations can be accumulated for use in future periods. The City has two existing allocations, one for the City's own water wells and a second allocation held in trust by the United Water Conservation District.

Under the FCGMA Ordinance, when irrigated agricultural land is converted to municipal uses, an additional groundwater allocation is transferred to the agency providing water to these uses. Since the RiverPark Specific Plan Area contained eight active water wells, the allocations for these wells were also eligible to be transferred to the City, in addition to the allocation from conversion of agricultural land. A total of 1,580 afy of groundwater allocations were available for transfer to the City. This additional supply would meet approximately 85 percent of the total estimated demand for the RiverPark Project of 1,835 afy.

In addition to local groundwater extraction, the WSA reflected the City's Groundwater Recovery Enhancement and Treatment (GREAT) Program as part of projected future water supplies. The GREAT Program is a key component of the City's long-range water strategy to combine wastewater recycling, groundwater injection, and groundwater desalination to make more efficient use of existing local water resources to meet projected water supply needs. The WSA concluded the City would have adequate supplies to meet the needs of RiverPark and all other existing and projected needs over the next 20 years.

The proposed on-site water distribution system consists of a looped network of 12-inch water transmission lines in the major streets. The proposed water transmission system was designed to conform to all City standards and determined to be adequate to serve the proposed Specific Plan Area and no mitigation measures were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

As required by State law, the City updates its Urban Water Management Plan every 5 years. The City's current Draft 2020 UWMP, updated as of October 2021, reported the total volume of potable water distributed by the City to its service area in 2020 was approximately 25,885 acre-feet per year (afy).²⁴ The City's water supply sources continue to consist of imported water purchased from the Calleguas Municipal Water District (about 27 percent of the City water supply; 7,060 afy in 2020); groundwater from the United Water Conservation District (about 39 percent of the City supply; 10,074 afy in 2020) and groundwater pumped from City-owned wells (about 30 percent of the City supply; 7,744 afy in 2020).

Other programs within the City provide additional smaller amounts of water. These include the Advanced Water Purification Facility (AWPF), which is part of the City's wastewater treatment system and uses Reverse Osmosis technology to produce treated wastewater that can be recycled for irrigation and other uses to offset the demand for potable water. The Calleguas Municipal Water District participates in this program by conveying treated wastewater from the City AWPF to agricultural customers for irrigation in lieu of groundwater pumping. As of 2020 the AWPF has the capability to produce about 7,000 afy. This

24 City of Oxnard, Draft 2020 Urban Water Management Plan (October 2021), <https://www.oxnard.org/city-department/public-works/water/uwmp/>. Accessed December 2021.

effort is part of the City's Groundwater Recovery Enhancement and Treatment (GREAT) program. In coordination with other service providers in the region (including Pleasant Valley County Water District, Port Hueneme Water Agency, and UWCD, the GREAT program is a regional effort that will assist in aquifer restoration and in achieving the groundwater allocation restrictions imposed by the FCGWMA. Another component of the City's GREAT program is its desalinization plant, or Desalter #1. This plant treats brackish groundwater and works in conjunction with the AWPf described above and the City's groundwater injection well as part of the larger aquifer or groundwater management system. At the present time, expansion of the desalinization program to treat seawater is not considered financially feasible.

The reduction in the amount of commercial development and the increase in multifamily residential development would result in a net decrease in water demand. As shown in **Table 17: Estimated Water Demand**, the 562,000 square foot reduction in commercial development would reduce water demand by 113.4 afy, while the increase in multifamily residential development of 1,025 units would increase demand by 108.0 afy, resulting in net decrease in water demand of 5.4 afy.

Table 17
Estimated Water Demand

Scenario	Land Use		Change in Annual Commercial Demand (af)	Change in Annual Residential Demand (af)	Annual Net Change (af)
	Commercial (ksf)	Residential			
District B, C & D	-562,000	+ 1,025 units	-113.4	108.0	-5.4
Districts B & C	-336,377	+ 613	-67.8	64.6	-3.2
Districts C & D	-379,727	+ 692	-76.6	72.9	-3.7
Districts B & D	-408,810	+ 745	-82.4	78.5	-3.9
District B	-182,730	+ 333	-36.8	35.1	-1.8
District C	-153,647	+ 280	-31.0	29.5	-1.5
District D	-226,080	+ 412	-45.6	43.4	-2.2

Source: Draft 2020 Urban Water Management Plan (October 2021).

Notes: *Commercial Generation – 180 GPD/ksf; Residential Generation – 55 GPD

*Average household of 1.71 multiplied by number of residential units

*+3 AFY added to indoor water demand for outdoor landscape water demand

af = acre-feet (325,900 gallons)

Ksf = thousand square feet

As total water demand would be reduced, no new significant impacts to water supply or service will result from the proposed Specific Plan Amendment and no mitigation measures are required.

As shown in **Table 17**, development of any of the potential development scenarios would not generate a significant change in water demand and all would result in a decrease in overall water demand.

3.18 WASTEWATER SERVICE

Summary of Analysis in the Final EIR and Subsequent Addendums

A sewage collection system, consisting of roughly 300 miles of trunk sewers and 16 sewage lift stations, conveys flows from seven major sewer trunk systems in the City to the Oxnard Wastewater Treatment Plant (OWWTP), located at the southern end of the City in the Ormond Beach area. The development and operation of this sewage system is outlined in the City's Wastewater Collection System Master Plan (2001), which outlines the general location and sizing of existing and planned sewage lines in the City.

The RiverPark Project was estimated to generate approximately 780,000 gallons per day (0.78 million gallons per day [mgd]) of wastewater when fully developed. The OWWTP currently has an average dry weather flow (ADWF) capacity of 31.7 mgd and a peak wet weather flow (PWWF) capacity of 68.2 mgd. Total volume treated at the OWWTP in 2000 was 21.75 mgd, indicating there was capacity to treat an additional 9.95 mgd of wastewater. An expansion of the OWWTP, planned to coincide with the growth in the demand for treatment, would provide for treatment of an ADWF of 39.6 mgd and a PWWF of 75.4 mgd. With this expansion, adequate future capacity in the treatment plant would be provided for all projected growth in the City's Oxnard Planning Area. The Oxnard Wastewater Treatment Plant has the existing and planned capacity to treat the 0.78 mgd of additional wastewater that would be generated by the RiverPark Specific Plan. No significant impact on wastewater treatment capacity was identified.

All the proposed sewage lines within the Specific Plan Area were sized to accommodate the wastewater generated by the proposed uses. After collection in the on-site sewer system, wastewater will be conveyed in the Central Trunk Sewer to the Oxnard Wastewater Treatment Plant. The City requires individual building projects to pay the City's sewer connection fees, which provides funds to the City to make the improvements identified in the Wastewater Collection System Master Plan. In addition, the City requires individual building projects to provide adequate capacity to convey sewage to a safe point of discharge. In this manner, the existing sewage collection and conveyance system would be upgraded as necessary to accommodate sewage created by development of the land uses allowed by the RiverPark Specific Plan. No significant impacts related to wastewater collection and conveyance were identified and no mitigation measures were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

All of the proposed sewer lines within the Specific Plan Area have been sized to accommodate the wastewater generated by the uses as permitted by the Specific Plan as originally approved. Any change in development in the Specific Plan Area would require a study verifying downstream sewer capacity is adequate to serve sewer discharge demands. As shown in **Table 18: Estimated Wastewater Generation**, the reduction in the amount of commercial development by 562,000 square feet and the increase in multifamily residential development by 1,025 units would result in a net decrease in the amount of wastewater generated by the RiverPark Specific Plan Project of approximately 4,032 gallons per day. The annual net water demand is divided by the flow rate to show estimated use per unit and is further divided to produce annual number of gallons per unit per day. This totals approximately 83 percent wastewater generated.

No new significant impacts to wastewater collection and treatment would result from the proposed Specific Plan Amendment and no mitigation measures are required.

The estimated wastewater generation rate of 83 percent can be applied to each of the scenarios presented in **Table 5**. As illustrated in **Table 18**, implementation of the residential development option in all 3 districts would have the greatest change in water demand and the other potential development scenarios would require less water.

Table 18
Estimated Wastewater Generation

Scenario	Annual Water Demand (gpd)	Wastewater Generation (gpd)
District B, C & D	-1,765,874	-4,031.68
Districts B & C	-1,055,657	-2,410
Districts C & D	-1,191,820	-2,721
Districts B & D	-1,283,176	-2,930
District B	-572,959	-1,308
District C	-481,603	-1,100
District D	-709,122	-1,619

Source: Draft 2020 Urban Water Management Plan (October 2021).

Notes: *Flow rate of 1.2 used for annual wastewater calculations – (Scenario annual water demand)/1.2/365

3.19 ENERGY

Summary of Analysis in the Final EIR and Subsequent Addendums

Natural gas and electricity are provided to all developed portions of the City, including the Specific Plan Area, by the Southern California Gas Company (SoCalGas) and Southern California Edison, respectively. The total amount of electricity needed to serve the Original Specific Plan as analyzed in the certified Final EIR was estimated at approximately 60 million kilowatt-hours (kWh) per year and approximately 65 million kilowatt-hours per year for the Specific Plan as amended in June 2012 (“Adopted Specific Plan”) and analyzed in Addendum 12. Approved facilities located in central and Southern California alone will provide approximately 3,613 additional megawatts, which is enough power to supply over 2.7 million homes. The additional electrical demand of the Project can be accommodated within the long-term source and distribution planning. In addition, individual building projects within the Specific Plan Area are required to comply with the Energy Building Regulations adopted by the California Energy Commission (Title 24 of the California Administrative Code) as mitigation against the wasteful use of energy. For these reasons, no significant impacts on electrical supply or service were identified.

Total natural gas consumption for the Original Specific Plan as analyzed in the certified Final EIR was estimated to be approximately 285.5 million cubic feet (cf) per year and approximately 290.6 million cubic feet-per year for the Specific Plan as amended in June 2012 and analyzed in Addendum 12. Available information indicated natural gas supplies to California will remain plentiful for the next several decades. The total resource base for the lower 48 states is estimated to be 975 trillion cf, enough to continue current production levels for more than 50 years. Technology enhancements will continue to enlarge the resource base; however, production capacity increases remain less certain. Despite this concern, production from lower 48 states is expected to increase from 17.1 trillion cf in 1994 to 36.1 trillion cf in 2021.²⁵

Because the RiverPark Project could be accommodated within the long-term source and distribution planning of SoCalGas, and because future uses on the Project site are required to comply with Title 24 of the California Administrative Code as mitigation against the wasteful use of energy, it was determined the Project would not result in significant impacts to natural gas service and no mitigation measures were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

²⁵ US Energy Information Administration.

Analysis of Proposed Specific Plan Amendment

To account for current energy standards, updated energy demand estimates for the land uses allowed by the Original Specific Plan and proposed Specific Plan Amendment contained in the CalEEMod air emissions modeling are used in this analysis. The 562,000 square foot reduction in the amount of commercial development and 1,025 unit increase in residential development would decrease demand compared to the land uses allowed by the Adopted Specific Plan by 796,105 kWh per year, as shown in **Table 19: Electricity Demand** and a greater decrease from the approximately 65 million kilowatt-hours per year estimate in Addendum 12 for the Adopted Specific Plan. This represents a decrease of 1.6 percent from the 50,904,039 kWh per year electrical demand estimate for the Project under the adopted Specific Plan.

Table 19
Electricity Demand

Scenario	Quantity (kWh/year)
Adopted Specific Plan ^a	50,904,039
Proposed Specific Plan Amendment ^a	50,107,934
Difference from Adopted Specific Plan	-796,105

kWh = kilowatt-hours

^a Energy calculations are provided in **Appendix C**.

This decrease in electrical demand can be accommodated by Southern California Edison. In addition, individual building projects within the Specific Plan Area would be required to comply with the Energy Building Regulations adopted by the California Energy Commission (Title 24 of the California Administrative Code), which have been upgraded since preparation of the Final EIR. For these reasons, no new significant impacts on electrical supply or service will result from the Specific Plan Amendment as proposed.

The 562,000 square foot reduction in the amount of commercial development and 1,025 unit increase in residential development with the residential development option chosen would incrementally increase annual natural gas demand compared to the Adopted Specific Plan by 14,798,510 cf per year, as shown in **Table 20: Natural Gas Demand**.

This represents an incremental increase of 20.1 percent from the 73.5 million cubic feet (mcf) per year natural gas demand estimate for land uses allowed by the Adopted Specific Plan. Overall, natural gas demand would be much less than identified in the Final EIR and Addendum 12 as a result of increased efficiency due to changes in energy efficiency standards. The proposed land uses in the Specific Plan Area

would be within the service capacity of SoCalGas which is anticipated to have an available capacity of approximately 3,225 mcf of natural gas per day (or 1,177,125 mcf per year) in 2028, which is assumed as the year the Specific Plan would build out.²⁶ Furthermore, the future uses on the Project site would be required to comply with Title 24 of the California Administrative Code. As such, no new significant impacts to natural gas service would result and no mitigation measures are required.

Table 20
Natural Gas Demand

Scenario	Quantity (cf/year)
Adopted Specific Plan ^a	73,492,310
Proposed Specific Plan Amendment ^a	88,290,820
Difference from Adopted Specific Plan	14,798,510

^acf = cubic feet

^aEnergy calculations are provided in **Appendix C**.

Development of the proposed scenarios presented in **Table 5** would consist of include commercial and residential development in Districts (B, C and D). All three districts are currently designated for commercial and some residential uses. Future projects within the Specific Plan Area in Districts B, C and D would be within the long-term source and distribution planning of SoCal Gas and individual building projects within the Specific Plan Area are required to comply with the Energy Building Regulations adopted by the California Energy Commission (Title 24 of the California Administrative Code) as mitigation against the wasteful use of energy.

3.20 CULTURAL RESOURCES

Summary of Analysis in the Final EIR and Subsequent Addendums

Archeological and historic resource surveys of the Specific Plan Area were completed. The archeological survey included a records search and a field survey. No sites of any kind had been previously recorded within the study area or adjacent properties, and no new sites were discovered during the Phase I survey. A low-density, mixed scatter of historical debris, possibly dating between 1879 and 1884, was found southeast of Myrtle Street (now named Riverpark Boulevard) and El Rio Drive. This was an open lot in a disturbed state as a result of the demolition of structures that had been present on this parcel.

²⁶ California Gas and Electric Utilities, *2020 California Gas Report*, Accessed December 2021, https://www.socalgas.com/sites/default/files/202010/2020_California_Gas_Report_Joint_Utility_Biennial_Comprehensive_Filing.pdf.

Development of the proposed Project would result in grading and earthwork at this location that had the potential to impact a potential historical deposit.

All existing structures within the Specific Plan Area were reviewed for possible historical significance. The historic resource study identified 33 existing buildings and structures on the Project site that would be demolished. Eighteen of these buildings, including 16 buildings in the Ventura County El Rio Maintenance Yard, and an existing home and a commercial showroom building on El Rio Drive, were determined not to be eligible as historic resources as defined by the CEQA because they were not 50 or more years of age. Three other residential structures and the buildings on the mine site were surveyed and researched to determine whether any of these structures were historically significant. This research found that five of the existing buildings on the mine site, including an office building, garage, and three metal storage buildings, are of sufficient age to be potential historic resources. In this case, these five buildings and structures were associated with an industry that has made a significant contribution to the physical development of Ventura County through the construction of roads, bases, airfields, and buildings. While these existing structures are not eligible for listing on the national or State registers of historical resources, they were identified as potentially eligible for listing as Ventura County Landmarks, a designation that has no integrity criteria. For this reason, these five structures were identified as having local historical significance, and demolition was identified as a significant impact.

Mitigation measures were identified to mitigate all potential impacts to archeological resources to a less than significant level. Historic documentation of the buildings on the mine site prior to demolition was determined to mitigate this impact to the fullest extent feasible. As this mitigation would not mitigate this impact to a less than significant level, the loss of these structures was identified as an unavoidable significant impact of the Project and no update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

Mass grading of the Specific Plan Area has been completed and all mitigation measures related to cultural resources have been implemented. Any additional ground disturbances would be subject to the mitigation measures identified in the Final EIR. The proposed change in land uses in portions of the Specific Plan Area will not, therefore, result in any new or substantially more severe impacts to cultural resources and no revised mitigation measures are required.

Development within Districts B, C and D with any of the scenarios in **Table 5** would be subject to the mitigation measures identified in the Final EIR. As such, the combinations of residential and commercial development would not create significant impacts to cultural resources and no further analysis is required.

3.21 HAZARDS

Summary of Analysis in the Final EIR and Subsequent Addendums

A series of Phase I and Phase II Environmental Site Assessment (ESA) reports were prepared for the properties included in the proposed Specific Plan Area to determine the potential for impacts related to the presence and use of hazardous materials by existing and historical uses within and around the Specific Plan Area. These risks are primarily associated with the potential for on-site hazards from abandoned oil wells, storage of materials categorized as hazardous under existing regulations, underground and aboveground storage tanks, and the operations of facilities historically located within the boundaries of the proposed Specific Plan Area.

Analysis of soils in the agricultural portions of the Specific Plan Area determined that no significant concentrations of herbicides or pesticides are present in the soils. These studies determined that the Specific Plan Area contained several abandoned oil wells that may need to be re-abandoned to current standards. In addition, the existing buildings on the site that would be demolished were of sufficient age to contain asbestos building materials and lead paint. Demolition of these structures in conformance with existing regulations would mitigate any potential impacts. Mitigation measures were identified in the Final EIR to mitigate all potentially significant hazardous impacts to a less than significant level and no unavoidable significant hazardous impacts were identified in the Final EIR. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

As noted above, the hazards potentially located within the boundaries of the Specific Plan Area are primarily associated with the potential for on-site hazards from abandoned oil wells, storage of materials categorized as hazardous under existing regulations, underground and aboveground storage tanks, and the operations of facilities historically located on the site. The proposed Specific Plan amendment would not place people or structures within areas not previously analyzed in the Final EIR. In addition, no new types of land uses are proposed by the amendment. The mitigation measures identified in the Final EIR are applicable, and no new or substantially more severe hazardous material impacts would occur as a result of the proposed Specific Plan Amendment and no revised mitigation measures are required.

Development of any of the scenarios identified in **Table 5** would be subject to the mitigation measures subject to hazardous materials as stated in the Final EIR which would mitigate all potentially significant hazardous impacts to less than significant.

3.22 WILDFIRE

This topic was not on the CEQA initial study checklist when the Certified Final EIR was prepared, and for this reason, no analysis was included in the Certified Final EIR. Analysis of the currently adopted Specific Plan is provided below to serve as comparative analysis.

Analysis of Adopted Specific Plan

The Specific Plan Area is located within an area designated as a low wildland fire hazard area, therefore no significant risks from wildland fires are anticipated.²⁷ The Specific Plan Area is surrounded by urban development toward the south, east, and northwest. The Santa Clara River lies directly to the west, separated from the Specific Plan Area by an existing levee. North of the Specific Plan Area mine pits, industrial uses, and a detention center.

The developed areas around the Specific Plan Area would mitigate potential wildfire risk. A change in elevation provided by the Santa Clara River west of the Specific Plan Area would act as a natural a buffer from potential wildfire risk. The river contains moderate amounts of native riparian vegetation dispersed along braided river channels which would not pose a significant fire risk. Mine pits and industrial uses would not pose any potential wildfire risks to the Specific Plan Area. The proposed change in land uses in portions of the Specific Plan Area will not, therefore, result in any new or substantially more severe impacts to wildfire and no mitigation measures are required.

Analysis of Proposed Specific Plan Amendment

As noted above, the Specific Plan Area is not located in an area where significant risks from wildland fires are anticipated. The proposed Specific Plan amendment would not place people or structures within areas not previously analyzed in the Final EIR. In addition, no new types of land uses are proposed by the amendment. No new or substantially more severe wildfire impacts would occur as a result of the proposed Specific Plan Amendment and no additional mitigation measures are required. No update to this analysis or conclusions was provided in any subsequent addendums.

Development of any of the commercial and residential use options identified in **Table 5** would involve development of sites in low wildland fire hazard areas. As such, any combination of commercial and residential development in Districts B, C, and D would result in less than significant wildfire impacts.

27 Fire Hazard Severity Zones in SRA – Ventura County, Cal Fire, November 7, 2007, https://osfm.fire.ca.gov/media/6848/fhszs_map56.pdf. Accessed December 2021.

3.23 TRIBAL CULTURAL RESOURCES

This topic was not on the CEQA initial study checklist when the Certified Final EIR was prepared, and for this reason, no analysis was included in the Certified Final EIR. Analysis of the currently adopted Specific Plan is provided below to serve as comparative analysis.

Analysis of Adopted Specific Plan

As discussed above under Section 3.20: Cultural Resources, archeological resource surveys of the Specific Plan Area were completed. No new sites were discovered during the Phase I survey and no sites of any kind had been previously recorded within the study area or adjacent properties. However, a low density, mixed scatter of historical debris, possibly dating between 1879 and 1884, was found in the southeastern extreme of the study area, southeast of Myrtle Street (now named RiverPark Boulevard) and El Rio Drive. This was an open lot in a disturbed state as a result of the demolition of structures that had been present on this parcel. Development of the proposed Project would result in grading and earthwork at this location that had the potential to impact a potential historical deposit.

This area lacked historical remains in sufficient quantity and with adequate integrity to warrant the recording of historical site; however, it is possible that a buried archaeological deposit may have been present at this location. Development of the proposed Project would result in grading and earthwork at this location that may have impacted a potential archaeological deposit. Mitigation measures were identified in the Final EIR to mitigate all potentially significant impacts to cultural resources to a less than significant level and no unavoidable significant impacts to cultural resources were identified in the Final EIR. These mitigation measures would also apply to tribal cultural resources. No update to this analysis or conclusions was provided in any subsequent addendums.

Analysis of Proposed Specific Plan Amendment

As discussed above under Section 3.20: Cultural Resources, mass grading of the Specific Plan Area has been completed and all mitigation measures related to cultural resources that have been implemented would apply to any tribal cultural resources. The proposed change in land uses in portions of the Specific Plan Area will not, therefore, result in any new or substantially more severe impacts to tribal cultural resources and no revised mitigation measures are required.

Development within Districts B, C and D would be subject to the mitigation measures identified in the Final EIR. For this reason, any combination of commercial and residential development in Districts B, C, and D would result in less than significant impacts.



APPENDIX A

Traffic Impact Analysis



MEMORANDUM

TO: Ann Walsh, Shea Properties

FROM: Sean Mohn, Casey Le, P.E., and Janet Ye, EIT

DATE: December 2, 2021

RE: Traffic Impact Assessment for the
Proposed Oxnard RiverPark Specific Plan Amendment 2021
Oxnard, California

Ref: J1031c

The RiverPark Specific Plan, as originally adopted and analyzed in the City of Oxnard's (City) certified Final Environmental Impact Report (EIR) for the RiverPark Project, allowed the development of up to 2,805 residential units and 2.485 million square feet of commercial development (Original RiverPark Specific Plan).

Since the certification of this Final EIR, a series of amendments to the Original RiverPark Specific Plan have been approved and adopted by the City. Addendum 12 to the RiverPark Final EIR evaluated the latest amendment to the Original RiverPark Specific Plan involving changes to the land use program. With approval of this amendment in June 2012, the Adopted RiverPark Specific Plan allows the development of up to 3,043 residential units and 2.089 million square feet of commercial uses.

An amendment is currently proposed that would allow the option of developing additional residential units in three of the commercial/mixed-planning districts within the Adopted RiverPark Specific Plan. This proposed amendment would increase the amount residential units allowed to 4.068 units and decrease the amount of commercial development permitted to 1.536 million square feet.

Gibson Transportation Consulting, Inc. (GTC) conducted a traffic impact assessment to determine whether any new significant traffic impacts or substantial increases in the severity of previously identified significant impacts in the City's certified Final EIR for the Original RiverPark Specific Plan would result from the currently proposed amendment to the Adopted RiverPark Specific Plan. This memorandum summarizes the results of the assessment.

PROJECT DESCRIPTION

The Oxnard RiverPark Specific Plan established a series of planning districts for the purposes of regulating land uses within the Specific Plan area.

The program of land uses allowed by the Original RiverPark Specific Plan as evaluated in the certified Final EIR and the proposed Oxnard RiverPark Specific Plan Amendment 2021 and the proposed Oxnard Riverpark Specific Plan Amendment 2021 are detailed below.

Original Oxnard RiverPark Specific Plan

Planning Districts A, B, & C

- 440 Apartments
- 360,000 square feet (sf) of Retail (Regional Commercial)
- 320 Hotel Rooms
- 421,000 sf of Office

Planning District D – The Collection

- 300 Apartments
- 1,129,000 sf of Retail (Regional Commercial)
- Park (3.5 acres)

Planning District E

- 40,000 sf of Retail (Regional Commercial)
- 8,000 sf of Light Industrial

Planning District F

- 328 Multi-Family Residential Units
- 140 Apartments
- 5,000 sf of Retail (Neighborhood Commercial)
- Park (10.1 acres)

Planning District G

- Elementary School (538 Students)
- 415 Multi-Family Residential Units
- 15,000 sf of Retail (Neighborhood Commercial)
- Park (2.8 acres)

Planning District H

- 460 Single-Family Residential Units
- Park (3.3 acres)

Planning District I

- 159 Single-Family Residential Units
- 318 Multi-Family Residential Units
- 10,000 sf of Retail (Neighborhood Commercial)
- Park (13.8 acres)

Planning District J

- 130 Single-Family Residential Units
- 28 Multi-Family Residential Units
- 10,000 sf of Retail (Neighborhood Commercial)
- Elementary/Middle School (1,145 Students)
- Park (10.0 acres)

Planning Districts K, L, M

- 74 Single-Family Residential Units
- 13 Multi-Family Residential Units
- 5,000 sf of Retail (Neighborhood Commercial)
- Fire Station (19,000 sf)
- Open Space (226.0 acres)

Proposed Oxnard Riverpark Specific Plan Amendment 2021

Planning Districts A, B, & C

- 1,053 Apartments
- 75,267 sf of Retail (Regional Commercial)
- 320 Hotel Rooms
- 421,000 sf of Office

Planning District D – The Collection

- 924 Apartments
- 812,060 sf of Retail (Regional Commercial)
Park (3.5 acres)

Planning District E

- 46,000 sf of Retail (Regional Commercial)
- 8,000 sf of Light Industrial

Planning District F

- 328 Multi-Family Residential Units
- 140 Apartments
- 5,000 sf of Retail (Neighborhood Commercial)
- Park (10.1 acres)

Planning District G

- Elementary School (538 Students)
- 415 Multi-Family Residential Units
- 15,000 sf of Retail (Neighborhood Commercial)
- Park (2.8 acres)

Planning District H

- 486 Single-Family Residential Units
- Park (3.3 acres)

Planning District I

- 159 Single-Family Residential Units
- 318 Multi-Family Residential Units
- 10,000 sf of Retail (Neighborhood Commercial)
- Park (13.8 acres)

Planning District J

- 130 Single-Family Residential Units
- 28 Multi-Family Residential Units
- 10,000 sf of Retail (Neighborhood Commercial)
- Elementary/Middle School (1,145 Students)
- Park (10.0 acres)

Planning Districts K, L, M

- 74 Single-Family Residential Units
- 13 Multi-Family Residential Units
- 5,000 sf of Retail (Neighborhood Commercial)
- Fire Station (19,000 sf)
- Open Space (226.0 acres)

TRAFFIC IMPACT ANALYSIS

To determine whether any new significant traffic impacts or substantial increases in the severity of previously identified significant impacts in the City's certified Final EIR for the Original RiverPark Specific Plan would result at any of the 30 study intersections evaluated in the Final EIR based on the proposed land use program revisions and the future Year 2030 intersection level of service (LOS) results documented in *Traffic Analysis for Oxnard Riverpark Specific Plan Amendment* for the Adopted Oxnard RiverPark Specific Plan, GTC conducted a comparative analysis of the Original Oxnard RiverPark Specific Plan land use program and the proposed Oxnard RiverPark Specific Plan Amendment 2021 land use program trip generation estimates.

Trip Generation Analysis

For the purposes of this analysis, the number of vehicle trips expected to be generated by each land use land use program were estimated based on the rates utilized within the Oxnard Traffic Model and/or the rates published in *Trip Generation, 10th Edition* (Institute of Transportation Engineers, 2017).

As detailed in Table 1, as analyzed in the Final EIR, the Original Oxnard RiverPark Specific Plan land use program would result in the following:

- 82,366 Daily Trips
- 4,710 AM Peak Hour Trips
- 7,749 PM Peak Hour Trips

As detailed in Table 2, the proposed Oxnard RiverPark Specific Plan Amendment 2021 land use program would result in the following:

- 73,057 Daily Trips
- 4,932 AM Peak Hour Trips
- 6,987 PM Peak Hour Trips

Based on the trip generation estimates detailed above, when compared to the Original Oxnard RiverPark Specific Plan land use program, as analyzed in the certified Final EIR, the proposed Oxnard RiverPark Specific Plan Amendment 2021 land use program would result in a reduction of 9,309 daily trips (approximately 11.3%) and 762 PM peak hour trips (approximately 9.8%), which is substantial, and an incremental increase of 222 AM peak hour trips (approximately 4.7%), which is effectively negligible from an analysis standpoint when considering the size of the study area and the resulting distribution of those trips across the 30 study intersections evaluated in the Final EIR.

Intersection Operating Conditions Analysis

As previously discussed, when compared to the Original Oxnard RiverPark Specific Plan, the proposed Oxnard RiverPark Specific Plan Amendment 2021 land use program would result in significant daily and PM peak hour trip reductions, and an incremental AM peak hour trip increase of approximately 4.7%.

Based on the future Year 2030 intersection LOS results documented in *Traffic Analysis for Oxnard Riverpark Specific Plan Amendment* for the Original Oxnard RiverPark Specific Plan and detailed in Table 3, it is readily apparent that the proposed Oxnard RiverPark Specific Plan Amendment 2021 would not generate any new significant traffic impacts or substantially increase already identified significant impacts beyond those previously identified in the Final EIR, as the amount of additional trips required to yield those results is far in excess of the 4.7% increase associated with the AM peak hour trip generation estimates.

For comparative purposes, and in consultation with City of Oxnard staff, GTC also conducted an intersection LOS analysis at seven of the 30 study intersections evaluated in the Final EIR for Year 2019 conditions based on Year 2019 traffic volumes and intersection lane configurations. The peak hour intersection turning movement volumes, which were collected at each of the seven key intersections in September 2019, are provided in Attachment A.

As detailed in Table 3, the LOS results for all seven intersections are within the acceptable range (LOS C or better) based on City of Oxnard criteria and are generally consistent with the intersection LOS conditions forecasted in *Traffic Analysis for Oxnard Riverpark Specific Plan Amendment*, which further supports the assertion that analysis assumptions therein are still accurate and the conclusions are still valid. The LOS analysis worksheets are provided in Attachment B.

CONCLUSION

Based on the analysis results detailed above, it is our professional opinion that the proposed Oxnard RiverPark Specific Plan Amendment 2021 land use program would not generate any new significant traffic impacts or substantially increase already identified significant impacts beyond those previously identified in the Final EIR. Furthermore, based on the substantial daily and PM peak hour trip reductions, the proposed land use program would be significantly less impactful than the Original Oxnard RiverPark Specific Plan land use program, as analyzed in the certified Final EIR.

TABLE 1
TRIP GENERATION ESTIMATES - ORIGINAL OXNARD RIVERPARK SPECIFIC PLAN

TRIP GENERATION RATES										
Source (Oxnard Traffic Model)	Land Use No.	Land Use Description	Rate	Daily	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
ITE (Single-Family Detached Housing)	1	Single-Family Residential	du	9.57	25%	75%	0.75	63%	37%	1.01
SANDAG (Condominium)	2	Multi-Family Residential	du	8.00	25%	75%	0.67	58%	42%	0.78
ITE (Apartment)	3	Apartment	du	6.72	20%	80%	0.51	65%	35%	0.62
ITE (Shopping Center)	7	Neighborhood Commercial	ksf	60.00	61%	39%	1.44	48%	52%	5.23
ITE (Shopping Center)	9	Regional Commercial	ksf	30.00	61%	39%	0.72	48%	52%	2.61
ITE (Hotel)	11	Motel/Hotel	rooms	8.17	61%	39%	0.56	53%	47%	0.59
ITE (100 TSF General Office Building)	12	Office	ksf	13.50	88%	12%	1.89	17%	83%	1.82
SANDAG (Government Office)	13	Government Office	ksf	30.00	90%	10%	2.70	30%	70%	3.60
SANDAG (Avg. of Industrial Park & Warehousing)	16	Light/General Industrial	ksf	6.50	76%	24%	0.76	29%	71%	0.86
ITE (Elementary School)	19	Elementary/Middle School	student	1.29	55%	45%	0.42	47%	53%	0.15
ITE (County Park)	26	Park	acre	2.28	100%	0%	0.01	33%	67%	0.06
Not Applicable	36	Open Space	acre	0.00	0%	0%	0.00	0%	0%	0.00

TRIP GENERATION ESTIMATES											
Planning District	TAZ No.	Land Use No.	Land Use Description	Size	Daily	Morning Peak Hour			Afternoon Peak Hour		
						In	Out	Total	In	Out	Total
A, B, C	229	3	Apartment	440 du	2,957	44	180	224	176	97	273
		9	Regional Commercial	360 ksf	10,800	158	101	259	450	490	940
		11	Hotel	320 rooms	2,614	109	70	179	99	90	189
		12	Office	421 ksf	5,684	699	97	796	131	636	767
		SUBTOTAL - [A, B, C]				22,055	1,010	448	1,458	856	1,313
D	259	3	Apartment	300 du	2,016	30	123	153	120	66	186
		9	Regional Commercial	1,129 ksf	33,870	497	316	813	1,411	1,535	2,946
		26	Park	3.5 acre	8	0	0	0	0	0	0
		SUBTOTAL - [D]				35,894	527	439	966	1,531	1,601
E	260	9	Regional Commercial	40 ksf	1,200	18	11	29	50	54	104
		16	Light/General Industrial	8 ksf	52	5	1	6	2	5	7
		SUBTOTAL - [E]				1,252	23	12	35	52	59
F	258	2	Multi-Family Residential	328 du	2,624	56	164	220	148	108	256
		3	Apartment	140 du	941	14	57	71	56	31	87
		7	Neighborhood Commercial	5 ksf	300	4	3	7	13	13	26
		26	Park	10.1 acre	23	0	0	0	0	1	1
		SUBTOTAL - [F]				3,888	74	224	298	217	153
G	261	19	Elementary School	538 students	694	124	102	226	38	43	81
		SUBTOTAL - [G]				694	124	102	226	38	43
G	262	2	Multi-Family Residential	415 ksf	3,320	71	208	279	187	137	324
		7	Neighborhood Commercial	15.00 ksf	900	13	8	21	38	41	79
		26	Park	2.8 acre	6	0	0	0	0	0	0
		SUBTOTAL - [G]				4,226	84	216	300	225	178
H	265	1	Single-Family Residential	460 du	4,402	87	258	345	294	170	464
		26	Park	3.3 acre	8	0	0	0	0	0	0
		SUBTOTAL - [H]				4,410	87	258	345	294	170
I	264	1	Single-Family Residential	159 du	1,522	30	89	119	101	60	161
		2	Multi-Family Residential	318 du	2,544	54	159	213	144	104	248
		7	Neighborhood Commercial	10 ksf	600	9	6	15	25	27	52
		26	Park	13.8 acre	31	0	0	0	0	1	1
		SUBTOTAL - [I]				4,697	93	254	347	270	192
J	263	1	Single-Family Residential	130 du	1,244	25	73	98	83	48	131
		2	Multi-Family Residential	28 du	224	5	14	19	13	9	22
		7	Neighborhood Commercial	10 ksf	600	9	6	15	25	27	52
		19	Elementary/Middle School	1,145 students	1,477	263	218	481	80	92	172
		26	Park	10 acre	23	0	0	0	0	0	0
		SUBTOTAL - [J]				3,568	302	311	613	201	176
K, L, M	266	1	Single-Family Residential	74 du	708	14	41	55	47	28	75
		2	Multi-Family Residential	13 du	104	2	7	9	6	4	10
		7	Neighborhood Commercial	5 ksf	300	4	3	7	13	14	27
		13	Fire Station	19 ksf	570	46	5	51	21	47	68
		36	Open Space	226 acre	0	0	0	0	0	0	0
		SUBTOTAL - [K, L, M]				1,682	66	56	122	87	93
TOTAL - PROPOSED PROJECT TRIPS					82,366	2,390	2,320	4,710	3,771	3,978	7,749

Notes:
du=dwelling unit
ksf = 1,000 square feet

TABLE 2
TRIP GENERATION ESTIMATES - OXNARD RIVERPARK SPECIFIC PLAN AMENDMENT 2021

TRIP GENERATION RATES										
Source (Oxnard Traffic Model)	Land Use No.	Land Use Description	Rate	Daily	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
ITE (Single-Family Detached Housing)	1	Single-Family Residential	du	9.57	25%	75%	0.75	63%	37%	1.01
SANDAG (Condominium)	2	Multi-Family Residential	du	8.00	25%	75%	0.67	58%	42%	0.78
ITE (Apartment)	3	Apartment	du	6.72	20%	80%	0.51	65%	35%	0.62
ITE (Shopping Center)	7	Neighborhood Commercial	ksf	60.00	61%	39%	1.44	48%	52%	5.23
ITE (Shopping Center)	9	Regional Commercial	ksf	30.00	61%	39%	0.72	48%	52%	2.61
ITE (Hotel)	11	Motel/Hotel	rooms	8.17	61%	39%	0.56	53%	47%	0.59
ITE (100 TSF General Office Building)	12	Office	ksf	13.50	88%	12%	1.89	17%	83%	1.82
SANDAG (Government Office)	13	Government Office	ksf	30.00	90%	10%	2.70	30%	70%	3.60
SANDAG (Avg. of Industrial Park & Warehousing)	16	Light/General Industrial	ksf	6.50	76%	24%	0.76	29%	71%	0.86
ITE (Elementary School)	19	Elementary/Middle School	student	1.29	55%	45%	0.42	47%	53%	0.15
ITE (County Park)	26	Park	acre	2.28	100%	0%	0.01	33%	67%	0.06
Not Applicable	36	Open Space	acre	0.00	0%	0%	0.00	0%	0%	0.00

TRIP GENERATION ESTIMATES											
Planning District	TAZ No.	Land Use No.	Land Use Description	Size	Daily	Morning Peak Hour			Afternoon Peak Hour		
						In	Out	Total	In	Out	Total
A, B, C	229	3	Apartment	1,053 du	7,076	107	430	537	424	229	653
		9	Regional Commercial	75,267 ksf	2,258	33	21	54	94	102	196
		11	Hotel	320 rooms	2,614	109	70	179	100	89	189
		12	Office	421,000 ksf	5,684	700	96	796	131	636	767
		SUBTOTAL - [A, B, C]				17,632	949	617	1,566	749	1,056
D	259	3	Apartment	924 du	6,209	94	377	471	372	201	573
		9	Regional Commercial	812,060 ksf	24,362	357	228	585	1,017	1,102	2,119
		26	Park	3.5 acre	8	0	0	0	0	0	0
		SUBTOTAL - [D]				30,579	451	605	1,056	1,389	1,303
E	260	9	Regional Commercial	46,000 ksf	1,380	20	13	33	58	62	120
		16	Light/General Industrial	8 ksf	52	5	1	6	2	5	7
		SUBTOTAL - [E]				1,432	25	14	39	60	67
F	258	2	Multi-Family Residential	328 du	2,624	55	165	220	148	108	256
		3	Apartment	140 du	941	14	57	71	57	30	87
		7	Neighborhood Commercial	5 ksf	300	4	3	7	12	14	26
		26	Park	10.1 acre	23	0	0	0	0	1	1
		SUBTOTAL - [F]				3,888	73	225	298	217	153
G	261	19	Elementary School	538 students	694	124	102	226	38	43	81
		SUBTOTAL - [G]				694	124	102	226	38	43
G	262	2	Multi-Family Residential	415 ksf	3,320	70	208	278	188	136	324
		7	Neighborhood Commercial	15,00 ksf	900	13	8	21	38	41	79
		26	Park	2.8 acre	6	0	0	0	0	0	0
		SUBTOTAL - [G]				4,226	83	216	299	226	177
H	265	1	Single-Family Residential	486 du	4,651	92	273	365	309	181	490
		26	Park	3.3 acre	8	0	0	0	0	0	0
		SUBTOTAL - [H]				4,659	92	273	365	309	181
I	264	1	Single-Family Residential	159 du	1,522	30	89	119	101	60	161
		2	Multi-Family Residential	318 du	2,544	54	159	213	144	104	248
		7	Neighborhood Commercial	10 ksf	600	9	6	15	25	27	52
		26	Park	13.8 acre	31	0	0	0	0	1	1
		SUBTOTAL - [I]				4,697	93	254	347	270	192
J	263	1	Single-Family Residential	130 du	1,244	25	73	98	83	48	131
		2	Multi-Family Residential	28 du	224	5	14	19	13	9	22
		7	Neighborhood Commercial	10 ksf	600	9	6	15	25	27	52
		19	Elementary/Middle School	1,145 students	1,477	265	216	481	80	92	172
		26	Park	10 acre	23	0	0	0	0	0	0
		SUBTOTAL - [J]				3,568	304	309	613	201	176
K, L, M	266	1	Single-Family Residential	74 du	708	14	42	56	47	28	75
		2	Multi-Family Residential	13 du	104	2	7	9	6	4	10
		7	Neighborhood Commercial	5 ksf	300	4	3	7	13	14	27
		13	Fire Station	19 ksf	570	46	5	51	21	47	68
		36	Open Space	226 acre	0	0	0	0	0	0	0
		SUBTOTAL - [K, L, M]				1,682	66	57	123	87	93
TOTAL - PROPOSED PROJECT TRIPS					73,057	2,260	2,672	4,932	3,546	3,441	6,987

Notes:
du=dwelling unit
ksf = 1,000 square feet

TABLE 3
INTERSECTION OPERATING CONDITIONS - COMPARATIVE ANALYSIS
SIGNALIZED INTERSECTIONS

No	Intersection	Peak Hour	Year 2019 Conditions ^[a]		Year 2030 ^[b]		Year 2030 with Original Oxnard Riverpark Specific Plan ^[b]		Year 2030 with Original Oxnard Riverpark Specific Plan PLUS Mitigation ^[b]	
			V/C or Delay ^[c]	LOS	V/C	LOS	V/C	LOS	V/C	LOS
1.	Los Angeles Avenue & Vineyard Avenue	AM PM			0.682 0.642	B B	0.705 0.766	C C		
2.	Central Avenue & Vineyard Avenue	AM PM			0.501 0.412	A A	0.553 0.517	A A		
3.	Thames River Boulevard/Simon Way Vineyard Avenue	AM PM			0.412 0.446	A A	0.578 0.703	A C		
4.	Oxnard Boulevard & Forest Park Boulevard	AM PM			0.081 0.088	A A	0.466 0.589	A A		
5.	Garonne Street/Riverpark Boulevard & Forest Park Boulevard	AM PM			0.108 0.098	A A	0.484 0.602	A B		
6.	Vineyard Avenue & Forest Park Boulevard	AM PM			0.386 0.376	A A	0.709 0.786	C C		
7.	Vineyard Avenue & Stroube Street	AM PM			0.454 0.526	A A	0.503 0.559	A A		
8.	Ventura Road & Town Center Drive	AM PM	0.51 0.53	A A	0.104 0.226	A A	0.439 0.528	A A		
9.	Oxnard Boulevard & Town Center Drive	AM PM	0.66 0.56	B A	0.491 0.488	A A	0.389 0.561	A A		
10.	Vineyard Avenue & Riverpark Boulevard/Ventura Boulevard	AM PM	26.2 29.0	C C	0.464 0.541	A A	0.501 0.604	A B		
11.	Oxnard Boulevard & US 101 Northbound Ramps	AM PM	23.9 26.0	C C	0.324 0.471	A A	0.436 0.635	A B		
12.	Oxnard Boulevard & US 101 Southbound Ramps	AM PM	21.4 22.4	C C	0.176 0.206	A A	0.284 0.368	A A		
13.	Vineyard Avenue & US 101 Northbound Ramps	AM PM	13.4 14.1	B B	0.527 0.659	A B	0.643 0.747	B C		
14.	Vineyard Avenue & US 101 Southbound Ramps	AM PM	17.2 14.7	B B	0.516 0.568	A A	0.537 0.759	A C		
15.	Ventura Road & Wagon Wheel Road	AM PM			0.339 0.333	A A	0.412 0.592	A A		
16.	Ventura Road & US 101 Southbound Off-Ramp	AM PM			0.039 0.066	A A	0.592 0.706	A C		
17.	Oxnard Boulevard & Esplanade Center/Spur Drive	AM PM			0.294 0.481	A A	0.806 0.950	D E	0.659 0.725	B C
18.	Vineyard Avenue & Ventura Road	AM PM			0.484 0.616	A B	0.554 0.791	A C		
19.	Vineyard Avenue & Ventura Road	AM PM			0.439 0.484	A A	0.543 0.592	A A		
20.	Vineyard Avenue & Oxnard Boulevard	AM PM			0.712 0.729	C C	0.730 0.876	C D		
21.	Gonzales Road & Ventura Road	AM PM			0.545 0.731	A C	0.847 0.990	D E	0.651 0.776	B C
22.	Gonzales Road & Oxnard Boulevard	AM PM			0.697 0.829	B D	0.814 0.916	D E	0.709 0.899	C D
23.	Victoria Avenue & Telephone Road	AM PM			0.472 0.607	A B	0.640 0.761	B C		
24.	Victoria Avenue & Ralston Street	AM PM			0.512 0.591	A A	0.700 0.774	B C		
25.	Victoria Avenue & US 101 Northbound Ramps	AM PM			0.519 0.618	A B	0.846 0.736	D C		
26.	US 101 Southbound Ramps & Valentine Road	AM PM			0.403 0.442	A A	0.481 0.541	A A		
27.	Victoria Avenue & Valentine Road	AM PM			0.409 0.601	A B	0.721 0.819	C D		
28.	Ralston Street & Johnson Drive	AM PM			0.514 0.612	A B	0.453 0.550	A A		
29.	Johnson Drive & Bristol Road	AM PM			0.717 0.731	C C	0.751 0.743	C C		
30.	Johnson Drive & North Bank Drive	AM PM			0.553 0.556	A A	0.700 0.856	B D		

Notes

- [a] Based on traffic count data collected in September 2019 and existing 2019 lane configurations.
[b] Source: *Traffic Analysis for Oxnard Riverpark Specific Plan Amendment*, Crain & Associates, October 2009.
[c] Intersections under Caltrans jurisdiction were evaluated using HCM methodology.

Attachment A

Traffic Counts

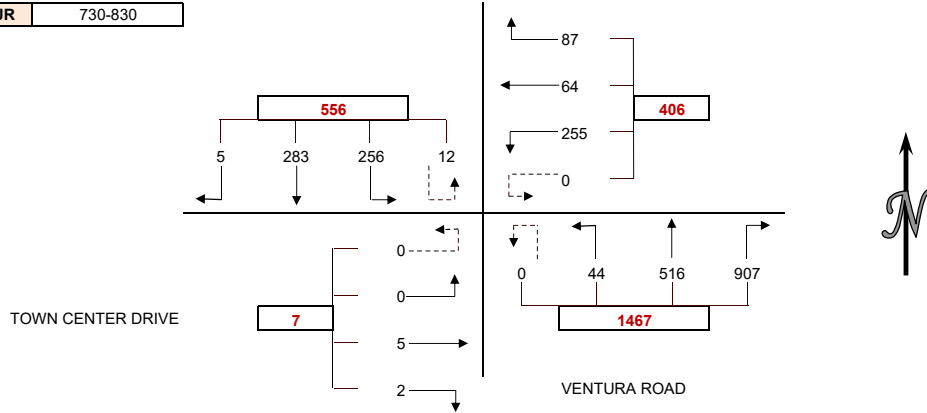
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S VENTURA ROAD
 E/W TOWN CENTER DRIVE
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	1	51	13	0	8	1	44	0	144	66	2	0	0	0	0	0	330
715-730	0	49	28	0	4	5	51	0	246	99	7	0	0	0	0	0	489
730-745	0	74	44	0	25	10	60	0	242	123	14	0	0	1	0	0	593
745-800	1	77	88	5	30	23	61	0	251	171	12	0	1	2	0	0	722
800-815	1	66	80	6	19	13	66	0	218	134	11	0	1	2	0	0	617
815-830	3	66	44	1	13	18	68	0	196	88	7	0	0	0	0	0	504
830-845	1	44	23	2	11	19	56	1	150	72	8	0	0	2	1	0	390
845-900	3	31	25	1	9	10	57	0	154	65	9	0	0	3	0	0	367
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	2	251	173	5	67	39	216	0	883	459	35	0	1	3	0	0	2134
715-815	2	266	240	11	78	51	238	0	957	527	44	0	2	5	0	0	2421
730-830	5	283	256	12	87	64	255	0	907	516	44	0	2	5	0	0	2436
745-845	6	253	235	14	73	73	251	1	815	465	38	0	2	6	1	0	2233
800-900	8	207	172	10	52	60	247	1	718	359	35	0	1	7	1	0	1878

PEAK HOUR 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	2	0	0	0	2
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	2	2
830-845	0	0	0	0	0
845-900	0	1	0	0	1
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-800	2	0	0	0	2
715-815	2	0	0	0	2
730-830	2	0	0	2	4
745-845	0	0	0	2	2
800-900	0	1	0	2	3

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-715	0	0	0	0	0
715-730	0	1	0	0	1
730-745	0	0	0	0	0
745-800	0	0	1	2	3
800-815	0	1	0	0	1
815-830	0	0	0	0	0
830-845	0	2	0	0	2
845-900	1	0	0	0	1
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-800	0	1	1	2	4
715-815	0	2	1	2	5
730-830	0	1	1	2	4
745-845	0	3	1	2	6
800-900	1	3	0	0	4

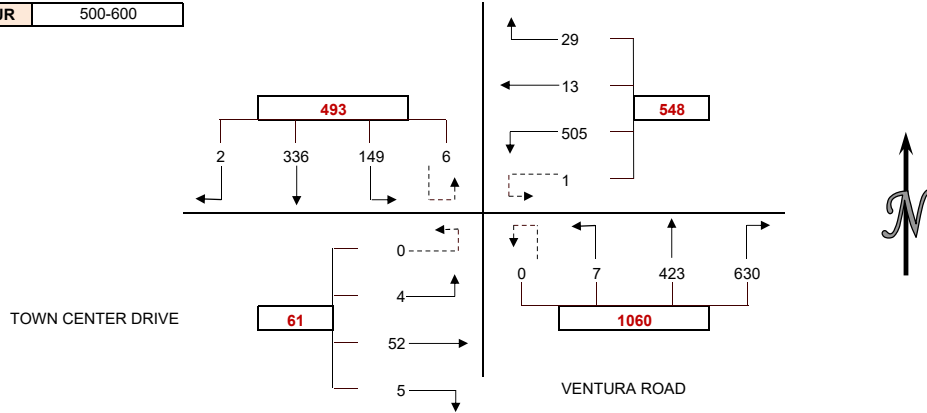
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S VENTURA ROAD
 E/W TOWN CENTER DRIVE
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBLT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBLT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	1	71	32	0	5	4	88	0	145	82	2	0	0	11	5	0	446
415-430	1	70	22	3	8	6	107	0	140	113	2	0	1	6	2	0	481
430-445	0	76	34	0	9	7	127	0	169	88	0	0	1	10	0	0	521
445-500	0	90	25	0	8	2	104	0	150	107	4	0	3	6	1	0	500
500-515	0	110	65	1	6	2	108	0	169	116	0	0	3	23	3	0	606
515-530	0	72	24	4	9	4	112	0	140	141	3	0	1	15	1	0	526
530-545	1	91	36	0	10	3	132	0	163	70	1	0	1	7	0	0	515
545-600	1	63	24	1	4	4	153	1	158	96	3	0	0	7	0	0	515
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBLT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBLT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	2	307	113	3	30	19	426	0	604	390	8	0	5	33	8	0	1948
415-515	1	346	146	4	31	17	446	0	628	424	6	0	8	45	6	0	2108
430-530	0	348	148	5	32	15	451	0	628	452	7	0	8	54	5	0	2153
445-545	1	363	150	5	33	11	456	0	622	434	8	0	8	51	5	0	2147
500-600	2	336	149	6	29	13	505	1	630	423	7	0	5	52	4	0	2162

PEAK HOUR 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	1	1
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	1	1
415-515	0	0	0	1	1
430-530	0	0	0	1	1
445-545	0	0	0	0	0
500-600	0	0	0	1	1

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
400-500	425	431		475	750		1002	738		46	29
415-515	497	465		494	819		1058	800		59	24
430-530	501	494		498	830		1087	807		67	22
445-545	519	477		500	823		1064	827		64	20
500-600	493	462		548	832		1060	846		61	22

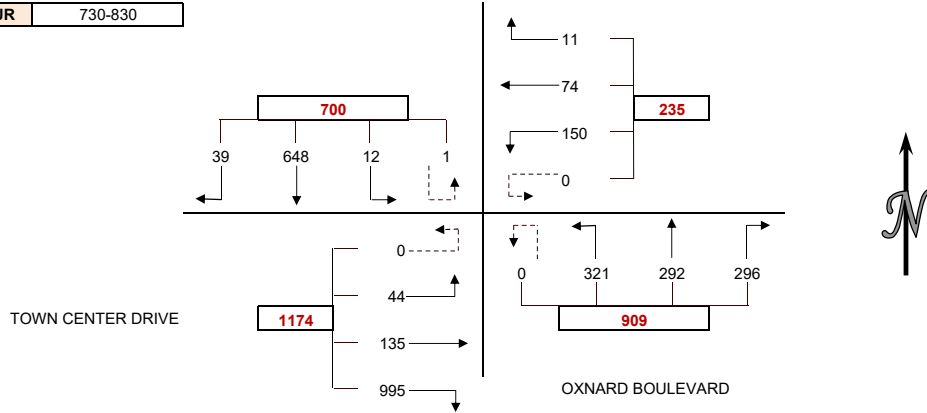
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S OXNARD BOULEVARD
 E/W TOWN CENTER DRIVE
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	5	124	2	0	2	11	38	0	43	44	38	0	181	19	1	0	508
715-730	11	149	3	0	3	13	39	0	45	44	57	0	235	26	4	0	629
730-745	5	190	2	0	3	18	38	0	68	59	70	0	270	26	8	0	757
745-800	10	174	2	0	2	12	39	0	68	105	103	0	310	41	14	0	880
800-815	16	159	3	1	1	23	41	0	79	72	75	0	226	29	12	0	737
815-830	8	125	5	0	5	21	32	0	81	56	73	0	189	39	10	0	644
830-845	9	119	1	0	3	22	42	0	57	50	64	0	140	25	7	0	539
845-900	8	80	5	0	2	19	44	0	54	55	61	1	152	30	12	0	523
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	31	637	9	0	10	54	154	0	224	252	268	0	996	112	27	0	2774
715-815	42	672	10	1	9	66	157	0	260	280	305	0	1041	122	38	0	3003
730-830	39	648	12	1	11	74	150	0	296	292	321	0	995	135	44	0	3018
745-845	43	577	11	1	11	78	154	0	285	283	315	0	865	134	43	0	2800
800-900	41	483	14	1	11	85	159	0	271	233	273	1	707	123	41	0	2443

PEAK HOUR 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
700-715	0	1	0	0	1
715-730	2	0	0	1	3
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	5	0	0	0	5
815-830	5	2	0	1	8
830-845	0	0	1	0	1
845-900	0	0	1	1	2
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
700-800	2	1	0	1	4
715-815	7	0	0	1	8
730-830	10	2	0	1	13
745-845	10	2	1	1	14
800-900	10	2	2	2	16

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
700-715	0	2	1	0	3
715-730	0	0	1	0	1
730-745	0	0	1	0	1
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
700-800	0	2	3	0	5
715-815	0	0	2	0	2
730-830	0	0	1	0	1
745-845	0	0	0	0	0
800-900	0	0	0	0	0

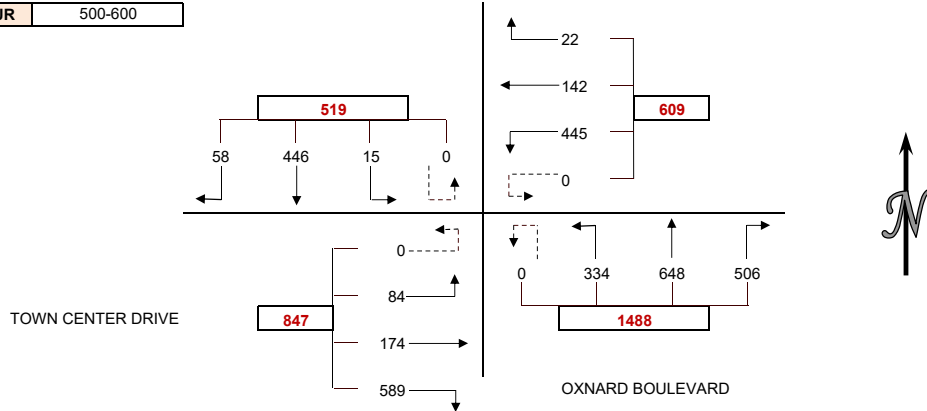
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S OXNARD BOULEVARD
 E/W TOWN CENTER DRIVE
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBLT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBLT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	18	110	3	0	6	18	85	0	101	122	62	1	164	40	14	0	744
415-430	9	102	5	0	7	33	99	0	129	147	88	0	116	37	15	0	787
430-445	25	127	2	0	9	26	96	0	118	146	78	0	152	29	15	0	823
445-500	13	104	2	0	7	29	68	0	132	154	71	0	146	41	17	0	784
500-515	16	119	3	0	5	32	134	0	128	140	74	0	166	45	11	0	873
515-530	9	103	5	0	3	46	113	0	119	171	71	0	151	41	23	0	855
530-545	17	123	2	0	8	37	108	0	132	155	93	0	138	37	25	0	875
545-600	16	101	5	0	6	27	90	0	127	182	96	0	134	51	25	0	860
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBLT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBLT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	65	443	12	0	29	106	348	0	480	569	299	1	578	147	61	0	3138
415-515	63	452	12	0	28	120	397	0	507	587	311	0	580	152	58	0	3267
430-530	63	453	12	0	24	133	411	0	497	611	294	0	615	156	66	0	3335
445-545	55	449	12	0	23	144	423	0	511	620	309	0	601	164	76	0	3387
500-600	58	446	15	0	22	142	445	0	506	648	334	0	589	174	84	0	3463

PEAK HOUR 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-415	0	0	1	0	1
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	1	0	1
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	1	0	1
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	0	0	2	0	2
415-515	0	0	1	0	1
430-530	0	0	1	0	1
445-545	0	0	2	0	2
500-600	0	0	1	0	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	1	0	1
445-500	1	0	1	0	2
500-515	0	1	1	0	2
515-530	1	0	0	0	1
530-545	0	1	1	0	2
545-600	0	0	1	0	1
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	1	0	2	0	3
415-515	1	1	3	0	5
430-530	2	1	3	0	6
445-545	2	2	3	0	7
500-600	1	2	3	0	6

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
400-500	520	659		483	639		1349	1370		786	470
415-515	527	673		545	671		1405	1429		790	494
430-530	528	701		568	665		1402	1479		837	490
445-545	516	719		590	687		1440	1473		841	508
500-600	519	754		609	695		1488	1480		847	534

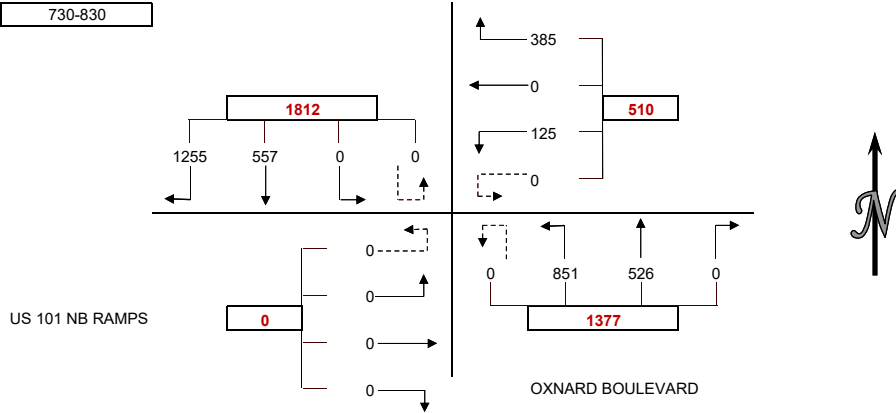
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S OXNARD BOULEVARD
 E/W US 101 NB RAMPS
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	191	112	0	0	58	0	27	0	0	60	130	0	0	0	0	0	578
715-730	282	120	0	0	74	0	24	0	0	76	169	0	0	0	0	0	745
730-745	338	158	0	0	82	0	32	0	0	97	212	0	0	0	0	0	919
745-800	406	159	0	0	107	0	32	0	0	138	240	0	0	0	0	0	1082
800-815	290	121	0	0	93	0	32	0	0	159	208	0	0	0	0	0	903
815-830	221	119	0	0	103	0	29	0	0	132	191	0	0	0	0	0	795
830-845	194	102	0	0	84	0	24	0	0	88	169	0	0	0	0	0	661
845-900	199	97	0	0	99	0	32	0	0	82	199	0	0	0	0	0	708
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	1217	549	0	0	321	0	115	0	0	371	751	0	0	0	0	0	3324
715-815	1316	558	0	0	356	0	120	0	0	470	829	0	0	0	0	0	3649
730-830	1255	557	0	0	385	0	125	0	0	526	851	0	0	0	0	0	3699
745-845	1111	501	0	0	387	0	117	0	0	517	808	0	0	0	0	0	3441
800-900	904	439	0	0	379	0	117	0	0	461	767	0	0	0	0	0	3067

PEAK HOUR 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-715	1	1	0	0	2
715-730	2	0	0	0	2
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	1	0	0	1
815-830	1	2	0	0	3
830-845	1	0	0	0	1
845-900	1	1	0	0	2
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-800	3	1	0	0	4
715-815	2	1	0	0	3
730-830	1	3	0	0	4
745-845	2	3	0	0	5
800-900	3	4	0	0	7

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-715	0	0	0	0	0
715-730	0	2	0	0	2
730-745	0	1	0	0	1
745-800	0	0	0	0	0
800-815	1	0	0	0	1
815-830	1	0	0	0	1
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-800	0	3	0	0	3
715-815	1	3	0	0	4
730-830	2	1	0	0	3
745-845	2	0	0	0	2
800-900	2	0	0	0	2

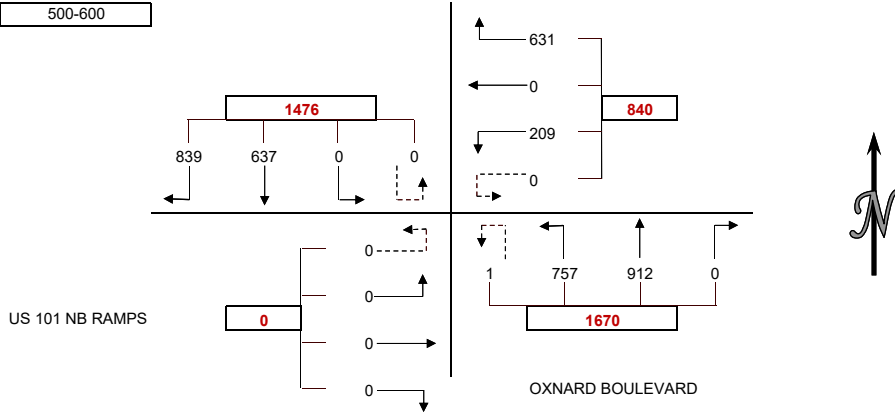
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S OXNARD BOULEVARD
 E/W US 101 NB RAMPS
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	192	148	0	0	128	0	42	0	0	192	194	0	0	0	0	0	896
415-430	206	163	0	0	151	0	71	0	0	218	205	1	0	0	0	0	1015
430-445	208	148	0	0	152	0	50	0	0	204	180	1	0	0	0	0	943
445-500	209	146	0	0	132	0	40	0	0	256	174	0	0	0	0	0	957
500-515	202	171	0	0	129	0	42	0	0	219	191	1	0	0	0	0	955
515-530	213	133	0	0	144	0	54	0	0	242	215	0	0	0	0	0	1001
530-545	205	165	0	0	159	0	57	0	0	223	186	0	0	0	0	0	995
545-600	219	168	0	0	199	0	56	0	0	228	165	0	0	0	0	0	1035
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	815	605	0	0	563	0	203	0	0	870	753	2	0	0	0	0	3811
415-515	825	628	0	0	564	0	203	0	0	897	750	3	0	0	0	0	3870
430-530	832	598	0	0	557	0	186	0	0	921	760	2	0	0	0	0	3856
445-545	829	615	0	0	564	0	193	0	0	940	766	1	0	0	0	0	3908
500-600	839	637	0	0	631	0	209	0	0	912	757	1	0	0	0	0	3986

PEAK HOUR 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-415	0	0	0	0	0
415-430	0	2	0	0	2
430-445	0	2	0	0	2
445-500	1	1	0	0	2
500-515	0	0	0	0	0
515-530	0	3	0	0	3
530-545	0	0	0	0	0
545-600	1	0	0	0	1
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-500	1	5	0	0	6
415-515	1	5	0	0	6
430-530	1	6	0	0	7
445-545	1	4	0	0	5
500-600	1	3	0	0	4

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	1	0	0	1
530-545	0	0	0	0	0
545-600	0	-1	0	0	-1
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	1	0	0	1
445-545	0	1	0	0	1
500-600	0	0	0	0	0

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
400-500	1420	1433		766	0		1625	810		0	1568
415-515	1453	1461		767	0		1650	834		0	1575
430-530	1430	1478		743	0		1683	786		0	1592
445-545	1444	1504		757	0		1707	809		0	1595
500-600	1476	1543		840	0		1670	847		0	1596

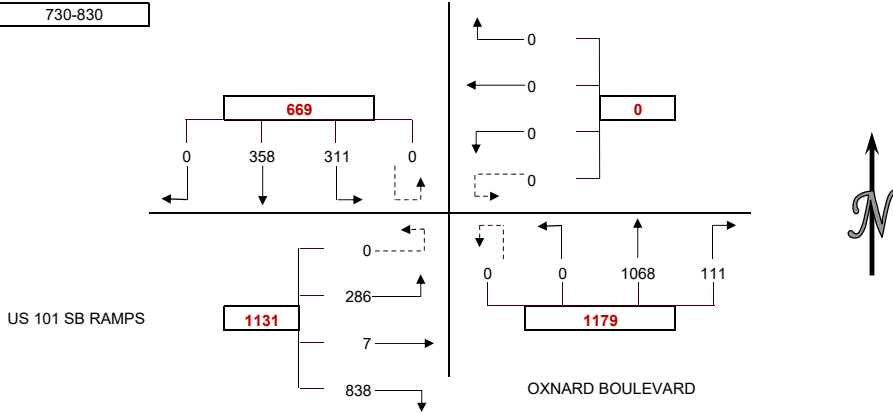
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S OXNARD BOULEVARD
 E/W US 101 SB RAMPS
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	0	59	74	0	0	0	0	0	28	196	0	0	97	0	49	0	503
715-730	0	55	81	0	0	0	0	0	30	227	0	0	185	1	56	0	635
730-745	0	96	90	0	0	0	0	0	28	251	0	0	273	3	57	0	798
745-800	0	104	83	0	0	0	0	0	30	339	0	0	223	3	74	0	856
800-815	0	88	66	0	0	0	0	0	22	241	0	0	174	0	78	0	669
815-830	0	70	72	0	0	0	0	0	31	237	0	0	168	1	77	0	656
830-845	0	59	83	0	0	0	0	0	45	206	0	0	145	0	66	0	604
845-900	0	81	52	0	0	0	0	0	35	207	0	0	151	0	48	0	574
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	0	314	328	0	0	0	0	0	116	1013	0	0	778	7	236	0	2792
715-815	0	343	320	0	0	0	0	0	110	1058	0	0	855	7	265	0	2958
730-830	0	358	311	0	0	0	0	0	111	1068	0	0	838	7	286	0	2979
745-845	0	321	304	0	0	0	0	0	128	1023	0	0	710	4	295	0	2785
800-900	0	298	273	0	0	0	0	0	133	891	0	0	638	1	269	0	2503

PEAK HOUR 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	1	2
715-730	0	0	0	2	2
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	1	0	1
815-830	0	0	2	0	2
830-845	0	0	0	2	2
845-900	0	0	1	1	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	1	3	4
715-815	0	0	1	2	3
730-830	0	0	3	0	3
745-845	0	0	3	2	5
800-900	0	0	4	3	7

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	1	0	1
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	1	1
815-830	0	0	0	1	1
830-845	0	0	0	0	0
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	1	0	1
715-815	0	0	1	1	2
730-830	0	0	0	2	2
745-845	0	0	0	2	2
800-900	0	0	0	2	2

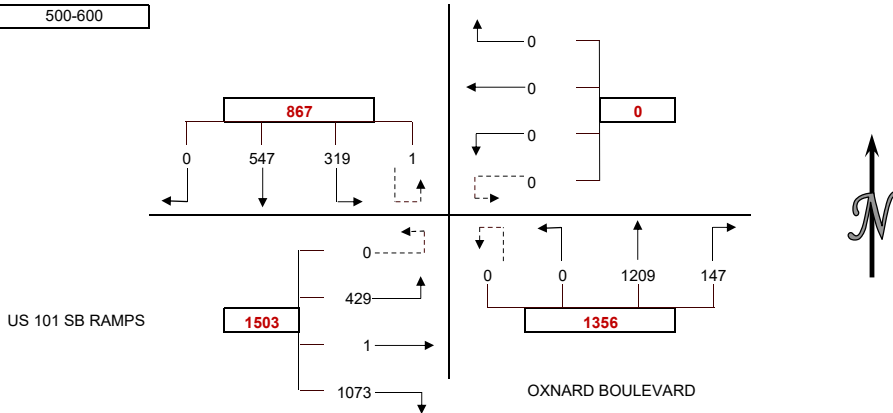
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S OXNARD BOULEVARD
 E/W US 101 SB RAMPS
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBLT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBLT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	0	125	61	0	0	0	0	0	39	255	0	0	269	0	100	0	849
415-430	0	137	68	0	0	0	0	0	36	306	0	0	282	0	94	0	923
430-445	0	119	71	0	0	0	0	0	40	295	0	0	243	1	101	0	870
445-500	0	110	55	0	0	0	0	0	35	239	0	0	264	0	124	0	827
500-515	0	156	91	0	0	0	0	0	28	308	0	0	269	1	103	0	956
515-530	0	114	83	0	0	0	0	0	44	321	0	0	277	0	105	0	944
530-545	0	140	76	1	0	0	0	0	36	314	0	0	266	0	110	0	943
545-600	0	137	69	0	0	0	0	0	39	266	0	0	261	0	111	0	883
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBLT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBLT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	0	491	255	0	0	0	0	0	150	1095	0	0	1058	1	419	0	3469
415-515	0	522	285	0	0	0	0	0	139	1148	0	0	1058	2	422	0	3576
430-530	0	499	300	0	0	0	0	0	147	1163	0	0	1053	2	433	0	3597
445-545	0	520	305	1	0	0	0	0	143	1182	0	0	1076	1	442	0	3670
500-600	0	547	319	1	0	0	0	0	147	1209	0	0	1073	1	429	0	3726

PEAK HOUR 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	1	0	1
415-430	0	0	1	0	1
430-445	0	0	2	0	2
445-500	0	0	1	0	1
500-515	0	0	1	0	1
515-530	0	0	2	0	2
530-545	0	0	1	1	2
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	5	0	5
415-515	0	0	5	0	5
430-530	0	0	6	0	6
445-545	0	0	5	1	6
500-600	0	0	4	1	5

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	1	1
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	1	0	1
545-600	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	1	1
415-515	0	0	0	1	1
430-530	0	0	0	1	1
445-545	0	0	1	1	2
500-600	0	0	1	0	1

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
400-500	746	1514		0	406		1245	1549		1478	0
415-515	807	1570		0	426		1287	1580		1482	0
430-530	799	1596		0	449		1310	1552		1488	0
445-545	826	1625		0	449		1325	1596		1519	0
500-600	867	1639		0	467		1356	1620		1503	0

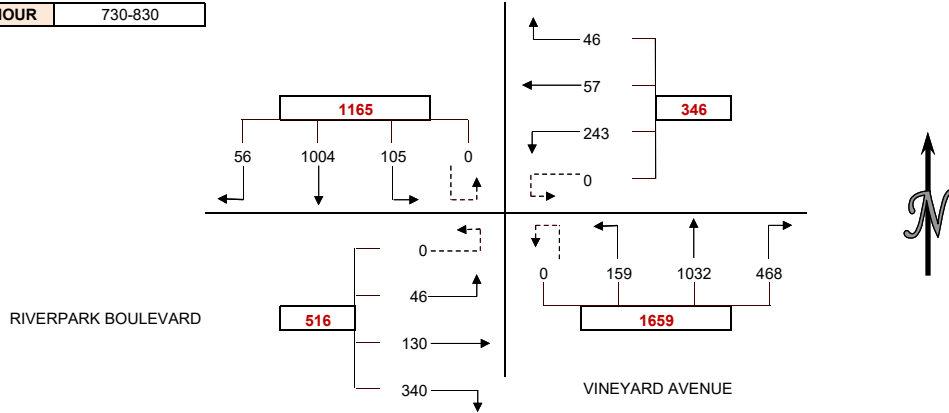
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S VINEYARD AVENUE
 E/W RIVERPARK BOULEVARD
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	8	196	13	0	8	10	29	0	55	184	30	0	61	13	3	0	610
715-730	10	226	26	0	17	11	50	0	83	220	25	0	85	30	9	0	792
730-745	10	279	29	0	4	9	46	0	124	264	31	0	77	41	8	0	922
745-800	14	242	32	0	15	20	81	0	121	250	39	0	95	41	15	0	965
800-815	22	238	23	0	18	15	39	0	134	284	37	0	82	35	10	0	937
815-830	10	245	21	0	9	13	77	0	89	234	52	0	86	13	13	0	862
830-845	15	260	16	0	11	14	51	0	48	207	41	0	80	10	11	0	764
845-900	22	223	14	0	13	8	58	0	43	166	30	0	79	7	9	0	672
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	42	943	100	0	44	50	206	0	383	918	125	0	318	125	35	0	3289
715-815	56	985	110	0	54	55	216	0	462	1018	132	0	339	147	42	0	3616
730-830	56	1004	105	0	46	57	243	0	468	1032	159	0	340	130	46	0	3686
745-845	61	985	92	0	53	62	248	0	392	975	169	0	343	99	49	0	3528
800-900	69	966	74	0	51	50	225	0	314	891	160	0	327	65	43	0	3235

PEAK HOUR 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-715	0	0	0	2	2
715-730	2	1	0	1	4
730-745	0	0	1	1	2
745-800	0	2	0	0	2
800-815	0	3	0	1	4
815-830	0	0	0	1	1
830-845	0	1	0	2	3
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-800	2	3	1	4	10
715-815	2	6	1	3	12
730-830	0	5	1	3	9
745-845	0	6	0	4	10
800-900	0	4	0	4	8

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	1	1
745-800	0	0	0	1	1
800-815	1	0	0	2	3
815-830	0	0	0	0	0
830-845	0	0	0	1	1
845-900	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
700-800	0	0	0	2	2
715-815	1	0	0	4	5
730-830	1	0	0	4	5
745-845	1	0	0	4	5
800-900	1	0	0	3	4

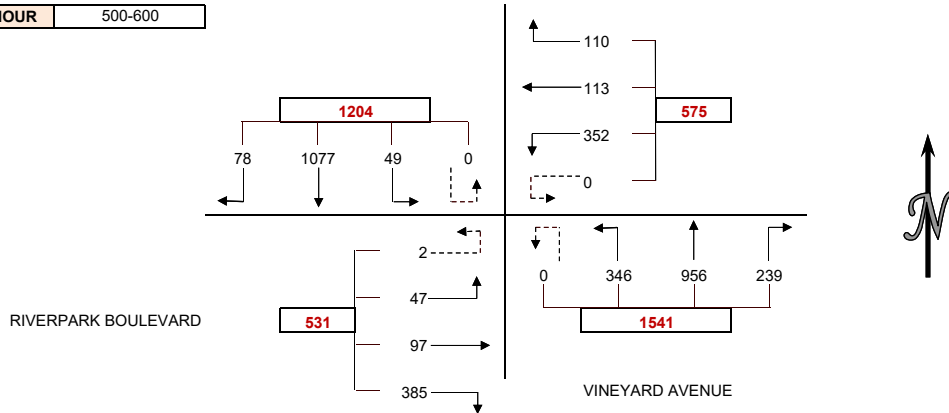
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S VINEYARD AVENUE
 E/W RIVERPARK BOULEVARD
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBLT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBLT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	15	259	15	0	27	20	85	0	53	213	67	0	76	16	13	0	859
415-430	13	253	10	0	22	29	83	0	68	222	62	0	78	18	20	1	879
430-445	16	294	12	0	22	30	77	0	62	243	70	0	62	13	11	0	912
445-500	23	238	17	0	20	30	78	0	67	238	75	0	100	17	11	0	914
500-515	16	297	15	0	34	19	87	0	65	243	93	0	86	20	12	1	988
515-530	19	243	9	0	23	33	89	0	72	246	74	0	94	28	14	0	944
530-545	31	310	5	0	31	26	77	0	45	229	105	0	100	27	10	0	996
545-600	12	227	20	0	22	35	99	0	57	238	74	0	105	22	11	1	923
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBLT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBLT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	67	1044	54	0	91	109	323	0	250	916	274	0	316	64	55	1	3564
415-515	68	1082	54	0	98	108	325	0	262	946	300	0	326	68	54	2	3693
430-530	74	1072	53	0	99	112	331	0	266	970	312	0	342	78	48	1	3758
445-545	89	1088	46	0	108	108	331	0	249	956	347	0	380	92	47	1	3842
500-600	78	1077	49	0	110	113	352	0	239	956	346	0	385	97	47	2	3851

PEAK HOUR 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-415	3	0	0	1	4
415-430	1	0	0	3	4
430-445	1	0	0	3	4
445-500	0	0	0	0	0
500-515	1	0	0	3	4
515-530	0	0	0	3	3
530-545	1	0	0	3	4
545-600	1	0	0	2	3
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-500	5	0	0	7	12
415-515	3	0	0	9	12
430-530	2	0	0	9	11
445-545	2	0	0	9	11
500-600	3	0	0	11	14

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-415	1	1	0	1	3
415-430	0	0	0	0	0
430-445	2	0	0	1	3
445-500	2	0	0	1	3
500-515	2	0	0	0	2
515-530	2	0	0	0	2
530-545	1	2	0	0	3
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-500	5	1	0	3	9
415-515	6	0	0	2	8
430-530	8	0	0	2	10
445-545	7	2	0	1	10
500-600	5	2	0	0	7

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
400-500	1165	1062		523	368		1440	1683		436	451
415-515	1204	1098		531	384		1508	1733		450	478
430-530	1199	1117		542	397		1548	1745		469	499
445-545	1223	1111		547	387		1552	1799		520	545
500-600	1204	1113		575	385		1541	1814		531	539

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

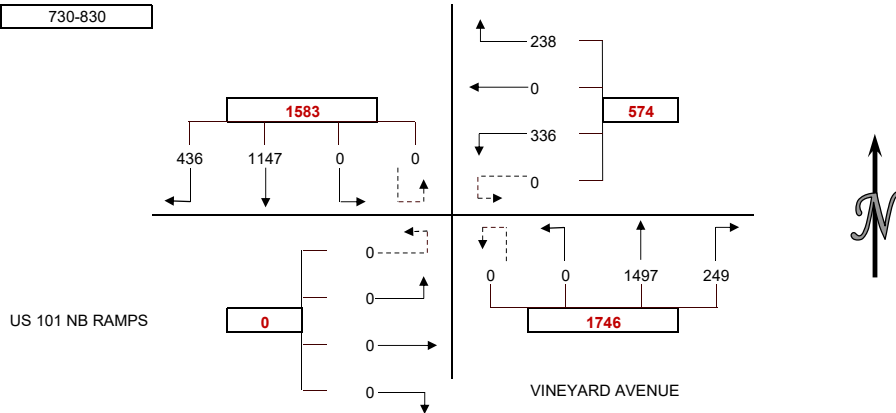
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S VINEYARD AVENUE
 E/W US 101 NB RAMPS
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	84	200	0	0	43	0	66	0	51	215	0	0	0	0	0	0	659
715-730	100	233	0	0	52	0	83	0	77	314	0	0	0	0	0	0	859
730-745	117	279	0	0	63	0	92	0	73	385	0	0	0	0	0	0	1009
745-800	123	331	0	0	44	0	79	0	80	378	0	0	0	0	0	0	1035
800-815	96	274	0	0	64	0	72	0	56	431	0	0	0	0	0	0	993
815-830	100	263	0	0	67	0	93	0	40	303	0	0	0	0	0	0	866
830-845	82	288	0	0	58	0	133	0	51	241	0	0	0	0	0	0	853
845-900	72	275	0	0	42	0	89	0	56	227	0	0	0	0	0	0	761
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	424	1043	0	0	202	0	320	0	281	1292	0	0	0	0	0	0	3562
715-815	436	1117	0	0	223	0	326	0	286	1508	0	0	0	0	0	0	3896
730-830	436	1147	0	0	238	0	336	0	249	1497	0	0	0	0	0	0	3903
745-845	401	1156	0	0	233	0	377	0	227	1353	0	0	0	0	0	0	3747
800-900	350	1100	0	0	231	0	387	0	203	1202	0	0	0	0	0	0	3473

PEAK HOUR 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	0	0	0	2
715-730	0	0	1	0	1
730-745	2	0	0	0	2
745-800	1	1	1	0	3
800-815	1	0	0	0	1
815-830	2	0	0	0	2
830-845	1	1	1	0	3
845-900	2	0	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	5	1	2	0	8
715-815	4	1	2	0	7
730-830	6	1	1	0	8
745-845	5	2	2	0	9
800-900	6	1	1	0	8

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	1	1	0	3
715-730	0	1	0	0	1
730-745	2	0	0	0	2
745-800	0	0	0	0	0
800-815	1	0	0	0	1
815-830	1	0	0	0	1
830-845	1	0	0	0	1
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	2	1	0	6
715-815	3	1	0	0	4
730-830	4	0	0	0	4
745-845	3	0	0	0	3
800-900	3	0	0	0	3

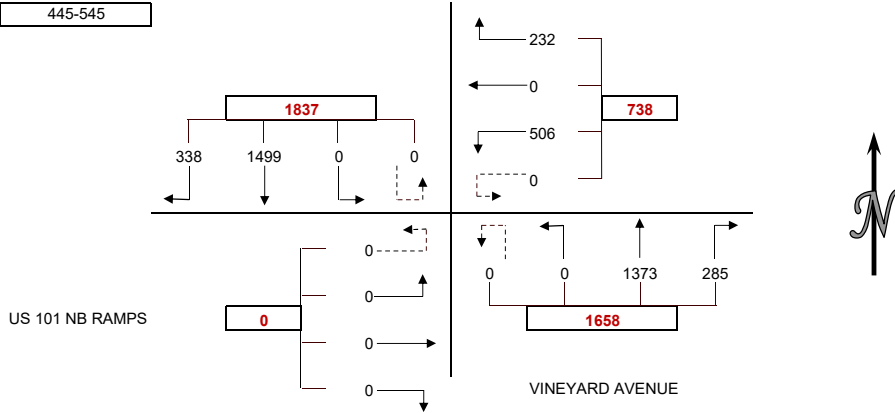
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S VINEYARD AVENUE
 E/W US 101 NB RAMPS
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	59	349	0	0	48	0	113	0	66	278	0	0	0	0	0	0	913
415-430	83	309	0	0	44	0	98	0	70	311	0	0	0	0	0	0	915
430-445	71	349	0	0	50	0	136	0	63	338	0	0	0	0	0	0	1007
445-500	80	381	0	0	55	0	106	0	54	339	0	0	0	0	0	0	1015
500-515	92	384	0	0	50	0	142	0	69	345	0	0	0	0	0	0	1082
515-530	73	351	0	0	59	0	120	0	92	342	0	0	0	0	0	0	1037
530-545	93	383	0	0	68	0	138	0	70	347	0	0	0	0	0	0	1099
545-600	82	319	0	0	60	0	129	0	57	341	0	0	0	0	0	0	988
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	293	1388	0	0	197	0	453	0	253	1266	0	0	0	0	0	0	3850
415-515	326	1423	0	0	199	0	482	0	256	1333	0	0	0	0	0	0	4019
430-530	316	1465	0	0	214	0	504	0	278	1364	0	0	0	0	0	0	4141
445-545	338	1499	0	0	232	0	506	0	285	1373	0	0	0	0	0	0	4233
500-600	340	1437	0	0	237	0	529	0	288	1375	0	0	0	0	0	0	4206

PEAK HOUR 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-415	1	0	0	0	1
415-430	1	0	0	0	1
430-445	2	0	0	0	2
445-500	1	0	0	0	1
500-515	3	0	0	0	3
515-530	2	0	0	0	2
530-545	3	0	0	0	3
545-600	2	0	0	0	2
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	5	0	0	0	5
415-515	7	0	0	0	7
430-530	8	0	0	0	8
445-545	9	0	0	0	9
500-600	10	0	0	0	10

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-415	0	1	1	0	2
415-430	0	0	0	0	0
430-445	1	0	0	0	1
445-500	1	1	1	0	3
500-515	2	0	0	0	2
515-530	0	0	0	0	0
530-545	0	2	2	0	4
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD	LEG	LEG	LEG	LEG	TOTAL
400-500	2	2	2	0	6
415-515	4	1	1	0	6
430-530	4	1	1	0	6
445-545	3	3	3	0	9
500-600	2	2	2	0	6

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
400-500	1681	1463		650	253		1519	1841		0	293
415-515	1749	1532		681	256		1589	1905		0	326
430-530	1781	1578		718	278		1642	1969		0	316
445-545	1837	1605		738	285		1658	2005		0	338
500-600	1777	1612		766	288		1663	1966		0	340

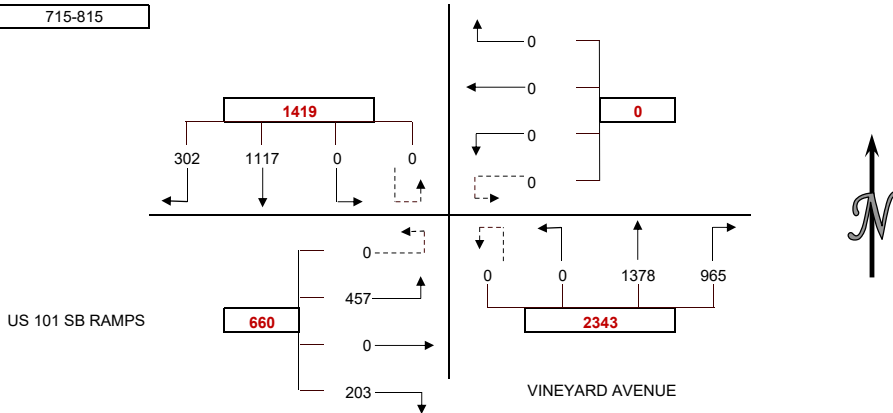
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S VINEYARD AVENUE
 E/W US 101 SB RAMPS
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	89	172	0	0	0	0	0	0	291	223	0	0	21	0	43	0	839
715-730	82	257	0	0	0	0	0	0	267	313	0	0	48	0	120	0	1087
730-745	88	260	0	0	0	0	0	0	242	384	0	0	33	0	95	0	1102
745-800	80	337	0	0	0	0	0	0	202	327	0	0	50	0	139	0	1135
800-815	52	263	0	0	0	0	0	0	254	354	0	0	72	0	103	0	1098
815-830	83	325	0	0	0	0	0	0	218	291	0	0	49	0	76	0	1042
830-845	66	348	0	0	0	0	0	0	226	243	0	0	43	0	65	0	991
845-900	72	310	0	0	0	0	0	0	172	200	0	0	37	0	60	0	851
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	339	1026	0	0	0	0	0	0	1002	1247	0	0	152	0	397	0	4163
715-815	302	1117	0	0	0	0	0	0	965	1378	0	0	203	0	457	0	4422
730-830	303	1185	0	0	0	0	0	0	916	1356	0	0	204	0	413	0	4377
745-845	281	1273	0	0	0	0	0	0	900	1215	0	0	214	0	383	0	4266
800-900	273	1246	0	0	0	0	0	0	870	1088	0	0	201	0	304	0	3982

PEAK HOUR 715-815



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	2	2
715-730	0	0	0	0	0
730-745	0	0	0	1	1
745-800	0	0	0	2	2
800-815	0	0	0	0	0
815-830	0	0	0	3	3
830-845	0	0	0	1	1
845-900	0	0	0	2	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	5	5
715-815	0	0	0	3	3
730-830	0	0	0	6	6
745-845	0	0	0	6	6
800-900	0	0	0	6	6

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	1	1
715-730	0	0	0	0	0
730-745	0	0	0	1	1
745-800	0	0	0	0	0
800-815	0	0	0	1	1
815-830	0	0	0	1	1
830-845	0	0	0	1	1
845-900	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	2	2
715-815	0	0	0	2	2
730-830	0	0	0	3	3
745-845	0	0	0	3	3
800-900	0	0	0	3	3

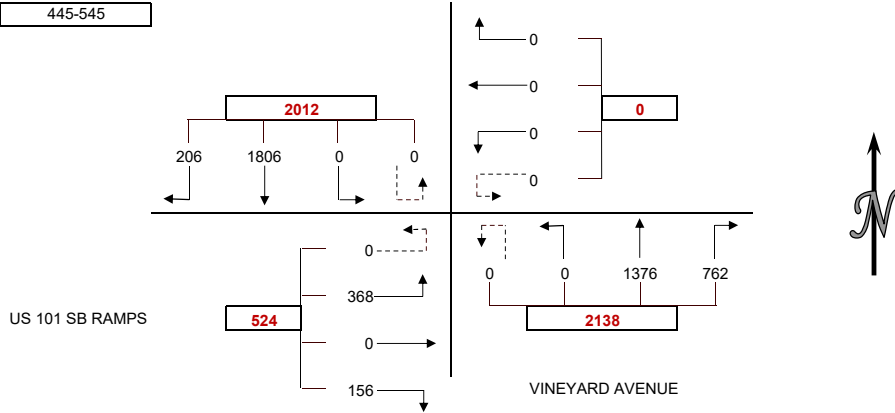
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
 PROJECT: RIVERPARK TRAFFIC COUNTS
 DATE: WEDNESDAY SEPTEMBER 18, 2019
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S VINEYARD AVENUE
 E/W US 101 SB RAMPS
 CITY: OXNARD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	59	439	0	0	0	0	0	0	176	274	0	0	35	0	86	0	1069
415-430	62	402	0	0	0	0	0	0	167	316	0	0	42	0	92	0	1081
430-445	45	420	0	0	0	0	0	0	179	295	0	0	28	0	100	0	1067
445-500	56	451	0	0	0	0	0	0	163	294	0	0	32	0	106	0	1102
500-515	47	484	0	0	0	0	0	0	204	333	0	0	42	0	94	0	1204
515-530	46	421	0	0	0	0	0	0	204	385	0	0	48	0	79	0	1183
530-545	57	450	0	0	0	0	0	0	191	364	0	0	34	0	89	0	1185
545-600	48	443	0	0	0	0	0	0	167	318	0	0	34	0	92	0	1102
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	TOTAL
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	222	1712	0	0	0	0	0	0	685	1179	0	0	137	0	384	0	4319
415-515	210	1757	0	0	0	0	0	0	713	1238	0	0	144	0	392	0	4454
430-530	194	1776	0	0	0	0	0	0	750	1307	0	0	150	0	379	0	4556
445-545	206	1806	0	0	0	0	0	0	762	1376	0	0	156	0	368	0	4674
500-600	198	1798	0	0	0	0	0	0	766	1400	0	0	158	0	354	0	4674

PEAK HOUR 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-415	0	0	0	3	3
415-430	0	0	0	1	1
430-445	0	0	0	2	2
445-500	0	0	0	0	0
500-515	0	0	0	2	2
515-530	0	0	0	1	1
530-545	0	0	0	2	2
545-600	0	0	0	2	2
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-500	0	0	0	6	6
415-515	0	0	0	5	5
430-530	0	0	0	5	5
445-545	0	0	0	5	5
500-600	0	0	0	7	7

BICYCLE COUNTS

15 MIN COUNTS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-415	0	0	0	1	1
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	1	1
500-515	0	0	0	1	1
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
HOUR TOTALS	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
PERIOD					
400-500	0	0	0	2	2
415-515	0	0	0	2	2
430-530	0	0	0	2	2
445-545	0	0	0	2	2
500-600	0	0	0	1	1

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
400-500	1934	1563	0	685	1864	1849	521	222
415-515	1967	1630	0	713	1951	1901	536	210
430-530	1970	1686	0	750	2057	1926	529	194
445-545	2012	1744	0	762	2138	1962	524	206
500-600	1996	1754	0	766	2166	1956	512	198

Attachment B

Level of Service Worksheets

Scenario Report

Scenario: 2019_AM
Command: 2019_AM
Volume: 2019_AM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 8 VENTURA RD / TOWN CENTER DR	A	xxxxx	0.513	A	xxxxx	0.513	+ 0.000 V/C
# 9 OXNARD BLVD / TOWN CENTER DR	B	xxxxx	0.660	B	xxxxx	0.660	+ 0.000 V/C
# 10 VINEYARD AVE (SR-232) / RIVER	C	26.2	0.640	C	26.2	0.640	+ 0.000 D/V
# 11 OXNARD BLVD / US-101 NB RAMPS	C	23.9	0.517	C	23.9	0.517	+ 0.000 D/V
# 12 OXNARD BLVD / US 101 SB RAMPS	C	21.4	0.369	C	21.4	0.369	+ 0.000 D/V
# 13 VINEYARD AVE / US-101 NB RAMPS	B	13.4	0.474	B	13.4	0.474	+ 0.000 D/V
# 14 VINEYARD AVE / US-101 SB RAMPS	B	17.2	0.682	B	17.2	0.682	+ 0.000 D/V

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #8 VENTURA RD / TOWN CENTER DR
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.513
Loss Time (sec):   10          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     34          Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Prot+Permit      Prot+Permit      Split Phase      Split Phase
Rights:      Ignore      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Y+R:      4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0
Lanes:      1  0  2  0  1      1  0  1  1  0      0  0  1!  0  0      2  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:      44  516  907  268  283  5  1  5  2  255  64  87
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  44  516  907  268  283  5  1  5  2  255  64  87
User Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    44  516  0  268  283  5  1  5  2  255  64  87
Reduct Vol:    0  0  0  0  0  0  0  0  0  0  0  0
Reduced Vol:   44  516  0  268  283  5  1  5  2  255  64  87
PCE Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  44  516  0  268  283  5  1  5  2  255  64  87
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         1.00 2.00 1.00 1.00 1.97 0.03 0.12 0.63 0.25 2.00 1.00 1.00
Final Sat.:    1600 3200 1600 1600 3144 56 200 1000 400 3200 1600 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.03 0.16 0.00 0.17 0.09 0.09 0.01 0.01 0.01 0.08 0.04 0.05
Crit Moves:      ****      ****      ****      ****
*****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #9 OXNARD BLVD / TOWN CENTER DR
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.660
Loss Time (sec):      10          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        45          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Protected      Protected      Split Phase      Split Phase
Rights:         Ov1            Include       Ov1              Ov1
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Y+R:            4.0  4.0  4.0      4.0  4.0  4.0      4.0  4.0  4.0      4.0  4.0  4.0
Lanes:          2  0  2  0  1      1  0  2  0  1      1  1  1  0  2      1  1  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:       321  292  296      13  648  39      44  135  995      150  74  11
Growth Adj:     1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse:    321  292  296      13  648  39      44  135  995      150  74  11
User Adj:       1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Volume:     321  292  296      13  648  39      44  135  995      150  74  11
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:    321  292  296      13  648  39      44  135  995      150  74  11
PCE Adj:        1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
MLF Adj:        1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
FinalVolume:    321  292  296      13  648  39      44  135  995      150  74  11
OvlAdjVol:      221                      674                      0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1600 1600 1600      1600 1600 1600      1600 1600 1600      1600 1600 1600
Adjustment:     1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Lanes:          2.00 2.00 1.00      1.00 2.00 1.00      1.00 2.00 2.00      2.00 1.00 1.00
Final Sat.:     3200 3200 1600      1600 3200 1600      1600 3200 3200      3200 1600 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.10 0.09 0.19      0.01 0.20 0.02      0.03 0.04 0.31      0.05 0.05 0.01
OvlAdjV/S:      0.14                      0.21                      0.00
Crit Moves:     ****                      ****                      **** ****
*****

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 VINEYARD AVE (SR-232) / RIVER PARK BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 16 Average Delay (sec/veh): 26.2
Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	2	0	2	1	0	2	1	0	0	2	1	1	0

Volume Module:

Base Vol:	159	1032	468	105	1004	56	46	130	340	243	57	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	1032	468	105	1004	56	46	130	340	243	57	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	1032	468	105	1004	56	46	130	340	243	57	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	1032	468	105	1004	56	46	130	340	243	57	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	159	1032	468	105	1004	56	46	130	340	243	57	46

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.87	0.87	0.95	0.90	0.90	0.99	0.99	0.75	0.96	0.96	0.85
Lanes:	2.00	2.06	0.94	1.00	2.84	0.16	0.26	0.74	2.00	1.62	0.38	1.00
Final Sat.:	3502	3401	1542	1805	4874	272	490	1385	2842	2958	694	1615

Capacity Analysis Module:

Vol/Sat:	0.05	0.30	0.30	0.06	0.21	0.21	0.09	0.09	0.12	0.08	0.08	0.03
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.47	0.47	0.09	0.46	0.46	0.15	0.15	0.25	0.13	0.13	0.13
Volume/Cap:	0.44	0.64	0.64	0.64	0.44	0.44	0.64	0.64	0.48	0.64	0.64	0.22
Uniform Del:	42.2	19.9	19.9	43.9	18.2	18.2	40.2	40.2	32.1	41.4	41.4	39.1
IncrcmntDel:	0.9	0.6	0.6	8.2	0.1	0.1	5.0	5.0	0.5	3.0	3.0	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.1	20.5	20.5	52.1	18.3	18.3	45.2	45.2	32.6	44.4	44.4	39.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	20.5	20.5	52.1	18.3	18.3	45.2	45.2	32.6	44.4	44.4	39.6
LOS by Move:	D	C	C	D	B	B	D	D	C	D	D	D
HCM2k95thQ:	6	24	24	8	15	15	12	12	11	11	11	3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 OXNARD BLVD / US-101 NB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 12 Average Delay (sec/veh): 23.9
Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	4	0	1	0	0	0	0

Volume Module:

Base Vol:	851	526	0	0	557	1255	0	0	0	125	0	385
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	851	526	0	0	557	1255	0	0	0	125	0	385
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	851	526	0	0	557	0	0	0	0	125	0	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	851	526	0	0	557	0	0	0	0	125	0	385
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	851	526	0	0	557	0	0	0	0	125	0	385

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.88	1.00	0.88
Lanes:	2.00	2.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.25	0.00	1.75
Final Sat.:	3502	3610	0	0	6916	1900	0	0	0	2073	0	2922

Capacity Analysis Module:

Vol/Sat:	0.24	0.15	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.06	0.00	0.13
Crit Moves:	****			****								****
Green/Cycle:	0.47	0.63	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.25	0.00	0.25
Volume/Cap:	0.52	0.23	0.00	0.00	0.52	0.00	0.00	0.00	0.00	0.24	0.00	0.52
Uniform Del:	18.6	8.2	0.0	0.0	38.8	0.0	0.0	0.0	0.0	29.6	0.0	32.0
IncramntDel:	0.3	0.1	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.1	0.0	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	18.9	8.3	0.0	0.0	39.2	0.0	0.0	0.0	0.0	29.6	0.0	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.9	8.3	0.0	0.0	39.2	0.0	0.0	0.0	0.0	29.6	0.0	32.5
LOS by Move:	B	A	A	A	D	A	A	A	A	C	A	C
HCM2k95thQ:	18	7	0	0	10	0	0	0	0	5	0	12

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 OXNARD BLVD / US 101 SB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.369
Loss Time (sec): 12 Average Delay (sec/veh): 21.4
Optimal Cycle: 34 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	1		2	0	2	0	0	0

Volume Module:

Base Vol:	0	1068	111	311	358	0	286	0	838	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1068	111	311	358	0	286	0	838	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1068	0	311	358	0	286	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1068	0	311	358	0	286	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1068	0	311	358	0	286	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	0.92	0.95	1.00	0.92	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	6916	1900	3502	3610	0	3502	0	1900	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.15	0.00	0.09	0.10	0.00	0.08	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.42	0.00	0.24	0.66	0.00	0.22	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.37	0.00	0.37	0.15	0.00	0.37	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	20.0	0.0	31.7	6.5	0.0	33.0	0.0	0.0	0.0	0.0	0.0
IncramntDel:	0.0	0.1	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	20.1	0.0	31.9	6.5	0.0	33.3	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.1	0.0	31.9	6.5	0.0	33.3	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	A	C	A	A	C	A	A	A	A	A
HCM2k95thQ:	0	12	0	8	4	0	8	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 VINEYARD AVE / US-101 NB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 8 Average Delay (sec/veh): 13.4
Optimal Cycle: 30 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0	1		0	0	3	0	1	

Volume Module:

Base Vol:	0	1497	249	0	1147	436	0	0	0	336	0	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1497	249	0	1147	436	0	0	0	336	0	238
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1497	0	0	1147	0	0	0	0	336	0	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1497	0	0	1147	0	0	0	0	336	0	238
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1497	0	0	1147	0	0	0	0	336	0	238

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.85
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5187	1900	0	5187	1900	0	0	0	3502	0	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.29	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.10	0.00	0.15
Crit Moves:	****											
Green/Cycle:	0.00	0.61	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.31	0.00	0.31
Volume/Cap:	0.00	0.47	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.31	0.00	0.47
Uniform Del:	0.0	10.7	0.0	0.0	9.8	0.0	0.0	0.0	0.0	26.3	0.0	27.8
IncramntDel:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	10.9	0.0	0.0	9.9	0.0	0.0	0.0	0.0	26.4	0.0	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.9	0.0	0.0	9.9	0.0	0.0	0.0	0.0	26.4	0.0	28.5
LOS by Move:	A	B	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	17	0	0	12	0	0	0	0	8	0	12

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 VINEYARD AVE / US-101 SB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 8 Average Delay (sec/veh): 17.2
Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0	1		0	0	3	0	1	
	0	0	2	0	1		1	0	1	0	0	

Volume Module:

Base Vol:	0	1378	965	0	1117	302	457	0	203	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1378	965	0	1117	302	457	0	203	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1378	0	0	1117	0	457	0	203	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1378	0	0	1117	0	457	0	203	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1378	0	0	1117	0	457	0	203	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	1.00	0.92	1.00	0.92	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	3.00	1.00	1.53	0.00	0.47	0.00	0.00	0.00
Final Sat.:	0	3610	1900	0	5187	1900	2681	0	825	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.38	0.00	0.00	0.22	0.00	0.17	0.00	0.25	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.00	0.56	0.00	0.00	0.56	0.00	0.36	0.00	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.68	0.00	0.00	0.39	0.00	0.47	0.00	0.68	0.00	0.00	0.00
Uniform Del:	0.0	15.7	0.0	0.0	12.4	0.0	24.6	0.0	27.1	0.0	0.0	0.0
IncrcmntDel:	0.0	1.0	0.0	0.0	0.1	0.0	0.3	0.0	2.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	16.7	0.0	0.0	12.5	0.0	24.9	0.0	29.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.7	0.0	0.0	12.5	0.0	24.9	0.0	29.1	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	C	A	C	A	A	A
HCM2k95thQ:	0	29	0	0	13	0	14	0	22	0	0	0

Note: Queue reported is the number of cars per lane.

Scenario Report

Scenario: 2019_PM
Command: 2019_PM
Volume: 2019_PM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 8 VENTURA RD / TOWN CENTER DR	A	xxxxx	0.525	A	xxxxx	0.525	+ 0.000 V/C
# 9 OXNARD BLVD / TOWN CENTER DR	A	xxxxx	0.563	A	xxxxx	0.563	+ 0.000 V/C
# 10 VINEYARD AVE (SR-232) / RIVER	C	29.0	0.630	C	29.0	0.630	+ 0.000 D/V
# 11 OXNARD BLVD / US-101 NB RAMPS	C	26.0	0.597	C	26.0	0.597	+ 0.000 D/V
# 12 OXNARD BLVD / US 101 SB RAMPS	C	22.4	0.442	C	22.4	0.442	+ 0.000 D/V
# 13 VINEYARD AVE / US-101 NB RAMPS	B	14.1	0.471	B	14.1	0.471	+ 0.000 D/V
# 14 VINEYARD AVE / US-101 SB RAMPS	B	14.7	0.625	B	14.7	0.625	+ 0.000 D/V

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #8 VENTURA RD / TOWN CENTER DR
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.525
Loss Time (sec):      10          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Prot+Permit      Prot+Permit      Split Phase      Split Phase
Rights:      Ignore      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Y+R:      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:      1 0 2 0 1      1 0 1 1 0      0 0 1! 0 0      2 0 1 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      7 423 630      155 336      2 4 52      5 506 13 29
Growth Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse:      7 423 630      155 336      2 4 52      5 506 13 29
User Adj:      1.00 1.00 0.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj:      1.00 1.00 0.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Volume:      7 423 0      155 336      2 4 52      5 506 13 29
Reduct Vol:      0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:      7 423 0      155 336      2 4 52      5 506 13 29
PCE Adj:      1.00 1.00 0.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
MLF Adj:      1.00 1.00 0.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
FinalVolume:      7 423 0      155 336      2 4 52      5 506 13 29
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600      1600 1600 1600      1600 1600 1600      1600 1600 1600
Adjustment:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Lanes:      1.00 2.00 1.00      1.00 1.99 0.01      0.07 0.85 0.08      2.00 1.00 1.00
Final Sat.:      1600 3200 1600      1600 3181 19      105 1364 131      3200 1600 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.13 0.00      0.10 0.11 0.11      0.04 0.04 0.04      0.16 0.01 0.02
Crit Moves:      ****      ****      ****      ****
*****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #9 OXNARD BLVD / TOWN CENTER DR
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.563
Loss Time (sec):       10          Average Delay (sec/veh):          xxxxxx
Optimal Cycle:         37          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Protected      Protected      Split Phase      Split Phase
Rights:         Ov1            Include       Ov1              Ov1
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Y+R:           4.0  4.0  4.0    4.0  4.0  4.0    4.0  4.0  4.0    4.0  4.0  4.0
Lanes:          2  0  2  0  1    1  0  2  0  1    1  1  1  0  2    1  1  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:       334  648  506      15  446  58      84  174  589  445  142  22
Growth Adj:     1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    334  648  506      15  446  58      84  174  589  445  142  22
User Adj:       1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:        1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     334  648  506      15  446  58      84  174  589  445  142  22
Reduct Vol:     0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:    334  648  506      15  446  58      84  174  589  445  142  22
PCE Adj:        1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:        1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    334  648  506      15  446  58      84  174  589  445  142  22
OvlAdjVol:      283                    255                    7
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1600 1600  1600    1600 1600  1600    1600 1600  1600  1600 1600  1600
Adjustment:     1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
Lanes:          2.00 2.00  1.00    1.00 2.00  1.00    1.00 2.00  2.00  2.00 1.00  1.00
Final Sat.:     3200 3200  1600    1600 3200  1600    1600 3200  3200  3200 1600  1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.10 0.20  0.32  0.01 0.14  0.04  0.05 0.05  0.18  0.14 0.09  0.01
OvlAdjV/S:      0.18                    0.08                    0.00
Crit Moves:     ****                    ****                    ****  ****
*****

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 VINEYARD AVE (SR-232) / RIVER PARK BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 16 Average Delay (sec/veh): 29.0
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	2	0	2	1	0	2	1	0	0	2	1	1	0

Volume Module:

Base Vol:	346	956	239	49	1077	78	49	97	385	352	113	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	346	956	239	49	1077	78	49	97	385	352	113	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	346	956	239	49	1077	78	49	97	385	352	113	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	956	239	49	1077	78	49	97	385	352	113	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	346	956	239	49	1077	78	49	97	385	352	113	110

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.88	0.95	0.90	0.90	0.98	0.98	0.75	0.96	0.96	0.85
Lanes:	2.00	2.40	0.60	1.00	2.80	0.20	0.34	0.66	2.00	1.51	0.49	1.00
Final Sat.:	3502	4025	1006	1805	4788	347	627	1241	2842	2773	890	1615

Capacity Analysis Module:

Vol/Sat:	0.10	0.24	0.24	0.03	0.22	0.22	0.08	0.08	0.14	0.13	0.13	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.46	0.46	0.05	0.36	0.36	0.12	0.12	0.28	0.20	0.20	0.20
Volume/Cap:	0.63	0.51	0.51	0.51	0.63	0.63	0.63	0.63	0.48	0.63	0.63	0.34
Uniform Del:	39.4	19.0	19.0	46.1	26.6	26.6	41.6	41.6	29.9	36.5	36.5	34.2
IncrementDel:	2.3	0.2	0.2	4.8	0.7	0.7	5.5	5.5	0.5	1.8	1.8	0.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.8	19.2	19.2	50.9	27.4	27.4	47.1	47.1	30.3	38.3	38.3	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	19.2	19.2	50.9	27.4	27.4	47.1	47.1	30.3	38.3	38.3	34.8
LOS by Move:	D	B	B	D	C	C	D	D	C	D	D	C
DesignQueue:	9	14	14	3	16	16	7	7	9	11	11	5

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 OXNARD BLVD / US-101 NB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 12 Average Delay (sec/veh): 26.0
Optimal Cycle: 48 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	4	0	1	0	0	0	0

Volume Module:

Base Vol:	758	912	0	0	637	839	0	0	0	209	0	631
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	758	912	0	0	637	839	0	0	0	209	0	631
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	758	912	0	0	637	0	0	0	0	209	0	631
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	758	912	0	0	637	0	0	0	0	209	0	631
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	758	912	0	0	637	0	0	0	0	209	0	631

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.88	1.00	0.88
Lanes:	2.00	2.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.25	0.00	1.75
Final Sat.:	3502	3610	0	0	6916	1900	0	0	0	2079	0	2916

Capacity Analysis Module:

Vol/Sat:	0.22	0.25	0.00	0.00	0.09	0.00	0.00	0.00	0.00	0.10	0.00	0.22
Crit Moves:	****			****								****
Green/Cycle:	0.36	0.52	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.36	0.00	0.36
Volume/Cap:	0.60	0.49	0.00	0.00	0.60	0.00	0.00	0.00	0.00	0.28	0.00	0.60
Uniform Del:	25.9	15.6	0.0	0.0	39.4	0.0	0.0	0.0	0.0	22.6	0.0	25.9
IncrcmntDel:	0.8	0.2	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.1	0.0	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	26.7	15.8	0.0	0.0	40.3	0.0	0.0	0.0	0.0	22.6	0.0	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	15.8	0.0	0.0	40.3	0.0	0.0	0.0	0.0	22.6	0.0	26.6
LOS by Move:	C	B	A	A	D	A	A	A	A	C	A	C
DesignQueue:	15	14	0	0	8	0	0	0	0	6	0	13

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 OXNARD BLVD / US 101 SB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 12 Average Delay (sec/veh): 22.4
Optimal Cycle: 37 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	1		2	0	2	0	0	

Volume Module:

Base Vol:	0	1209	147	320	547	0	429	0	1073	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1209	147	320	547	0	429	0	1073	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1209	0	320	547	0	429	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1209	0	320	547	0	429	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1209	0	320	547	0	429	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	0.92	0.95	1.00	0.92	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	6916	1900	3502	3610	0	3502	0	1900	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.17	0.00	0.09	0.15	0.00	0.12	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.40	0.00	0.21	0.60	0.00	0.28	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.44	0.00	0.44	0.25	0.00	0.44	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	22.1	0.0	34.6	9.3	0.0	29.8	0.0	0.0	0.0	0.0	0.0
IncramntDel:	0.0	0.1	0.0	0.4	0.1	0.0	0.3	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	22.2	0.0	35.0	9.4	0.0	30.1	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.2	0.0	35.0	9.4	0.0	30.1	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	A	D	A	A	C	A	A	A	A	A
DesignQueue:	0	12	0	7	7	0	9	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 VINEYARD AVE / US-101 NB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 8 Average Delay (sec/veh): 14.1
Optimal Cycle: 30 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0	1		0	0	3	0	1	

Volume Module:

Base Vol:	0	1373	285	0	1499	338	0	0	0	506	0	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1373	285	0	1499	338	0	0	0	506	0	232
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1373	0	0	1499	0	0	0	0	506	0	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1373	0	0	1499	0	0	0	0	506	0	232
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1373	0	0	1499	0	0	0	0	506	0	232

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.85
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5187	1900	0	5187	1900	0	0	0	3502	0	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.26	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.14	0.00	0.14
Crit Moves:					****					****		
Green/Cycle:	0.00	0.61	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.31	0.00	0.31
Volume/Cap:	0.00	0.43	0.00	0.00	0.47	0.00	0.00	0.00	0.00	0.47	0.00	0.47
Uniform Del:	0.0	10.2	0.0	0.0	10.5	0.0	0.0	0.0	0.0	28.1	0.0	28.1
IncrcmntDel:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.3	0.0	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	10.3	0.0	0.0	10.6	0.0	0.0	0.0	0.0	28.4	0.0	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.3	0.0	0.0	10.6	0.0	0.0	0.0	0.0	28.4	0.0	28.8
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	C
DesignQueue:	0	12	0	0	13	0	0	0	0	10	0	9

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 VINEYARD AVE / US-101 SB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 8 Average Delay (sec/veh): 14.7
Optimal Cycle: 40 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0	1		0	0	3	0	1	
	0	0	2	0	1		1	0	1	0	0	

Volume Module:

Base Vol:	0	1376	762	0	1806	206	368	0	156	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1376	762	0	1806	206	368	0	156	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1376	0	0	1806	0	368	0	156	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1376	0	0	1806	0	368	0	156	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1376	0	0	1806	0	368	0	156	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	1.00	0.92	1.00	0.92	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	3.00	1.00	1.54	0.00	0.46	0.00	0.00	0.00
Final Sat.:	0	3610	1900	0	5187	1900	2701	0	804	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.38	0.00	0.00	0.35	0.00	0.14	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.00	0.61	0.00	0.00	0.61	0.00	0.31	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	0.00	0.63	0.00	0.00	0.57	0.00	0.44	0.00	0.63	0.00	0.00	0.00
Uniform Del:	0.0	12.3	0.0	0.0	11.7	0.0	27.5	0.0	29.5	0.0	0.0	0.0
IncrcmntDel:	0.0	0.6	0.0	0.0	0.3	0.0	0.3	0.0	1.5	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	12.9	0.0	0.0	11.9	0.0	27.8	0.0	31.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.9	0.0	0.0	11.9	0.0	27.8	0.0	31.0	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	C	A	C	A	A	A
DesignQueue:	0	17	0	0	16	0	9	0	14	0	0	0

Note: Queue reported is the number of cars per lane.

DEVELOPMENT SCENARIO COMPARATIVE SUMMARY
TRIP GENERATION ESTIMATES - OXNARD RIVERPARK SPECIFIC PLAN AMENDMENT 2021

TRIP GENERATION RATES										
Source (Oxnard Traffic Model)	Land Use No.	Land Use Description	Rate	Daily	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
ITE (Apartment)	3	Apartment	du	6.72	20%	80%	0.51	65%	35%	0.62
ITE (Shopping Center)	9	Regional Commercial	ksf	30.00	61%	39%	0.72	48%	52%	2.61

TRIP GENERATION ESTIMATES										
Development Scenarios	Land Use No.	Land Use Description	Size	Daily	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
<u>Scenario 1 - Districts B, C, & D</u>	3	Apartment	1,025 du	6,888	105	418	523	413	223	636
	9	Regional Commercial	-562.247 ksf	<u>-16,867</u>	<u>-247</u>	<u>-158</u>	<u>-405</u>	<u>-704</u>	<u>-763</u>	<u>-1,467</u>
				-9,979	-142	260	118	-291	-540	-831
<u>Scenario 2 - Districts B & C</u>	3	Apartment	613 du	4,119	63	250	313	247	133	380
	9	Regional Commercial	-336.377 ksf	<u>-10,091</u>	<u>-148</u>	<u>-94</u>	<u>-242</u>	<u>-421</u>	<u>-457</u>	<u>-878</u>
				-5,972	-85	156	71	-174	-324	-498
<u>Scenario 3 - Districts C & D</u>	3	Apartment	692 du	4,650	71	282	353	278	151	429
	9	Regional Commercial	-379.727 ksf	<u>-11,392</u>	<u>-167</u>	<u>-106</u>	<u>-273</u>	<u>-475</u>	<u>-516</u>	<u>-991</u>
				-6,742	-96	176	80	-197	-365	-562
<u>Scenario 4 - Districts B & D</u>	3	Apartment	745 du	5,006	76	304	380	300	162	462
	9	Regional Commercial	-408.810 ksf	<u>-12,264</u>	<u>-179</u>	<u>-115</u>	<u>-294</u>	<u>-512</u>	<u>-555</u>	<u>-1,067</u>
				-7,258	-103	189	86	-212	-393	-605
<u>Scenario 5 - District B</u>	3	Apartment	333 du	2,238	34	136	170	133	73	206
	9	Regional Commercial	-182.730 ksf	<u>-5,482</u>	<u>-81</u>	<u>-51</u>	<u>-132</u>	<u>-228</u>	<u>-249</u>	<u>-477</u>
				-3,244	-47	85	38	-95	-176	-271
<u>Scenario 6 - District C</u>	3	Apartment	280 du	1,882	29	114	143	113	61	174
	9	Regional Commercial	-153.647 ksf	<u>-4,609</u>	<u>-68</u>	<u>-43</u>	<u>-111</u>	<u>-192</u>	<u>-209</u>	<u>-401</u>
				-2,727	-39	71	32	-79	-148	-227
<u>Scenario 7 - Districts D</u>	3	Apartment	412 du	2,769	42	168	210	165	90	255
	9	Regional Commercial	-266.080 ksf	<u>-7,982</u>	<u>-117</u>	<u>-75</u>	<u>-192</u>	<u>-333</u>	<u>-361</u>	<u>-694</u>
				-5,213	-75	93	18	-168	-271	-439



APPENDIX B

Air Emissions Calculations

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

RiverPark Adopted Specific Plan

Ventura County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	421.00	1000sqft	9.66	421,000.00	0
Government Office Building	19.00	1000sqft	0.44	19,000.00	0
Elementary School	1,683.00	Student	3.23	140,704.47	0
General Light Industry	8.00	1000sqft	0.18	8,000.00	0
Other Non-Asphalt Surfaces	226.00	Acre	226.00	9,844,560.00	0
City Park	43.50	Acre	43.50	1,894,860.00	0
Hotel	320.00	Room	10.67	464,640.00	0
Apartments Low Rise	880.00	Dwelling Unit	55.00	880,000.00	2693
Condo/Townhouse	1,102.00	Dwelling Unit	68.88	1,102,000.00	3372
Single Family Housing	823.00	Dwelling Unit	248.31	1,481,400.00	2518
Regional Shopping Center	1,574.00	1000sqft	36.13	1,574,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2030
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use - Based on Traffic Study Adopted Specific Plan land uses. Specific Plan area is 702 acres.

Construction Phase - Estimated construction assumption.

Grading -

Architectural Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Vehicle Trips - Based on Traffic Study

Woodstoves - No woodstoves, no fireplace

Area Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Construction Off-road Equipment Mitigation - Assumed VCAPCD Rule 55 dust control measures.

Area Mitigation - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	75.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Residential_Exterior	100	50
tblAreaCoating	Area_EF_Residential_Interior	75	50
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	12,400.00	1,550.00
tblConstructionPhase	NumDays	1,240.00	155.00
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	480.00	60.00
tblFireplaces	NumberNoFireplace	880.00	0.00
tblFireplaces	NumberNoFireplace	1,102.00	0.00

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblFireplaces	NumberNoFireplace	823.00	0.00
tblLandUse	LotAcreage	267.21	248.31
tblVehicleTrips	ST_TR	8.14	7.47
tblVehicleTrips	ST_TR	1.96	5.73
tblVehicleTrips	ST_TR	8.14	8.90
tblVehicleTrips	ST_TR	1.99	2.61
tblVehicleTrips	ST_TR	2.21	3.06
tblVehicleTrips	ST_TR	8.19	8.00
tblVehicleTrips	ST_TR	46.12	37.70
tblVehicleTrips	ST_TR	9.54	9.67
tblVehicleTrips	SU_TR	6.28	5.77
tblVehicleTrips	SU_TR	2.19	6.40
tblVehicleTrips	SU_TR	6.28	6.86
tblVehicleTrips	SU_TR	5.00	6.55
tblVehicleTrips	SU_TR	0.70	0.97
tblVehicleTrips	SU_TR	5.95	5.81
tblVehicleTrips	SU_TR	21.10	17.25
tblVehicleTrips	SU_TR	8.55	8.67
tblVehicleTrips	WD_TR	7.32	6.72
tblVehicleTrips	WD_TR	0.78	2.28
tblVehicleTrips	WD_TR	7.32	8.00
tblVehicleTrips	WD_TR	1.89	1.29
tblVehicleTrips	WD_TR	4.96	6.50
tblVehicleTrips	WD_TR	9.74	13.50
tblVehicleTrips	WD_TR	22.59	30.00
tblVehicleTrips	WD_TR	8.36	8.17
tblVehicleTrips	WD_TR	37.75	30.86
tblVehicleTrips	WD_TR	9.44	9.57

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.0 Emissions Summary****2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.6867	38.8834	29.5975	0.0635	19.8049	1.6358	21.4183	10.1417	1.5050	11.6260	0.0000	6,158.7443	6,158.7443	1.9489	4.0400e-003	6,208.6698
2023	25.9473	128.4150	245.9882	1.0483	80.0364	1.6339	81.6703	21.6349	1.5400	23.1749	0.0000	110,111.5182	110,111.5182	4.3932	9.3988	113,022.1762
2024	24.3560	125.6197	232.5838	1.0239	80.0373	1.5347	81.5720	21.6353	1.4467	23.0820	0.0000	108,058.4491	108,058.4491	4.3036	9.1816	110,902.1508
2025	22.9105	122.3277	220.5586	0.9966	80.0382	1.4344	81.4727	21.6356	1.3527	22.9883	0.0000	105,785.1879	105,785.1879	4.2315	8.9511	108,558.4108
2026	21.7126	120.1060	210.4778	0.9714	80.0392	1.4166	81.4558	21.6359	1.3362	22.9721	0.0000	103,606.1109	103,606.1109	4.1787	8.7352	106,313.6735
2027	20.6008	117.9126	201.7736	0.9471	80.0400	1.3952	81.4352	21.6362	1.3163	22.9525	0.0000	101,464.4836	101,464.4836	4.1333	8.5191	104,106.5097
2028	19.5744	116.1131	194.5752	0.9248	80.0408	1.3735	81.4143	21.6365	1.2962	22.9327	0.0000	99,512.1380	99,512.1380	4.1017	8.3197	102,093.9541
2029	335.7484	114.3678	188.2255	0.9042	80.0416	1.3509	81.3925	21.6368	1.2752	22.9119	0.0000	97,682.5572	97,682.5572	4.0805	8.1301	100,207.3483
Maximum	335.7484	128.4150	245.9882	1.0483	80.0416	1.6358	81.6703	21.6368	1.5400	23.1749	0.0000	110,111.5182	110,111.5182	4.3932	9.3988	113,022.1762

Mitigated Construction

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.6867	38.8834	29.5975	0.0635	7.8141	1.6358	9.4275	3.9792	1.5050	5.4635	0.0000	6,158.7443	6,158.7443	1.9489	4.0400e-003	6,208.6698
2023	25.9473	128.4150	245.9882	1.0483	80.0364	1.6339	81.6703	21.6349	1.5400	23.1749	0.0000	110,111.5182	110,111.5182	4.3932	9.3988	113,022.1762
2024	24.3560	125.6197	232.5838	1.0239	80.0373	1.5347	81.5720	21.6353	1.4467	23.0820	0.0000	108,058.4491	108,058.4491	4.3036	9.1816	110,902.1508
2025	22.9105	122.3277	220.5586	0.9966	80.0382	1.4344	81.4727	21.6356	1.3527	22.9883	0.0000	105,785.1879	105,785.1879	4.2315	8.9511	108,558.4108
2026	21.7126	120.1060	210.4778	0.9714	80.0392	1.4166	81.4558	21.6359	1.3362	22.9721	0.0000	103,606.1109	103,606.1109	4.1787	8.7352	106,313.6735
2027	20.6008	117.9126	201.7736	0.9471	80.0400	1.3952	81.4352	21.6362	1.3163	22.9525	0.0000	101,464.4836	101,464.4836	4.1333	8.5191	104,106.5097
2028	19.5744	116.1131	194.5752	0.9248	80.0408	1.3735	81.4143	21.6365	1.2962	22.9327	0.0000	99,512.1380	99,512.1380	4.1017	8.3197	102,093.9541
2029	335.7484	114.3678	188.2255	0.9042	80.0416	1.3509	81.3925	21.6368	1.2752	22.9119	0.0000	97,682.5572	97,682.5572	4.0805	8.1301	100,207.3483
Maximum	335.7484	128.4150	245.9882	1.0483	80.0416	1.6358	81.6703	21.6368	1.5400	23.1749	0.0000	110,111.5182	110,111.5182	4.3932	9.3988	113,022.1762

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	2.07	0.00	2.03	3.81	0.00	3.57	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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[illegible]

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.0 Construction Detail****Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	5/24/2022	8/15/2022	5	60	
2	Grading	Grading	8/16/2022	3/20/2023	5	155	
3	Building Construction	Building Construction	3/21/2023	2/26/2029	5	1550	
4	Paving	Paving	2/27/2029	7/30/2029	5	110	
5	Architectural Coating	Architectural Coating	7/31/2029	12/31/2029	5	110	

Acres of Grading (Site Preparation Phase): 90**Acres of Grading (Grading Phase): 465****Acres of Paving: 226****Residential Indoor: 7,013,385; Residential Outdoor: 2,337,795; Non-Residential Indoor: 3,941,017; Non-Residential Outdoor: 1,313,672; Striped****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	7,556.00	2,655.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1,511.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	19.6570	1.6126	21.2696	10.1025	1.4836	11.5860		3,686.0619	3,686.0619	1.1922		3,715.8655

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0557	0.0360	0.5004	1.3000e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		132.6004	132.6004	4.1900e-003	3.6400e-003	133.7886
Total	0.0557	0.0360	0.5004	1.3000e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		132.6004	132.6004	4.1900e-003	3.6400e-003	133.7886

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.6662	0.0000	7.6662	3.9400	0.0000	3.9400			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	7.6662	1.6126	9.2788	3.9400	1.4836	5.4235	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0557	0.0360	0.5004	1.3000e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		132.6004	132.6004	4.1900e-003	3.6400e-003	133.7886
Total	0.0557	0.0360	0.5004	1.3000e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		132.6004	132.6004	4.1900e-003	3.6400e-003	133.7886

3.3 Grading - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	9.2036	1.6349	10.8385	3.6538	1.5041	5.1579		6,011.4105	6,011.4105	1.9442		6,060.0158

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0619	0.0400	0.5560	1.4500e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		147.3338	147.3338	4.6500e-003	4.0400e-003	148.6540
Total	0.0619	0.0400	0.5560	1.4500e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		147.3338	147.3338	4.6500e-003	4.0400e-003	148.6540

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.5894	0.0000	3.5894	1.4250	0.0000	1.4250			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	3.5894	1.6349	5.2243	1.4250	1.5041	2.9291	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0619	0.0400	0.5560	1.4500e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		147.3338	147.3338	4.6500e-003	4.0400e-003	148.6540
Total	0.0619	0.0400	0.5560	1.4500e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		147.3338	147.3338	4.6500e-003	4.0400e-003	148.6540

3.3 Grading - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105		6,011.4777	6,011.4777	1.9442		6,060.0836
Total	3.3217	34.5156	28.0512	0.0621	9.2036	1.4245	10.6281	3.6538	1.3105	4.9643		6,011.4777	6,011.4777	1.9442		6,060.0836

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0575	0.0356	0.5135	1.4000e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		143.4697	143.4697	4.2100e-003	3.7500e-003	144.6916
Total	0.0575	0.0356	0.5135	1.4000e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		143.4697	143.4697	4.2100e-003	3.7500e-003	144.6916

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.5894	0.0000	3.5894	1.4250	0.0000	1.4250			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836
Total	3.3217	34.5156	28.0512	0.0621	3.5894	1.4245	5.0139	1.4250	1.3105	2.7355	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0575	0.0356	0.5135	1.4000e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		143.4697	143.4697	4.2100e-003	3.7500e-003	144.6916
Total	0.0575	0.0356	0.5135	1.4000e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		143.4697	143.4697	4.2100e-003	3.7500e-003	144.6916

3.4 Building Construction - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
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Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.6346	100.5920	35.7381	0.4918	17.9656	0.5979	18.5635	5.1708	0.5719	5.7427		53,353.4555	53,353.4555	2.1950	7.9831	55,787.2909
Worker	21.7400	13.4381	194.0060	0.5296	62.0708	0.3363	62.4071	16.4641	0.3097	16.7738		54,202.8529	54,202.8529	1.5904	1.4157	54,664.4792
Total	24.3745	114.0301	229.7442	1.0214	80.0364	0.9342	80.9706	21.6349	0.8816	22.5165		107,556.3083	107,556.3083	3.7853	9.3988	110,451.7701

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.6346	100.5920	35.7381	0.4918	17.9656	0.5979	18.5635	5.1708	0.5719	5.7427		53,353.4555	53,353.4555	2.1950	7.9831	55,787.2909
Worker	21.7400	13.4381	194.0060	0.5296	62.0708	0.3363	62.4071	16.4641	0.3097	16.7738		54,202.8529	54,202.8529	1.5904	1.4157	54,664.4792
Total	24.3745	114.0301	229.7442	1.0214	80.0364	0.9342	80.9706	21.6349	0.8816	22.5165		107,556.3083	107,556.3083	3.7853	9.3988	110,451.7701

3.4 Building Construction - 2024**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.5706	100.1146	35.5613	0.4836	17.9666	0.5995	18.5661	5.1712	0.5735	5.7447		52,547.7895	52,547.7895	2.2510	7.8608	54,946.5704
Worker	20.3138	12.0613	180.8557	0.5133	62.0708	0.3219	62.3926	16.4641	0.2964	16.7604		52,954.9606	52,954.9606	1.4482	1.3208	53,384.7728
Total	22.8844	112.1759	216.4170	0.9969	80.0373	0.9214	80.9587	21.6353	0.8698	22.5051		105,502.7502	105,502.7502	3.6992	9.1816	108,331.3432

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.5706	100.1146	35.5613	0.4836	17.9666	0.5995	18.5661	5.1712	0.5735	5.7447		52,547.7895	52,547.7895	2.2510	7.8608	54,946.5704
Worker	20.3138	12.0613	180.8557	0.5133	62.0708	0.3219	62.3926	16.4641	0.2964	16.7604		52,954.9606	52,954.9606	1.4482	1.3208	53,384.7728
Total	22.8844	112.1759	216.4170	0.9969	80.0373	0.9214	80.9587	21.6353	0.8698	22.5051		105,502.7502	105,502.7502	3.6992	9.1816	108,331.3432

3.4 Building Construction - 2025**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.5132	98.9733	35.4290	0.4740	17.9675	0.5998	18.5673	5.1715	0.5738	5.7453		51,587.8260	51,587.8260	2.3147	7.7142	53,944.5107
Worker	19.0299	10.8847	169.0450	0.4957	62.0708	0.3071	62.3778	16.4641	0.2827	16.7468		51,640.8875	51,640.8875	1.3159	1.2370	52,042.4020
Total	21.5431	109.8580	204.4739	0.9697	80.0382	0.9069	80.9451	21.6356	0.8565	22.4920		103,228.7135	103,228.7135	3.6305	8.9511	105,986.9127

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.5132	98.9733	35.4290	0.4740	17.9675	0.5998	18.5673	5.1715	0.5738	5.7453		51,587.8260	51,587.8260	2.3147	7.7142	53,944.5107
Worker	19.0299	10.8847	169.0450	0.4957	62.0708	0.3071	62.3778	16.4641	0.2827	16.7468		51,640.8875	51,640.8875	1.3159	1.2370	52,042.4020
Total	21.5431	109.8580	204.4739	0.9697	80.0382	0.9069	80.9451	21.6356	0.8565	22.4920		103,228.7135	103,228.7135	3.6305	8.9511	105,986.9127

3.4 Building Construction - 2026**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.4616	97.7305	35.3822	0.4644	17.9684	0.5973	18.5657	5.1719	0.5714	5.7432		50,630.867 7	50,630.867 7	2.3769	7.5682	62,945.6163
Worker	17.8837	9.9059	159.0109	0.4800	62.0708	0.2918	62.3625	16.4641	0.2686	16.7326		50,418.768 8	50,418.768 8	1.2008	1.1670	50,796.5592
Total	20.3452	107.6363	194.3931	0.9444	80.0392	0.8891	80.9283	21.6359	0.8400	22.4759		101,049.63 66	101,049.63 66	3.5778	8.7352	103,742.175 4

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.4616	97.7305	35.3822	0.4644	17.9684	0.5973	18.5657	5.1719	0.5714	5.7432		50,630.867 7	50,630.867 7	2.3769	7.5682	62,945.6163
Worker	17.8837	9.9059	159.0109	0.4800	62.0708	0.2918	62.3625	16.4641	0.2686	16.7326		50,418.768 8	50,418.768 8	1.2008	1.1670	50,796.5592
Total	20.3452	107.6363	194.3931	0.9444	80.0392	0.8891	80.9283	21.6359	0.8400	22.4759		101,049.63 66	101,049.63 66	3.5778	8.7352	103,742.175 4

3.4 Building Construction - 2027**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.4183	96.3760	35.3459	0.4542	17.9693	0.5931	18.5624	5.1722	0.5674	5.7395		49,592.9927	49,592.9927	2.4323	7.4116	51,862.4692
Worker	16.8151	9.0669	150.3431	0.4659	62.0708	0.2745	62.3452	16.4641	0.2526	16.7167		49,315.0166	49,315.0166	1.1001	1.1075	49,672.5424
Total	19.2334	105.4429	185.6890	0.9201	80.0400	0.8676	80.9076	21.6362	0.8200	22.4562		98,908.0093	98,908.0093	3.5323	8.5191	101,535.0116

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.4183	96.3760	35.3459	0.4542	17.9693	0.5931	18.5624	5.1722	0.5674	5.7395		49,592.9927	49,592.9927	2.4323	7.4116	51,862.4692
Worker	16.8151	9.0669	150.3431	0.4659	62.0708	0.2745	62.3452	16.4641	0.2526	16.7167		49,315.0166	49,315.0166	1.1001	1.1075	49,672.5424
Total	19.2334	105.4429	185.6890	0.9201	80.0400	0.8676	80.9076	21.6362	0.8200	22.4562		98,908.0093	98,908.0093	3.5323	8.5191	101,535.0116

3.4 Building Construction - 2028**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3850	95.2888	35.4387	0.4446	17.9701	0.5896	18.5597	5.1725	0.5640	5.7365		48,614.3020	48,614.3020	2.4880	7.2626	50,840.7577
Worker	15.8220	8.3547	143.0519	0.4533	62.0708	0.2563	62.3271	16.4641	0.2359	16.6999		48,341.3616	48,341.3616	1.0127	1.0571	48,681.6983
Total	18.2070	103.6434	178.4906	0.8979	80.0408	0.8460	80.8868	21.6365	0.7999	22.4364		96,955.6636	96,955.6636	3.5008	8.3197	99,522.4560

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3850	95.2888	35.4387	0.4446	17.9701	0.5896	18.5597	5.1725	0.5640	5.7365		48,614.3020	48,614.3020	2.4880	7.2626	50,840.7577
Worker	15.8220	8.3547	143.0519	0.4533	62.0708	0.2563	62.3271	16.4641	0.2359	16.6999		48,341.3616	48,341.3616	1.0127	1.0571	48,681.6983
Total	18.2070	103.6434	178.4906	0.8979	80.0408	0.8460	80.8868	21.6365	0.7999	22.4364		96,955.6636	96,955.6636	3.5008	8.3197	99,522.4560

3.4 Building Construction - 2029**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3528	94.1634	35.5165	0.4352	17.9708	0.5841	18.5549	5.1727	0.5587	5.7315		47,651.7179	47,651.7179	2.5447	7.1163	49,836.0021
Worker	14.8498	7.7347	136.6243	0.4420	62.0708	0.2392	62.3100	16.4641	0.2202	16.6842		47,474.3649	47,474.3649	0.9348	1.0138	47,799.8481
Total	17.2026	101.8981	172.1408	0.8772	80.0416	0.8233	80.8649	21.6368	0.7789	22.4157		95,126.0828	95,126.0828	3.4795	8.1301	97,635.8502

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3528	94.1634	35.5165	0.4352	17.9708	0.5841	18.5549	5.1727	0.5587	5.7315		47,651.7179	47,651.7179	2.5447	7.1163	49,836.0021
Worker	14.8498	7.7347	136.6243	0.4420	62.0708	0.2392	62.3100	16.4641	0.2202	16.6842		47,474.3649	47,474.3649	0.9348	1.0138	47,799.8481
Total	17.2026	101.8981	172.1408	0.8772	80.0416	0.8233	80.8649	21.6368	0.7789	22.4157		95,126.0828	95,126.0828	3.4795	8.1301	97,635.8502

3.5 Paving - 2029**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0295	0.0154	0.2712	8.8000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		94.2450	94.2450	1.8600e-003	2.0100e-003	94.8912
Total	0.0295	0.0154	0.2712	8.8000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		94.2450	94.2450	1.8600e-003	2.0100e-003	94.8912

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0295	0.0154	0.2712	8.8000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		94.2450	94.2450	1.8600e-003	2.0100e-003	94.8912
Total	0.0295	0.0154	0.2712	8.8000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		94.2450	94.2450	1.8600e-003	2.0100e-003	94.8912

3.6 Architectural Coating - 2029**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	332.6080					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	332.7788	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9696	1.5467	27.3212	0.0884	12.4125	0.0478	12.4604	3.2924	0.0440	3.3364		9,493.6164	9,493.6164	0.1869	0.2027	9,558.7044
Total	2.9696	1.5467	27.3212	0.0884	12.4125	0.0478	12.4604	3.2924	0.0440	3.3364		9,493.6164	9,493.6164	0.1869	0.2027	9,558.7044

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	332.6080					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	332.7788	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9696	1.5467	27.3212	0.0884	12.4125	0.0478	12.4604	3.2924	0.0440	3.3364		9,493.6164	9,493.6164	0.1869	0.2027	9,558.7044
Total	2.9696	1.5467	27.3212	0.0884	12.4125	0.0478	12.4604	3.2924	0.0440	3.3364		9,493.6164	9,493.6164	0.1869	0.2027	9,558.7044

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	193.9048	169.0665	1,556.7098	3.2547	413.7438	2.2956	416.0394	110.2731	2.1413	112.4144		350,318.89	350,318.89	22.8479	15.5779	355,532.304
Unmitigated	193.9048	169.0665	1,556.7098	3.2547	413.7438	2.2956	416.0394	110.2731	2.1413	112.4144		350,318.89	350,318.89	22.8479	15.5779	355,532.304

4.2 Trip Summary Information

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	5,913.60	6,573.60	5077.60	16,270,234	16,270,234
City Park	99.18	249.26	278.40	312,163	312,163
Condo/Townhouse	8,816.00	9,807.80	7559.72	24,254,851	24,254,851
Elementary School	2,171.07	0.00	0.00	3,419,341	3,419,341
General Light Industry	52.00	20.88	52.40	139,002	139,002
General Office Building	5,683.50	1,288.26	408.37	10,280,761	10,280,761
Government Office Building	570.00	0.00	0.00	698,201	698,201
Hotel	2,614.40	2,560.00	1859.20	4,747,438	4,747,438
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	48,570.49	59,339.80	27151.50	82,491,429	82,491,429
Single Family Housing	7,876.11	7,958.41	7135.41	21,502,377	21,502,377
Total	82,366.35	87,798.01	49,522.60	164,115,798	164,115,798

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Condo/Townhouse	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
Elementary School	9.50	7.30	7.30	65.00	30.00	5.00	63	25	12
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Government Office Building	9.50	7.30	7.30	33.00	62.00	5.00	50	34	16
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11
Single Family Housing	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
City Park	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Condo/Townhouse	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Elementary School	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Light Industry	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Government Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Hotel	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Other Non-Asphalt Surfaces	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Regional Shopping Center	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Single Family Housing	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.1714	18.9539	10.8160	0.1184		1.5003	1.5003		1.5003	1.5003		23,688.1305	23,688.1305	0.4540	0.4343	23,828.8972
NaturalGas Unmitigated	2.1714	18.9539	10.8160	0.1184		1.5003	1.5003		1.5003	1.5003		23,688.1305	23,688.1305	0.4540	0.4343	23,828.8972

5.2 Energy by Land Use - NaturalGas

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	29942	0.3229	2.7594	1.1742	0.0176		0.2231	0.2231		0.2231	0.2231		3,522.5925	3,522.5925	0.0675	0.0646	3,543.5255
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	49832.9	0.5374	4.5924	1.9542	0.0293		0.3713	0.3713		0.3713	0.3713		5,862.6897	5,862.6897	0.1124	0.1075	5,897.5288
Elementary School	4525.67	0.0488	0.4437	0.3727	2.6600e-003		0.0337	0.0337		0.0337	0.0337		532.4321	532.4321	0.0102	9.7600e-003	535.5960
General Light Industry	455.014	4.9100e-003	0.0446	0.0375	2.7000e-004		3.3900e-003	3.3900e-003		3.3900e-003	3.3900e-003		53.5310	53.5310	1.0300e-003	9.8000e-004	53.8491
General Office Building	10438.5	0.1126	1.0234	0.8596	6.1400e-003		0.0778	0.0778		0.0778	0.0778		1,228.0580	1,228.0580	0.0235	0.0225	1,235.3558
Government Office Building	471.096	5.0800e-003	0.0462	0.0388	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4231	55.4231	1.0600e-003	1.0200e-003	55.7524
Hotel	43217.9	0.4661	4.2371	3.5591	0.0254		0.3220	0.3220		0.3220	0.3220		5,084.4571	5,084.4571	0.0975	0.0932	5,114.6714
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	8581.53	0.0926	0.8413	0.7067	5.0500e-003		0.0639	0.0639		0.0639	0.0639		1,009.5923	1,009.5923	0.0194	0.0185	1,015.5918
Single Family Housing	53884.5	0.5811	4.9658	2.1131	0.0317		0.4015	0.4015		0.4015	0.4015		6,339.3548	6,339.3548	0.1215	0.1162	6,377.0264
Total		2.1714	18.9539	10.8160	0.1184		1.5003	1.5003		1.5003	1.5003		23,688.1305	23,688.1305	0.4540	0.4343	23,828.8972

Mitigated

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	29.942	0.3229	2.7594	1.1742	0.0176		0.2231	0.2231		0.2231	0.2231		3,522.5925	3,522.5925	0.0675	0.0646	3,543.5255
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	49.8329	0.5374	4.5924	1.9542	0.0293		0.3713	0.3713		0.3713	0.3713		5,862.6897	5,862.6897	0.1124	0.1075	5,897.5288
Elementary School	4.52567	0.0488	0.4437	0.3727	2.6600e-003		0.0337	0.0337		0.0337	0.0337		532.4321	532.4321	0.0102	9.7600e-003	535.5960
General Light Industry	0.455014	4.9100e-003	0.0446	0.0375	2.7000e-004		3.3900e-003	3.3900e-003		3.3900e-003	3.3900e-003		53.5310	53.5310	1.0300e-003	9.8000e-004	53.8491
General Office Building	10.4385	0.1126	1.0234	0.8596	6.1400e-003		0.0778	0.0778		0.0778	0.0778		1,228.0580	1,228.0580	0.0235	0.0225	1,235.3558
Government Office Building	0.471096	5.0800e-003	0.0462	0.0388	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4231	55.4231	1.0600e-003	1.0200e-003	55.7524
Hotel	43.2179	0.4661	4.2371	3.5591	0.0254		0.3220	0.3220		0.3220	0.3220		5,084.4571	5,084.4571	0.0975	0.0932	5,114.6714
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	8.58153	0.0926	0.8413	0.7067	5.0500e-003		0.0639	0.0639		0.0639	0.0639		1,009.5923	1,009.5923	0.0194	0.0185	1,015.5918
Single Family Housing	53.8845	0.5811	4.9658	2.1131	0.0317		0.4015	0.4015		0.4015	0.4015		6,339.3548	6,339.3548	0.1215	0.1162	6,377.0264
Total		2.1714	18.9539	10.8160	0.1184		1.5003	1.5003		1.5003	1.5003		23,688.1305	23,688.1305	0.4540	0.4343	23,828.8972

6.0 Area Detail**6.1 Mitigation Measures Area**

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	141.1486	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849	0.0000	417.6291	417.6291	0.3994	0.0000	427.6147
Unmitigated	150.8938	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849	0.0000	417.6291	417.6291	0.3994	0.0000	427.6147

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	10.0238					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	133.9265					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.9435	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849		417.6291	417.6291	0.3994		427.6147

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	150.8938	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849	0.0000	417.6291	417.6291	0.3994	0.0000	427.6147
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Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	10.0238					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	124.1813					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.9435	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849		417.6291	417.6291	0.3994		427.6147
Total	141.1486	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849	0.0000	417.6291	417.6291	0.3994	0.0000	427.6147

7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

RiverPark Adopted Specific Plan - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

RiverPark Adopted Specific Plan

Ventura County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	421.00	1000sqft	9.66	421,000.00	0
Government Office Building	19.00	1000sqft	0.44	19,000.00	0
Elementary School	1,683.00	Student	3.23	140,704.47	0
General Light Industry	8.00	1000sqft	0.18	8,000.00	0
Other Non-Asphalt Surfaces	226.00	Acre	226.00	9,844,560.00	0
City Park	43.50	Acre	43.50	1,894,860.00	0
Hotel	320.00	Room	10.67	464,640.00	0
Apartments Low Rise	880.00	Dwelling Unit	55.00	880,000.00	2693
Condo/Townhouse	1,102.00	Dwelling Unit	68.88	1,102,000.00	3372
Single Family Housing	823.00	Dwelling Unit	248.31	1,481,400.00	2518
Regional Shopping Center	1,574.00	1000sqft	36.13	1,574,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2030
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use - Based on Traffic Study Adopted Specific Plan land uses. Specific Plan area is 702 acres.

Construction Phase - Estimated construction assumption.

Grading -

Architectural Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Vehicle Trips - Based on Traffic Study

Woodstoves - No woodstoves, no fireplace

Area Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Construction Off-road Equipment Mitigation - Assumed VCAPCD Rule 55 dust control measures.

Area Mitigation - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	75.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Residential_Exterior	100	50
tblAreaCoating	Area_EF_Residential_Interior	75	50
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	12,400.00	1,550.00
tblConstructionPhase	NumDays	1,240.00	155.00
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	480.00	60.00
tblFireplaces	NumberNoFireplace	880.00	0.00
tblFireplaces	NumberNoFireplace	1,102.00	0.00

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblFireplaces	NumberNoFireplace	823.00	0.00
tblLandUse	LotAcreage	267.21	248.31
tblVehicleTrips	ST_TR	8.14	7.47
tblVehicleTrips	ST_TR	1.96	5.73
tblVehicleTrips	ST_TR	8.14	8.90
tblVehicleTrips	ST_TR	1.99	2.61
tblVehicleTrips	ST_TR	2.21	3.06
tblVehicleTrips	ST_TR	8.19	8.00
tblVehicleTrips	ST_TR	46.12	37.70
tblVehicleTrips	ST_TR	9.54	9.67
tblVehicleTrips	SU_TR	6.28	5.77
tblVehicleTrips	SU_TR	2.19	6.40
tblVehicleTrips	SU_TR	6.28	6.86
tblVehicleTrips	SU_TR	5.00	6.55
tblVehicleTrips	SU_TR	0.70	0.97
tblVehicleTrips	SU_TR	5.95	5.81
tblVehicleTrips	SU_TR	21.10	17.25
tblVehicleTrips	SU_TR	8.55	8.67
tblVehicleTrips	WD_TR	7.32	6.72
tblVehicleTrips	WD_TR	0.78	2.28
tblVehicleTrips	WD_TR	7.32	8.00
tblVehicleTrips	WD_TR	1.89	1.29
tblVehicleTrips	WD_TR	4.96	6.50
tblVehicleTrips	WD_TR	9.74	13.50
tblVehicleTrips	WD_TR	22.59	30.00
tblVehicleTrips	WD_TR	8.36	8.17
tblVehicleTrips	WD_TR	37.75	30.86
tblVehicleTrips	WD_TR	9.44	9.57

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.0 Emissions Summary****2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.6915	38.8903	29.5861	0.0635	19.8049	1.6358	21.4183	10.1417	1.5050	11.6260	0.0000	6,152.3527	6,152.3527	1.9493	4.4900e-003	6,202.4233
2023	27.5883	135.1432	243.5710	1.0261	80.0364	1.6377	81.6741	21.6349	1.5437	23.1786	0.0000	107,842.3929	107,842.3929	4.5272	9.5745	110,808.7769
2024	25.9164	132.1101	230.7389	1.0024	80.0373	1.5382	81.5756	21.6353	1.4501	23.0854	0.0000	105,848.6885	105,848.6885	4.4271	9.3460	108,744.4604
2025	24.3948	128.5862	219.1911	0.9760	80.0382	1.4377	81.4760	21.6356	1.3559	22.9914	0.0000	103,637.1739	103,637.1739	4.3456	9.1055	106,459.2558
2026	23.1364	126.1625	209.4630	0.9515	80.0392	1.4197	81.4589	21.6359	1.3391	22.9751	0.0000	101,514.1151	101,514.1151	4.2841	8.8813	104,267.8382
2027	21.9616	123.7875	201.0455	0.9278	80.0400	1.3980	81.4380	21.6362	1.3190	22.9552	0.0000	99,422.0883	99,422.0883	4.2310	8.6581	102,107.9750
2028	20.8680	121.8381	194.0846	0.9061	80.0408	1.3762	81.4170	21.6365	1.2987	22.9353	0.0000	97,512.5379	97,512.5379	4.1925	8.4527	100,136.2607
2029	336.0176	119.9550	187.9159	0.8859	80.0416	1.3534	81.3950	21.6368	1.2776	22.9144	0.0000	95,720.1206	95,720.1206	4.1649	8.2580	98,285.1207
Maximum	336.0176	135.1432	243.5710	1.0261	80.0416	1.6377	81.6741	21.6368	1.5437	23.1786	0.0000	107,842.3929	107,842.3929	4.5272	9.5745	110,808.7769

Mitigated Construction

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.6915	38.8903	29.5861	0.0635	7.8141	1.6358	9.4275	3.9792	1.5050	5.4635	0.0000	6,152.3527	6,152.3527	1.9493	4.4900e-003	6,202.4233
2023	27.5883	135.1432	243.5710	1.0261	80.0364	1.6377	81.6741	21.6349	1.5437	23.1786	0.0000	107,842.3929	107,842.3929	4.5272	9.5745	110,808.7769
2024	25.9164	132.1101	230.7389	1.0024	80.0373	1.5382	81.5756	21.6353	1.4501	23.0854	0.0000	105,848.6885	105,848.6885	4.4271	9.3460	108,744.4604
2025	24.3948	128.5862	219.1911	0.9760	80.0382	1.4377	81.4760	21.6356	1.3559	22.9914	0.0000	103,637.1739	103,637.1739	4.3456	9.1055	106,459.2558
2026	23.1364	126.1625	209.4630	0.9515	80.0392	1.4197	81.4589	21.6359	1.3391	22.9751	0.0000	101,514.1151	101,514.1151	4.2841	8.8813	104,267.8382
2027	21.9616	123.7875	201.0455	0.9278	80.0400	1.3980	81.4380	21.6362	1.3190	22.9552	0.0000	99,422.0883	99,422.0883	4.2310	8.6581	102,107.9750
2028	20.8680	121.8381	194.0846	0.9061	80.0408	1.3762	81.4170	21.6365	1.2987	22.9353	0.0000	97,512.5379	97,512.5379	4.1925	8.4527	100,136.2607
2029	336.0176	119.9550	187.9159	0.8859	80.0416	1.3534	81.3950	21.6368	1.2776	22.9144	0.0000	95,720.1206	95,720.1206	4.1649	8.2580	98,285.1207
Maximum	336.0176	135.1432	243.5710	1.0261	80.0416	1.6377	81.6741	21.6368	1.5437	23.1786	0.0000	107,842.3929	107,842.3929	4.5272	9.5745	110,808.7769

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	2.07	0.00	2.03	3.81	0.00	3.57	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	5/24/2022	8/15/2022	5	60	
2	Grading	Grading	8/16/2022	3/20/2023	5	155	
3	Building Construction	Building Construction	3/21/2023	2/26/2029	5	1550	
4	Paving	Paving	2/27/2029	7/30/2029	5	110	
5	Architectural Coating	Architectural Coating	7/31/2029	12/31/2029	5	110	

Acres of Grading (Site Preparation Phase): 90**Acres of Grading (Grading Phase): 465****Acres of Paving: 226****Residential Indoor: 7,013,385; Residential Outdoor: 2,337,795; Non-Residential Indoor: 3,941,017; Non-Residential Outdoor: 1,313,672; Striped****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	7,556.00	2,655.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1,511.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	19.6570	1.6126	21.2696	10.1025	1.4836	11.5860		3,686.0619	3,686.0619	1.1922		3,715.8655

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0600	0.0421	0.4901	1.2500e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		126.8480	126.8480	4.5500e-003	4.0400e-003	128.1667
Total	0.0600	0.0421	0.4901	1.2500e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		126.8480	126.8480	4.5500e-003	4.0400e-003	128.1667

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.6662	0.0000	7.6662	3.9400	0.0000	3.9400			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	7.6662	1.6126	9.2788	3.9400	1.4836	5.4235	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0600	0.0421	0.4901	1.2500e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		126.8480	126.8480	4.5500e-003	4.0400e-003	128.1667
Total	0.0600	0.0421	0.4901	1.2500e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		126.8480	126.8480	4.5500e-003	4.0400e-003	128.1667

3.3 Grading - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	9.2036	1.6349	10.8385	3.6538	1.5041	5.1579		6,011.4105	6,011.4105	1.9442		6,060.0158

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0667	0.0468	0.5446	1.3900e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		140.9422	140.9422	5.0500e-003	4.4900e-003	142.4075
Total	0.0667	0.0468	0.5446	1.3900e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		140.9422	140.9422	5.0500e-003	4.4900e-003	142.4075

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.5894	0.0000	3.5894	1.4250	0.0000	1.4250			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	3.5894	1.6349	5.2243	1.4250	1.5041	2.9291	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0667	0.0468	0.5446	1.3900e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		140.9422	140.9422	5.0500e-003	4.4900e-003	142.4075
Total	0.0667	0.0468	0.5446	1.3900e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		140.9422	140.9422	5.0500e-003	4.4900e-003	142.4075

3.3 Grading - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105		6,011.4777	6,011.4777	1.9442		6,060.0836
Total	3.3217	34.5156	28.0512	0.0621	9.2036	1.4245	10.6281	3.6538	1.3105	4.9643		6,011.4777	6,011.4777	1.9442		6,060.0836

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0621	0.0417	0.5041	1.3400e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		137.2614	137.2614	4.5900e-003	4.1700e-003	138.6174
Total	0.0621	0.0417	0.5041	1.3400e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		137.2614	137.2614	4.5900e-003	4.1700e-003	138.6174

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.5894	0.0000	3.5894	1.4250	0.0000	1.4250			0.0000			0.0000

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836
Total	3.3217	34.5156	28.0512	0.0621	3.5894	1.4245	5.0139	1.4250	1.3105	2.7355	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0621	0.0417	0.5041	1.3400e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		137.2614	137.2614	4.5900e-003	4.1700e-003	138.6174
Total	0.0621	0.0417	0.5041	1.3400e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		137.2614	137.2614	4.5900e-003	4.1700e-003	138.6174

3.4 Building Construction - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
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Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.5382	105.0224	36.8809	0.4925	17.9656	0.6017	18.5673	5.1708	0.5755	5.7464		53,429.8456	53,429.8456	2.1870	8.0007	55,868.7186
Worker	23.4774	15.7359	190.4462	0.5067	62.0708	0.3363	62.4071	16.4641	0.3097	16.7738		51,857.3374	51,857.3374	1.7323	1.5739	52,369.6522
Total	26.0156	120.7583	227.3270	0.9992	80.0364	0.9380	80.9743	21.6349	0.8852	22.5201		105,287.1830	105,287.1830	3.9193	9.5745	108,238.3709

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.5382	105.0224	36.8809	0.4925	17.9656	0.6017	18.5673	5.1708	0.5755	5.7464		53,429.8456	53,429.8456	2.1870	8.0007	55,868.7186
Worker	23.4774	15.7359	190.4462	0.5067	62.0708	0.3363	62.4071	16.4641	0.3097	16.7738		51,857.3374	51,857.3374	1.7323	1.5739	52,369.6522
Total	26.0156	120.7583	227.3270	0.9992	80.0364	0.9380	80.9743	21.6349	0.8852	22.5201		105,287.1830	105,287.1830	3.9193	9.5745	108,238.3709

3.4 Building Construction - 2024**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.4690	104.5452	36.6868	0.4843	17.9666	0.6030	18.5696	5.1712	0.5769	5.7480		52,625.5199	52,625.5199	2.2428	7.8780	55,029.2472
Worker	21.9759	14.1211	177.8853	0.4912	62.0708	0.3219	62.3926	16.4641	0.2964	16.7604		50,667.4697	50,667.4697	1.5799	1.4679	51,144.4055
Total	24.4448	118.6663	214.5721	0.9755	80.0373	0.9249	80.9623	21.6353	0.8732	22.5085		103,292.9896	103,292.9896	3.8227	9.3460	106,173.6528

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.4690	104.5452	36.6868	0.4843	17.9666	0.6030	18.5696	5.1712	0.5769	5.7480		52,625.5199	52,625.5199	2.2428	7.8780	55,029.2472
Worker	21.9759	14.1211	177.8853	0.4912	62.0708	0.3219	62.3926	16.4641	0.2964	16.7604		50,667.4697	50,667.4697	1.5799	1.4679	51,144.4055
Total	24.4448	118.6663	214.5721	0.9755	80.0373	0.9249	80.9623	21.6353	0.8732	22.5085		103,292.9896	103,292.9896	3.8227	9.3460	106,173.6528

3.4 Building Construction - 2025**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.4074	103.3749	36.5411	0.4747	17.9675	0.6031	18.5706	5.1715	0.5769	5.7484		51,666.3617	51,666.3617	2.3063	7.7312	54,027.9107
Worker	20.6200	12.7416	166.5653	0.4743	62.0708	0.3071	62.3778	16.4641	0.2827	16.7468		49,414.3379	49,414.3379	1.4383	1.3743	49,859.8470
Total	23.0274	116.1165	203.1065	0.9490	80.0382	0.9102	80.9484	21.6356	0.8596	22.4952		101,080.6996	101,080.6996	3.7446	9.1055	103,887.7578

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.4074	103.3749	36.5411	0.4747	17.9675	0.6031	18.5706	5.1715	0.5769	5.7484		51,666.3617	51,666.3617	2.3063	7.7312	54,027.9107
Worker	20.6200	12.7416	166.5653	0.4743	62.0708	0.3071	62.3778	16.4641	0.2827	16.7468		49,414.3379	49,414.3379	1.4383	1.3743	49,859.8470
Total	23.0274	116.1165	203.1065	0.9490	80.0382	0.9102	80.9484	21.6356	0.8596	22.4952		101,080.6996	101,080.6996	3.7446	9.1055	103,887.7578

3.4 Building Construction - 2026**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3517	102.0986	36.4806	0.4652	17.9684	0.6004	18.5688	5.1719	0.5743	5.7462		50,709.874 4	50,709.874 4	2.3684	7.5850	53,029.4142
Worker	19.4173	11.5942	156.8978	0.4593	62.0708	0.2918	62.3625	16.4641	0.2686	16.7326		48,247.766 3	48,247.766 3	1.3148	1.2963	48,666.9259
Total	21.7690	113.6928	193.3784	0.9245	80.0392	0.8922	80.9313	21.6359	0.8429	22.4788		98,957.640 8	98,957.640 8	3.6832	8.8813	101,696.340 1

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3517	102.0986	36.4806	0.4652	17.9684	0.6004	18.5688	5.1719	0.5743	5.7462		50,709.874 4	50,709.874 4	2.3684	7.5850	53,029.4142
Worker	19.4173	11.5942	156.8978	0.4593	62.0708	0.2918	62.3625	16.4641	0.2686	16.7326		48,247.766 3	48,247.766 3	1.3148	1.2963	48,666.9259
Total	21.7690	113.6928	193.3784	0.9245	80.0392	0.8922	80.9313	21.6359	0.8429	22.4788		98,957.640 8	98,957.640 8	3.6832	8.8813	101,696.340 1

3.4 Building Construction - 2027**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3049	100.7069	36.4336	0.4550	17.9693	0.5960	18.5652	5.1722	0.5701	5.7423		49,672.364 0	49,672.364 0	2.4235	7.4283	51,946.5689
Worker	18.2893	10.6109	148.5273	0.4458	62.0708	0.2745	62.3452	16.4641	0.2526	16.7167		47,193.250 0	47,193.250 0	1.2066	1.2299	47,589.9081
Total	20.5942	111.3178	184.9609	0.9008	80.0400	0.8705	80.9105	21.6362	0.8227	22.4589		96,865.613 9	96,865.613 9	3.6301	8.6581	99,536.4770

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3049	100.7069	36.4336	0.4550	17.9693	0.5960	18.5652	5.1722	0.5701	5.7423		49,672.364 0	49,672.364 0	2.4235	7.4283	51,946.5689
Worker	18.2893	10.6109	148.5273	0.4458	62.0708	0.2745	62.3452	16.4641	0.2526	16.7167		47,193.250 0	47,193.250 0	1.2066	1.2299	47,589.9081
Total	20.5942	111.3178	184.9609	0.9008	80.0400	0.8705	80.9105	21.6362	0.8227	22.4589		96,865.613 9	96,865.613 9	3.6301	8.6581	99,536.4770

3.4 Building Construction - 2028**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2685	99.5924	36.5154	0.4453	17.9701	0.5923	18.5624	5.1725	0.5666	5.7391		48,693.6965	48,693.6965	2.4791	7.2790	50,924.8251
Worker	17.2321	9.7760	141.4845	0.4338	62.0708	0.2563	62.3271	16.4641	0.2359	16.6999		46,262.3670	46,262.3670	1.1125	1.1737	46,639.9375
Total	19.5006	109.3684	177.9999	0.8791	80.0408	0.8486	80.8895	21.6365	0.8025	22.4390		94,956.0635	94,956.0635	3.5916	8.4527	97,564.7626

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2685	99.5924	36.5154	0.4453	17.9701	0.5923	18.5624	5.1725	0.5666	5.7391		48,693.6965	48,693.6965	2.4791	7.2790	50,924.8251
Worker	17.2321	9.7760	141.4845	0.4338	62.0708	0.2563	62.3271	16.4641	0.2359	16.6999		46,262.3670	46,262.3670	1.1125	1.1737	46,639.9375
Total	19.5006	109.3684	177.9999	0.8791	80.0408	0.8486	80.8895	21.6365	0.8025	22.4390		94,956.0635	94,956.0635	3.5916	8.4527	97,564.7626

3.4 Building Construction - 2029**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2339	98.4365	36.5820	0.4359	17.9708	0.5866	18.5574	5.1727	0.5612	5.7339		47,730.928 1	47,730.928 1	2.5356	7.1326	49,919.8310
Worker	16.1962	9.0488	135.2492	0.4230	62.0708	0.2392	62.3100	16.4641	0.2202	16.6842		45,432.718 2	45,432.718 2	1.0284	1.1254	45,793.7916
Total	18.4300	107.4853	171.8312	0.8589	80.0416	0.8259	80.8674	21.6368	0.7813	22.4181		93,163.646 2	93,163.646 2	3.5640	8.2580	95,713.6226

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2339	98.4365	36.5820	0.4359	17.9708	0.5866	18.5574	5.1727	0.5612	5.7339		47,730.928 1	47,730.928 1	2.5356	7.1326	49,919.8310
Worker	16.1962	9.0488	135.2492	0.4230	62.0708	0.2392	62.3100	16.4641	0.2202	16.6842		45,432.718 2	45,432.718 2	1.0284	1.1254	45,793.7916
Total	18.4300	107.4853	171.8312	0.8589	80.0416	0.8259	80.8674	21.6368	0.7813	22.4181		93,163.646 2	93,163.646 2	3.5640	8.2580	95,713.6226

3.5 Paving - 2029**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0322	0.0180	0.2685	8.4000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		90.1920	90.1920	2.0400e-003	2.2300e-003	90.9088
Total	0.0322	0.0180	0.2685	8.4000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		90.1920	90.1920	2.0400e-003	2.2300e-003	90.9088

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0322	0.0180	0.2685	8.4000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		90.1920	90.1920	2.0400e-003	2.2300e-003	90.9088
Total	0.0322	0.0180	0.2685	8.4000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		90.1920	90.1920	2.0400e-003	2.2300e-003	90.9088

3.6 Architectural Coating - 2029**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	332.6080					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	332.7788	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Unmitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2388	1.8095	27.0463	0.0846	12.4125	0.0478	12.4604	3.2924	0.0440	3.3364		9,085.3411	9,085.3411	0.2056	0.2251	9,157.5462
Total	3.2388	1.8095	27.0463	0.0846	12.4125	0.0478	12.4604	3.2924	0.0440	3.3364		9,085.3411	9,085.3411	0.2056	0.2251	9,157.5462

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	332.6080					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	332.7788	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Mitigated Construction Off-Site

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2388	1.8095	27.0463	0.0846	12.4125	0.0478	12.4604	3.2924	0.0440	3.3364		9,085.3411	9,085.3411	0.2056	0.2251	9,157.5462
Total	3.2388	1.8095	27.0463	0.0846	12.4125	0.0478	12.4604	3.2924	0.0440	3.3364		9,085.3411	9,085.3411	0.2056	0.2251	9,157.5462

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	185.0656	186.6888	1,681.0417	3.1471	413.7438	2.2968	416.0406	110.2731	2.1425	112.4156		338,681.02	338,681.02	24.7911	16.6482	344,261.970
Unmitigated	185.0656	186.6888	1,681.0417	3.1471	413.7438	2.2968	416.0406	110.2731	2.1425	112.4156		338,681.02	338,681.02	24.7911	16.6482	344,261.970

4.2 Trip Summary Information

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	5,913.60	6,573.60	5077.60	16,270,234	16,270,234
City Park	99.18	249.26	278.40	312,163	312,163
Condo/Townhouse	8,816.00	9,807.80	7559.72	24,254,851	24,254,851
Elementary School	2,171.07	0.00	0.00	3,419,341	3,419,341
General Light Industry	52.00	20.88	52.40	139,002	139,002
General Office Building	5,683.50	1,288.26	408.37	10,280,761	10,280,761
Government Office Building	570.00	0.00	0.00	698,201	698,201
Hotel	2,614.40	2,560.00	1859.20	4,747,438	4,747,438
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	48,570.49	59,339.80	27151.50	82,491,429	82,491,429
Single Family Housing	7,876.11	7,958.41	7135.41	21,502,377	21,502,377
Total	82,366.35	87,798.01	49,522.60	164,115,798	164,115,798

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Condo/Townhouse	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
Elementary School	9.50	7.30	7.30	65.00	30.00	5.00	63	25	12
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Government Office Building	9.50	7.30	7.30	33.00	62.00	5.00	50	34	16
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11
Single Family Housing	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
City Park	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Condo/Townhouse	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Elementary School	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Light Industry	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Government Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Hotel	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Other Non-Asphalt Surfaces	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Regional Shopping Center	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Single Family Housing	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.1714	18.9539	10.8160	0.1184		1.5003	1.5003		1.5003	1.5003		23,688.1305	23,688.1305	0.4540	0.4343	23,828.8972
NaturalGas Unmitigated	2.1714	18.9539	10.8160	0.1184		1.5003	1.5003		1.5003	1.5003		23,688.1305	23,688.1305	0.4540	0.4343	23,828.8972

5.2 Energy by Land Use - NaturalGas

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	29942	0.3229	2.7594	1.1742	0.0176		0.2231	0.2231		0.2231	0.2231		3,522.5925	3,522.5925	0.0675	0.0646	3,543.5255
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	49832.9	0.5374	4.5924	1.9542	0.0293		0.3713	0.3713		0.3713	0.3713		5,862.6897	5,862.6897	0.1124	0.1075	5,897.5288
Elementary School	4525.67	0.0488	0.4437	0.3727	2.6600e-003		0.0337	0.0337		0.0337	0.0337		532.4321	532.4321	0.0102	9.7600e-003	535.5960
General Light Industry	455.014	4.9100e-003	0.0446	0.0375	2.7000e-004		3.3900e-003	3.3900e-003		3.3900e-003	3.3900e-003		53.5310	53.5310	1.0300e-003	9.8000e-004	53.8491
General Office Building	10438.5	0.1126	1.0234	0.8596	6.1400e-003		0.0778	0.0778		0.0778	0.0778		1,228.0580	1,228.0580	0.0235	0.0225	1,235.3558
Government Office Building	471.096	5.0800e-003	0.0462	0.0388	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4231	55.4231	1.0600e-003	1.0200e-003	55.7524
Hotel	43217.9	0.4661	4.2371	3.5591	0.0254		0.3220	0.3220		0.3220	0.3220		5,084.4571	5,084.4571	0.0975	0.0932	5,114.6714
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	8581.53	0.0926	0.8413	0.7067	5.0500e-003		0.0639	0.0639		0.0639	0.0639		1,009.5923	1,009.5923	0.0194	0.0185	1,015.5918
Single Family Housing	53884.5	0.5811	4.9658	2.1131	0.0317		0.4015	0.4015		0.4015	0.4015		6,339.3548	6,339.3548	0.1215	0.1162	6,377.0264
Total		2.1714	18.9539	10.8160	0.1184		1.5003	1.5003		1.5003	1.5003		23,688.1305	23,688.1305	0.4540	0.4343	23,828.8972

Mitigated

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	29.942	0.3229	2.7594	1.1742	0.0176		0.2231	0.2231		0.2231	0.2231		3,522.5925	3,522.5925	0.0675	0.0646	3,543.5255
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	49.8329	0.5374	4.5924	1.9542	0.0293		0.3713	0.3713		0.3713	0.3713		5,862.6897	5,862.6897	0.1124	0.1075	5,897.5288
Elementary School	4.52567	0.0488	0.4437	0.3727	2.6600e-003		0.0337	0.0337		0.0337	0.0337		532.4321	532.4321	0.0102	9.7600e-003	535.5960
General Light Industry	0.455014	4.9100e-003	0.0446	0.0375	2.7000e-004		3.3900e-003	3.3900e-003		3.3900e-003	3.3900e-003		53.5310	53.5310	1.0300e-003	9.8000e-004	53.8491
General Office Building	10.4385	0.1126	1.0234	0.8596	6.1400e-003		0.0778	0.0778		0.0778	0.0778		1,228.0580	1,228.0580	0.0235	0.0225	1,235.3558
Government Office Building	0.471096	5.0800e-003	0.0462	0.0388	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4231	55.4231	1.0600e-003	1.0200e-003	55.7524
Hotel	43.2179	0.4661	4.2371	3.5591	0.0254		0.3220	0.3220		0.3220	0.3220		5,084.4571	5,084.4571	0.0975	0.0932	5,114.6714
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	8.58153	0.0926	0.8413	0.7067	5.0500e-003		0.0639	0.0639		0.0639	0.0639		1,009.5923	1,009.5923	0.0194	0.0185	1,015.5918
Single Family Housing	53.8845	0.5811	4.9658	2.1131	0.0317		0.4015	0.4015		0.4015	0.4015		6,339.3548	6,339.3548	0.1215	0.1162	6,377.0264
Total		2.1714	18.9539	10.8160	0.1184		1.5003	1.5003		1.5003	1.5003		23,688.1305	23,688.1305	0.4540	0.4343	23,828.8972

6.0 Area Detail**6.1 Mitigation Measures Area**

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	141.1486	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849	0.0000	417.6291	417.6291	0.3994	0.0000	427.6147
Unmitigated	150.8938	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849	0.0000	417.6291	417.6291	0.3994	0.0000	427.6147

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	10.0238					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	133.9265					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.9435	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849		417.6291	417.6291	0.3994		427.6147

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	150.8938	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849	0.0000	417.6291	417.6291	0.3994	0.0000	427.6147
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Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	10.0238					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	124.1813					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.9435	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849		417.6291	417.6291	0.3994		427.6147
Total	141.1486	2.6647	231.2408	0.0123		1.2849	1.2849		1.2849	1.2849	0.0000	417.6291	417.6291	0.3994	0.0000	427.6147

7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

RiverPark Adopted Specific Plan - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

RiverPark Adopted Specific Plan
Ventura County, Annual

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	421.00	1000sqft	9.66	421,000.00	0
Government Office Building	19.00	1000sqft	0.44	19,000.00	0
Elementary School	1,683.00	Student	3.23	140,704.47	0
General Light Industry	8.00	1000sqft	0.18	8,000.00	0
Other Non-Asphalt Surfaces	226.00	Acre	226.00	9,844,560.00	0
City Park	43.50	Acre	43.50	1,894,860.00	0
Hotel	320.00	Room	10.67	464,640.00	0
Apartments Low Rise	880.00	Dwelling Unit	55.00	880,000.00	2693
Condo/Townhouse	1,102.00	Dwelling Unit	68.88	1,102,000.00	3372
Single Family Housing	823.00	Dwelling Unit	248.31	1,481,400.00	2518
Regional Shopping Center	1,574.00	1000sqft	36.13	1,574,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2030
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	390.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use - Based on Traffic Study Adopted Specific Plan land uses. Specific Plan area is 702 acres.

Construction Phase - Estimated construction assumption.

Grading -

Architectural Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Vehicle Trips - Based on Traffic Study

Woodstoves - No woodstoves, no fireplace

Area Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Construction Off-road Equipment Mitigation - Assumed VCAPCD Rule 55 dust control measures.

Area Mitigation - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	75.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Residential_Exterior	100	50
tblAreaCoating	Area_EF_Residential_Interior	75	50
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	12,400.00	1,550.00
tblConstructionPhase	NumDays	1,240.00	155.00
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	480.00	60.00
tblFireplaces	NumberNoFireplace	880.00	0.00
tblFireplaces	NumberNoFireplace	1,102.00	0.00

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblFireplaces	NumberNoFireplace	823.00	0.00
tblLandUse	LotAcreage	267.21	248.31
tblVehicleTrips	ST_TR	8.14	7.47
tblVehicleTrips	ST_TR	1.96	5.73
tblVehicleTrips	ST_TR	8.14	8.90
tblVehicleTrips	ST_TR	1.99	2.61
tblVehicleTrips	ST_TR	2.21	3.06
tblVehicleTrips	ST_TR	8.19	8.00
tblVehicleTrips	ST_TR	46.12	37.70
tblVehicleTrips	ST_TR	9.54	9.67
tblVehicleTrips	SU_TR	6.28	5.77
tblVehicleTrips	SU_TR	2.19	6.40
tblVehicleTrips	SU_TR	6.28	6.86
tblVehicleTrips	SU_TR	5.00	6.55
tblVehicleTrips	SU_TR	0.70	0.97
tblVehicleTrips	SU_TR	5.95	5.81
tblVehicleTrips	SU_TR	21.10	17.25
tblVehicleTrips	SU_TR	8.55	8.67
tblVehicleTrips	WD_TR	7.32	6.72
tblVehicleTrips	WD_TR	0.78	2.28
tblVehicleTrips	WD_TR	7.32	8.00
tblVehicleTrips	WD_TR	1.89	1.29
tblVehicleTrips	WD_TR	4.96	6.50
tblVehicleTrips	WD_TR	9.74	13.50
tblVehicleTrips	WD_TR	22.59	30.00
tblVehicleTrips	WD_TR	8.36	8.17
tblVehicleTrips	WD_TR	37.75	30.86
tblVehicleTrips	WD_TR	9.44	9.57

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.0 Emissions Summary****2.1 Overall Construction****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.2792	2.9187	2.0697	4.3200e-003	1.1467	0.1294	1.2761	0.4968	0.1190	0.6159	0.0000	380.1155	380.1155	0.1201	3.0000e-004	383.2083
2023	2.7211	14.6422	25.3339	0.1068	8.4388	0.2067	8.6456	2.2918	0.1940	2.4857	0.0000	10,165.1985	10,165.1985	0.4632	0.8816	10,439.4841
2024	3.1668	17.1709	29.8354	0.1317	10.2992	0.2012	10.5005	2.7886	0.1897	2.9784	0.0000	12,616.5808	12,616.5808	0.5200	1.1052	12,958.9348
2025	2.9675	16.6498	28.2220	0.1278	10.2600	0.1874	10.4474	2.7780	0.1767	2.9547	0.0000	12,305.4303	12,305.4303	0.5089	1.0728	12,637.8486
2026	2.8130	16.3367	26.9610	0.1245	10.2601	0.1850	10.4452	2.7781	0.1745	2.9526	0.0000	12,053.0298	12,053.0298	0.5021	1.0465	12,377.4366
2027	2.6694	16.0291	25.8706	0.1214	10.2603	0.1822	10.4425	2.7781	0.1719	2.9500	0.0000	11,804.4269	11,804.4269	0.4962	1.0203	12,120.8724
2028	2.5268	15.7162	24.8733	0.1181	10.2210	0.1787	10.3997	2.7675	0.1686	2.9362	0.0000	11,533.2102	11,533.2102	0.4901	0.9923	11,841.1719
2029	18.8954	3.0716	6.1773	0.0244	2.2885	0.0562	2.3448	0.6162	0.0526	0.6688	0.0000	2,370.4606	2,370.4606	0.1232	0.1639	2,422.3902
Maximum	18.8954	17.1709	29.8354	0.1317	10.2992	0.2067	10.5005	2.7886	0.1940	2.9784	0.0000	12,616.5808	12,616.5808	0.5200	1.1052	12,958.9348

Mitigated Construction

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.2792	2.9187	2.0697	4.3200e-003	0.4547	0.1294	0.5841	0.1958	0.1190	0.3148	0.0000	380.1150	380.1150	0.1201	3.0000e-004	383.2078
2023	2.7211	14.6422	25.3339	0.1068	8.1856	0.2067	8.3923	2.2190	0.1940	2.4130	0.0000	10,165.1980	10,165.1980	0.4632	0.8816	10,439.4836
2024	3.1668	17.1709	29.8354	0.1317	10.2992	0.2012	10.5005	2.7886	0.1897	2.9784	0.0000	12,616.5804	12,616.5804	0.5200	1.1052	12,958.9344
2025	2.9675	16.6498	28.2220	0.1278	10.2600	0.1874	10.4474	2.7780	0.1767	2.9547	0.0000	12,305.4299	12,305.4299	0.5089	1.0728	12,637.8482
2026	2.8130	16.3367	26.9610	0.1245	10.2601	0.1850	10.4452	2.7781	0.1745	2.9526	0.0000	12,053.0294	12,053.0294	0.5021	1.0465	12,377.4363
2027	2.6694	16.0291	25.8706	0.1214	10.2603	0.1822	10.4425	2.7781	0.1719	2.9500	0.0000	11,804.4266	11,804.4266	0.4962	1.0203	12,120.8721
2028	2.5268	15.7162	24.8733	0.1181	10.2210	0.1787	10.3997	2.7675	0.1686	2.9362	0.0000	11,533.2099	11,533.2099	0.4901	0.9923	11,841.1716
2029	18.8954	3.0716	6.1773	0.0244	2.2885	0.0562	2.3448	0.6162	0.0526	0.6688	0.0000	2,370.4604	2,370.4604	0.1232	0.1639	2,422.3900
Maximum	18.8954	17.1709	29.8354	0.1317	10.2992	0.2067	10.5005	2.7886	0.1940	2.9784	0.0000	12,616.5804	12,616.5804	0.5200	1.1052	12,958.9344

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	1.50	0.00	1.47	2.16	0.00	2.02	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	5-24-2022	8-23-2022	1.2120	1.2120
2	8-24-2022	11-23-2022	1.3990	1.3990
3	11-24-2022	2-23-2023	1.3096	1.3096
4	2-24-2023	5-23-2023	3.8999	3.8999
5	5-24-2023	8-23-2023	5.0719	5.0719
6	8-24-2023	11-23-2023	5.2333	5.2333

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7	11-24-2023	2-23-2024	5.2562	5.2562
8	2-24-2024	5-23-2024	4.9270	4.9270
9	5-24-2024	8-23-2024	4.9278	4.9278
10	8-24-2024	11-23-2024	5.0830	5.0830
11	11-24-2024	2-23-2025	5.0950	5.0950
12	2-24-2025	5-23-2025	4.7160	4.7160
13	5-24-2025	8-23-2025	4.7721	4.7721
14	8-24-2025	11-23-2025	4.9214	4.9214
15	11-24-2025	2-23-2026	4.9555	4.9555
16	2-24-2026	5-23-2026	4.6040	4.6040
17	5-24-2026	8-23-2026	4.6598	4.6598
18	8-24-2026	11-23-2026	4.8040	4.8040
19	11-24-2026	2-23-2027	4.8371	4.8371
20	2-24-2027	5-23-2027	4.4958	4.4958
21	5-24-2027	8-23-2027	4.5512	4.5512
22	8-24-2027	11-23-2027	4.6907	4.6907
23	11-24-2027	2-23-2028	4.7302	4.7302
24	2-24-2028	5-23-2028	4.4541	4.4541
25	5-24-2028	8-23-2028	4.4583	4.4583
26	8-24-2028	11-23-2028	4.5937	4.5937
27	11-24-2028	2-23-2029	4.6320	4.6320
28	2-24-2029	5-23-2029	0.4429	0.4429
29	5-24-2029	8-23-2029	3.1326	3.1326
30	8-24-2029	9-30-2029	4.5931	4.5931
		Highest	5.2562	5.2562

2.2 Overall Operational

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	26.8958	0.2398	20.8117	1.1000e-003		0.1156	0.1156		0.1156	0.1156	0.0000	34.0980	34.0980	0.0326	0.0000	34.9133
Energy	0.3963	3.4591	1.9739	0.0216		0.2738	0.2738		0.2738	0.2738	0.0000	11,673.8131	11,673.8131	0.7295	0.1512	11,737.1098
Mobile	27.8166	27.7362	244.3286	0.4804	61.7861	0.3483	62.1344	16.4918	0.3249	16.8167	0.0000	46,903.2637	46,903.2637	3.2941	2.2469	47,655.1779
Waste						0.0000	0.0000		0.0000	0.0000	913.8673	0.0000	913.8673	54.0080	0.0000	2,264.0677
Water						0.0000	0.0000		0.0000	0.0000	124.3619	1,492.4954	1,616.8574	12.8991	0.3169	2,033.7634
Total	55.1087	31.4351	267.1142	0.5031	61.7861	0.7378	62.5239	16.4918	0.7144	17.2062	1,038.2293	60,103.6703	61,141.8996	70.9633	2.7149	63,725.0321

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	25.1173	0.2398	20.8117	1.1000e-003		0.1156	0.1156		0.1156	0.1156	0.0000	34.0980	34.0980	0.0326	0.0000	34.9133
Energy	0.3963	3.4591	1.9739	0.0216		0.2738	0.2738		0.2738	0.2738	0.0000	11,673.8131	11,673.8131	0.7295	0.1512	11,737.1098
Mobile	27.8166	27.7362	244.3286	0.4804	61.7861	0.3483	62.1344	16.4918	0.3249	16.8167	0.0000	46,903.2637	46,903.2637	3.2941	2.2469	47,655.1779

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Waste						0.0000	0.0000		0.0000	0.0000	913.8673	0.0000	913.8673	54.0080	0.0000	2,264.0677
Water						0.0000	0.0000		0.0000	0.0000	99.4895	1,275.6302	1,375.1198	10.3262	0.2543	1,709.0657
Total	53.3302	31.4351	267.1142	0.5031	61.7861	0.7378	62.5239	16.4918	0.7144	17.2062	1,013.3569	59,886.8051	60,900.1620	68.3904	2.6524	63,400.3344

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	3.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.40	0.36	0.40	3.63	2.30	0.51

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	5/24/2022	8/15/2022	5	60	
2	Grading	Grading	8/16/2022	3/20/2023	5	155	
3	Building Construction	Building Construction	3/21/2023	2/26/2029	5	1550	
4	Paving	Paving	2/27/2029	7/30/2029	5	110	
5	Architectural Coating	Architectural Coating	7/31/2029	12/31/2029	5	110	

Acres of Grading (Site Preparation Phase): 90

Acres of Grading (Grading Phase): 465

Acres of Paving: 226

Residential Indoor: 7,013,385; Residential Outdoor: 2,337,795; Non-Residential Indoor: 3,941,017; Non-Residential Outdoor: 1,313,672; Striped

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
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RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	7,556.00	2,655.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1,511.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.5897	0.0000	0.5897	0.3031	0.0000	0.3031	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0951	0.9925	0.5909	1.1400e-003		0.0484	0.0484		0.0445	0.0445	0.0000	100.3182	100.3182	0.0324	0.0000	101.1293
Total	0.0951	0.9925	0.5909	1.1400e-003	0.5897	0.0484	0.6381	0.3031	0.0445	0.3476	0.0000	100.3182	100.3182	0.0324	0.0000	101.1293

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6600e-003	1.2200e-003	0.0145	4.0000e-005	4.3500e-003	3.0000e-005	4.3800e-003	1.1600e-003	2.0000e-005	1.1800e-003	0.0000	3.4768	3.4768	1.2000e-004	1.1000e-004	3.5118

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.6600e-003	1.2200e-003	0.0145	4.0000e-005	4.3500e-003	3.0000e-005	4.3800e-003	1.1600e-003	2.0000e-005	1.1800e-003	0.0000	3.4768	3.4768	1.2000e-004	1.1000e-004	3.5118
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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2300	0.0000	0.2300	0.1182	0.0000	0.1182	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0951	0.9925	0.5909	1.1400e-003		0.0484	0.0484		0.0445	0.0445	0.0000	100.3181	100.3181	0.0324	0.0000	101.1292
Total	0.0951	0.9925	0.5909	1.1400e-003	0.2300	0.0484	0.2784	0.1182	0.0445	0.1627	0.0000	100.3181	100.3181	0.0324	0.0000	101.1292

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6600e-003	1.2200e-003	0.0145	4.0000e-005	4.3500e-003	3.0000e-005	4.3800e-003	1.1600e-003	2.0000e-005	1.1800e-003	0.0000	3.4768	3.4768	1.2000e-004	1.1000e-004	3.5118

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.6600e-003	1.2200e-003	0.0145	4.0000e-005	4.3500e-003	3.0000e-005	4.3800e-003	1.1600e-003	2.0000e-005	1.1800e-003	0.0000	3.4768	3.4768	1.2000e-004	1.1000e-004	3.5118
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3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.5447	0.0000	0.5447	0.1905	0.0000	0.1905	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1794	1.9228	1.4376	3.0700e-003		0.0809	0.0809		0.0745	0.0745	0.0000	269.9463	269.9463	0.0873	0.0000	272.1289
Total	0.1794	1.9228	1.4376	3.0700e-003	0.5447	0.0809	0.6256	0.1905	0.0745	0.2649	0.0000	269.9463	269.9463	0.0873	0.0000	272.1289

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0400e-003	2.2300e-003	0.0266	7.0000e-005	7.9800e-003	5.0000e-005	8.0300e-003	2.1200e-003	4.0000e-005	2.1600e-003	0.0000	6.3742	6.3742	2.2000e-004	2.0000e-004	6.4383

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	3.0400e-003	2.2300e-003	0.0266	7.0000e-005	7.9800e-003	5.0000e-005	8.0300e-003	2.1200e-003	4.0000e-005	2.1600e-003	0.0000	6.3742	6.3742	2.2000e-004	2.0000e-004	6.4383
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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2124	0.0000	0.2124	0.0743	0.0000	0.0743	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1794	1.9228	1.4376	3.0700e-003		0.0809	0.0809		0.0745	0.0745	0.0000	269.9459	269.9459	0.0873	0.0000	272.1286
Total	0.1794	1.9228	1.4376	3.0700e-003	0.2124	0.0809	0.2934	0.0743	0.0745	0.1487	0.0000	269.9459	269.9459	0.0873	0.0000	272.1286

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0400e-003	2.2300e-003	0.0266	7.0000e-005	7.9800e-003	5.0000e-005	8.0300e-003	2.1200e-003	4.0000e-005	2.1600e-003	0.0000	6.3742	6.3742	2.2000e-004	2.0000e-004	6.4383

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	3.0400e-003	2.2300e-003	0.0266	7.0000e-005	7.9800e-003	5.0000e-005	8.0300e-003	2.1200e-003	4.0000e-005	2.1600e-003	0.0000	6.3742	6.3742	2.2000e-004	2.0000e-004	6.4383
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3.3 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.4152	0.0000	0.4152	0.1193	0.0000	0.1193	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0930	0.9664	0.7854	1.7400e-003		0.0399	0.0399		0.0367	0.0367	0.0000	152.6986	152.6986	0.0494	0.0000	153.9332
Total	0.0930	0.9664	0.7854	1.7400e-003	0.4152	0.0399	0.4551	0.1193	0.0367	0.1560	0.0000	152.6986	152.6986	0.0494	0.0000	153.9332

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-003	1.1200e-003	0.0139	4.0000e-005	4.5200e-003	2.0000e-005	4.5400e-003	1.2000e-003	2.0000e-005	1.2200e-003	0.0000	3.5114	3.5114	1.1000e-004	1.0000e-004	3.5449

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.6000e-003	1.1200e-003	0.0139	4.0000e-005	4.5200e-003	2.0000e-005	4.5400e-003	1.2000e-003	2.0000e-005	1.2200e-003	0.0000	3.5114	3.5114	1.1000e-004	1.0000e-004	3.5449
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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1619	0.0000	0.1619	0.0465	0.0000	0.0465	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0930	0.9664	0.7854	1.7400e-003		0.0399	0.0399		0.0367	0.0367	0.0000	152.6984	152.6984	0.0494	0.0000	153.9331
Total	0.0930	0.9664	0.7854	1.7400e-003	0.1619	0.0399	0.2018	0.0465	0.0367	0.0832	0.0000	152.6984	152.6984	0.0494	0.0000	153.9331

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-003	1.1200e-003	0.0139	4.0000e-005	4.5200e-003	2.0000e-005	4.5400e-003	1.2000e-003	2.0000e-005	1.2200e-003	0.0000	3.5114	3.5114	1.1000e-004	1.0000e-004	3.5449

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.6000e-003	1.1200e-003	0.0139	4.0000e-005	4.5200e-003	2.0000e-005	4.5400e-003	1.2000e-003	2.0000e-005	1.2200e-003	0.0000	3.5114	3.5114	1.1000e-004	1.0000e-004	3.5449
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3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1604	1.4673	1.6569	2.7500e-003		0.0714	0.0714		0.0672	0.0672	0.0000	236.4408	236.4408	0.0563	0.0000	237.8470
Total	0.1604	1.4673	1.6569	2.7500e-003		0.0714	0.0714		0.0672	0.0672	0.0000	236.4408	236.4408	0.0563	0.0000	237.8470

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2635	10.6617	3.6964	0.0502	1.8047	0.0612	1.8659	0.5206	0.0585	0.5791	0.0000	4,939.9197	4,939.9197	0.2028	0.7396	5,165.3836
Worker	2.2026	1.5457	19.1812	0.0521	6.2144	0.0343	6.2487	1.6507	0.0316	1.6823	0.0000	4,832.6280	4,832.6280	0.1547	0.1419	4,878.7753

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.4661	12.2074	22.8776	0.1022	8.0191	0.0955	8.1146	2.1713	0.0901	2.2614	0.0000	9,772.5477	9,772.5477	0.3575	0.8815	10,044.1589
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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1604	1.4673	1.6569	2.7500e-003		0.0714	0.0714		0.0672	0.0672	0.0000	236.4406	236.4406	0.0563	0.0000	237.8467
Total	0.1604	1.4673	1.6569	2.7500e-003		0.0714	0.0714		0.0672	0.0672	0.0000	236.4406	236.4406	0.0563	0.0000	237.8467

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2635	10.6617	3.6964	0.0502	1.8047	0.0612	1.8659	0.5206	0.0585	0.5791	0.0000	4,939.9197	4,939.9197	0.2028	0.7396	5,165.3836
Worker	2.2026	1.5457	19.1812	0.0521	6.2144	0.0343	6.2487	1.6507	0.0316	1.6823	0.0000	4,832.6280	4,832.6280	0.1547	0.1419	4,878.7753

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.4661	12.2074	22.8776	0.1022	8.0191	0.0955	8.1146	2.1713	0.0901	2.2614	0.0000	9,772.5477	9,772.5477	0.3575	0.8815	10,044.1589
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3.4 Building Construction - 2024**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7223	303.7223	0.0718	0.0000	305.5179
Total	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7223	303.7223	0.0718	0.0000	305.5179

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3299	13.6287	4.7234	0.0634	2.3180	0.0787	2.3967	0.6687	0.0753	0.7440	0.0000	6,248.7274	6,248.7274	0.2671	0.9353	6,534.1155
Worker	2.6441	1.7810	22.9942	0.0648	7.9812	0.0422	8.0234	2.1200	0.0388	2.1588	0.0000	6,064.1311	6,064.1311	0.1811	0.1699	6,119.3013

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.9740	15.4097	27.7175	0.1282	10.2992	0.1209	10.4201	2.7886	0.1141	2.9028	0.0000	12,312.8585	12,312.8585	0.4482	1.1052	12,653.4169
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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7220	303.7220	0.0718	0.0000	305.5175
Total	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7220	303.7220	0.0718	0.0000	305.5175

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3299	13.6287	4.7234	0.0634	2.3180	0.0787	2.3967	0.6687	0.0753	0.7440	0.0000	6,248.7274	6,248.7274	0.2671	0.9353	6,534.1155
Worker	2.6441	1.7810	22.9942	0.0648	7.9812	0.0422	8.0234	2.1200	0.0388	2.1588	0.0000	6,064.1311	6,064.1311	0.1811	0.1699	6,119.3013

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.9740	15.4097	27.7175	0.1282	10.2992	0.1209	10.4201	2.7886	0.1141	2.9028	0.0000	12,312.8585	12,312.8585	0.4482	1.1052	12,653.4169
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3.4 Building Construction - 2025**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3210	13.4219	4.6874	0.0619	2.3093	0.0785	2.3877	0.6662	0.0751	0.7412	0.0000	6,111.2697	6,111.2697	0.2736	0.9143	6,390.5749
Worker	2.4680	1.6006	21.4355	0.0623	7.9508	0.0401	7.9908	2.1119	0.0369	2.1488	0.0000	5,891.5057	5,891.5057	0.1641	0.1585	5,942.8402

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.7890	15.0225	26.1229	0.1242	10.2600	0.1185	10.3785	2.7780	0.1119	2.8900	0.0000	12,002.775 4	12,002.775 4	0.4378	1.0728	12,333.4151
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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3210	13.4219	4.6874	0.0619	2.3093	0.0785	2.3877	0.6662	0.0751	0.7412	0.0000	6,111.2697	6,111.2697	0.2736	0.9143	6,390.5749
Worker	2.4680	1.6006	21.4355	0.0623	7.9508	0.0401	7.9908	2.1119	0.0369	2.1488	0.0000	5,891.5057	5,891.5057	0.1641	0.1585	5,942.8402

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.7890	15.0225	26.1229	0.1242	10.2600	0.1185	10.3785	2.7780	0.1119	2.8900	0.0000	12,002.775 4	12,002.775 4	0.4378	1.0728	12,333.4151
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3.4 Building Construction - 2026**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3142	13.2533	4.6806	0.0607	2.3094	0.0781	2.3875	0.6662	0.0747	0.7409	0.0000	5,998.0011	5,998.0011	0.2810	0.8970	6,272.3333
Worker	2.3204	1.4561	20.1814	0.0604	7.9508	0.0381	7.9888	2.1119	0.0351	2.1469	0.0000	5,752.3738	5,752.3738	0.1500	0.1495	5,800.6698

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.6346	14.7094	24.8619	0.1210	10.2601	0.1162	10.3763	2.7781	0.1098	2.8879	0.0000	11,750.374 9	11,750.374 9	0.4310	1.0465	12,073.0031
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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3142	13.2533	4.6806	0.0607	2.3094	0.0781	2.3875	0.6662	0.0747	0.7409	0.0000	5,998.0011	5,998.0011	0.2810	0.8970	6,272.3333
Worker	2.3204	1.4561	20.1814	0.0604	7.9508	0.0381	7.9888	2.1119	0.0351	2.1469	0.0000	5,752.3738	5,752.3738	0.1500	0.1495	5,800.6698

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.6346	14.7094	24.8619	0.1210	10.2601	0.1162	10.3763	2.7781	0.1098	2.8879	0.0000	11,750.374 9	11,750.374 9	0.4310	1.0465	12,073.0031
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3.4 Building Construction - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3084	13.0695	4.6753	0.0593	2.3095	0.0776	2.3871	0.6663	0.0742	0.7404	0.0000	5,875.1478	5,875.1478	0.2875	0.8785	6,144.1133
Worker	2.1826	1.3323	19.0962	0.0586	7.9508	0.0358	7.9866	2.1119	0.0330	2.1448	0.0000	5,626.6242	5,626.6242	0.1375	0.1418	5,672.3256

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.4910	14.4018	23.7715	0.1179	10.2603	0.1134	10.3736	2.7781	0.1072	2.8853	0.0000	11,501.7720	11,501.7720	0.4251	1.0203	11,816.4389
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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3084	13.0695	4.6753	0.0593	2.3095	0.0776	2.3871	0.6663	0.0742	0.7404	0.0000	5,875.1478	5,875.1478	0.2875	0.8785	6,144.1133
Worker	2.1826	1.3323	19.0962	0.0586	7.9508	0.0358	7.9866	2.1119	0.0330	2.1448	0.0000	5,626.6242	5,626.6242	0.1375	0.1418	5,672.3256

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.4910	14.4018	23.7715	0.1179	10.2603	0.1134	10.3736	2.7781	0.1072	2.8853	0.0000	11,501.7720	11,501.7720	0.4251	1.0203	11,816.4389
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3.4 Building Construction - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4953	301.4953	0.0709	0.0000	303.2671
Total	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4953	301.4953	0.0709	0.0000	303.2671

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3028	12.8726	4.6688	0.0578	2.3007	0.0768	2.3775	0.6637	0.0735	0.7372	0.0000	5,737.2178	5,737.2178	0.2930	0.8575	6,000.0737
Worker	2.0462	1.2226	18.1135	0.0568	7.9203	0.0333	7.9536	2.1038	0.0307	2.1344	0.0000	5,494.4972	5,494.4972	0.1263	0.1348	5,537.8311

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.3490	14.0951	22.7823	0.1146	10.2210	0.1101	10.3312	2.7675	0.1041	2.8716	0.0000	11,231.715 0	11,231.715 0	0.4193	0.9923	11,537.9048
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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4949	301.4949	0.0709	0.0000	303.2667
Total	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4949	301.4949	0.0709	0.0000	303.2667

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3028	12.8726	4.6688	0.0578	2.3007	0.0768	2.3775	0.6637	0.0735	0.7372	0.0000	5,737.2178	5,737.2178	0.2930	0.8575	6,000.0737
Worker	2.0462	1.2226	18.1135	0.0568	7.9203	0.0333	7.9536	2.1038	0.0307	2.1344	0.0000	5,494.4972	5,494.4972	0.1263	0.1348	5,537.8311

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	2.3490	14.0951	22.7823	0.1146	10.2210	0.1101	10.3312	2.7675	0.1041	2.8716	0.0000	11,231.7150	11,231.7150	0.4193	0.9923	11,537.9048
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3.4 Building Construction - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0280	0.2556	0.3297	5.5000e-004		0.0108	0.0108		0.0102	0.0102	0.0000	47.5435	47.5435	0.0112	0.0000	47.8229
Total	0.0280	0.2556	0.3297	5.5000e-004		0.0108	0.0108		0.0102	0.0102	0.0000	47.5435	47.5435	0.0112	0.0000	47.8229

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0471	2.0059	0.7377	8.9300e-003	0.3628	0.0120	0.3748	0.1047	0.0115	0.1162	0.0000	886.8122	886.8122	0.0473	0.1325	927.4775
Worker	0.3030	0.1784	2.7296	8.7300e-003	1.2490	4.9000e-003	1.2539	0.3318	4.5100e-003	0.3363	0.0000	850.9026	850.9026	0.0184	0.0204	857.4373

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	0.3500	2.1844	3.4673	0.0177	1.6118	0.0169	1.6287	0.4364	0.0160	0.4524	0.0000	1,737.7148	1,737.7148	0.0657	0.1529	1,784.9149
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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0280	0.2556	0.3297	5.5000e-004		0.0108	0.0108		0.0102	0.0102	0.0000	47.5434	47.5434	0.0112	0.0000	47.8228
Total	0.0280	0.2556	0.3297	5.5000e-004		0.0108	0.0108		0.0102	0.0102	0.0000	47.5434	47.5434	0.0112	0.0000	47.8228

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0471	2.0059	0.7377	8.9300e-003	0.3628	0.0120	0.3748	0.1047	0.0115	0.1162	0.0000	886.8122	886.8122	0.0473	0.1325	927.4775
Worker	0.3030	0.1784	2.7296	8.7300e-003	1.2490	4.9000e-003	1.2539	0.3318	4.5100e-003	0.3363	0.0000	850.9026	850.9026	0.0184	0.0204	857.4373

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	0.3500	2.1844	3.4673	0.0177	1.6118	0.0169	1.6287	0.4364	0.0160	0.4524	0.0000	1,737.7148	1,737.7148	0.0657	0.1529	1,784.9149
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3.5 Paving - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0503	0.4720	0.8018	1.2500e-003		0.0230	0.0230		0.0212	0.0212	0.0000	110.1059	110.1059	0.0356	0.0000	110.9962
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0503	0.4720	0.8018	1.2500e-003		0.0230	0.0230		0.0212	0.0212	0.0000	110.1059	110.1059	0.0356	0.0000	110.9962

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6100e-003	9.5000e-004	0.0145	5.0000e-005	6.6500e-003	3.0000e-005	6.6800e-003	1.7700e-003	2.0000e-005	1.7900e-003	0.0000	4.5320	4.5320	1.0000e-004	1.1000e-004	4.5668

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.6100e-003	9.5000e-004	0.0145	5.0000e-005	6.6500e-003	3.0000e-005	6.6800e-003	1.7700e-003	2.0000e-005	1.7900e-003	0.0000	4.5320	4.5320	1.0000e-004	1.1000e-004	4.5668
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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0503	0.4720	0.8018	1.2500e-003		0.0230	0.0230		0.0212	0.0212	0.0000	110.1058	110.1058	0.0356	0.0000	110.9960
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0503	0.4720	0.8018	1.2500e-003		0.0230	0.0230		0.0212	0.0212	0.0000	110.1058	110.1058	0.0356	0.0000	110.9960

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6100e-003	9.5000e-004	0.0145	5.0000e-005	6.6500e-003	3.0000e-005	6.6800e-003	1.7700e-003	2.0000e-005	1.7900e-003	0.0000	4.5320	4.5320	1.0000e-004	1.1000e-004	4.5668

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.6100e-003	9.5000e-004	0.0145	5.0000e-005	6.6500e-003	3.0000e-005	6.6800e-003	1.7700e-003	2.0000e-005	1.7900e-003	0.0000	4.5320	4.5320	1.0000e-004	1.1000e-004	4.5668
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3.6 Architectural Coating - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	18.2934					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.4000e-003	0.0630	0.0995	1.6000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003	0.0000	14.0429	14.0429	7.7000e-004	0.0000	14.0621
Total	18.3028	0.0630	0.0995	1.6000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003	0.0000	14.0429	14.0429	7.7000e-004	0.0000	14.0621

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1625	0.0957	1.4644	4.6900e-003	0.6701	2.6300e-003	0.6727	0.1780	2.4200e-003	0.1804	0.0000	456.5215	456.5215	9.8700e-003	0.0109	460.0274

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	0.1625	0.0957	1.4644	4.6900e-003	0.6701	2.6300e-003	0.6727	0.1780	2.4200e-003	0.1804	0.0000	456.5215	456.5215	9.8700e-003	0.0109	460.0274
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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	18.2934					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.4000e-003	0.0630	0.0995	1.6000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003	0.0000	14.0429	14.0429	7.7000e-004	0.0000	14.0620
Total	18.3028	0.0630	0.0995	1.6000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003	0.0000	14.0429	14.0429	7.7000e-004	0.0000	14.0620

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1625	0.0957	1.4644	4.6900e-003	0.6701	2.6300e-003	0.6727	0.1780	2.4200e-003	0.1804	0.0000	456.5215	456.5215	9.8700e-003	0.0109	460.0274

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	0.1625	0.0957	1.4644	4.6900e-003	0.6701	2.6300e-003	0.6727	0.1780	2.4200e-003	0.1804	0.0000	456.5215	456.5215	9.8700e-003	0.0109	460.0274
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4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	27.8166	27.7362	244.3286	0.4804	61.7861	0.3483	62.1344	16.4918	0.3249	16.8167	0.0000	46,903.2637	46,903.2637	3.2941	2.2469	47,655.1779
Unmitigated	27.8166	27.7362	244.3286	0.4804	61.7861	0.3483	62.1344	16.4918	0.3249	16.8167	0.0000	46,903.2637	46,903.2637	3.2941	2.2469	47,655.1779

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	5,913.60	6,573.60	5077.60	16,270,234	16,270,234
City Park	99.18	249.26	278.40	312,163	312,163
Condo/Townhouse	8,816.00	9,807.80	7559.72	24,254,851	24,254,851
Elementary School	2,171.07	0.00	0.00	3,419,341	3,419,341
General Light Industry	52.00	20.88	52.40	139,002	139,002
General Office Building	5,683.50	1,288.26	408.37	10,280,761	10,280,761
Government Office Building	570.00	0.00	0.00	698,201	698,201

RiverPark Adopted Specific Plan - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Hotel	2,614.40	2,560.00	1859.20	4,747,438	4,747,438
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	48,570.49	59,339.80	27151.50	82,491,429	82,491,429
Single Family Housing	7,876.11	7,958.41	7135.41	21,502,377	21,502,377
Total	82,366.35	87,798.01	49,522.60	164,115,798	164,115,798

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Condo/Townhouse	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
Elementary School	9.50	7.30	7.30	65.00	30.00	5.00	63	25	12
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Government Office Building	9.50	7.30	7.30	33.00	62.00	5.00	50	34	16
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11
Single Family Housing	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
City Park	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Condo/Townhouse	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Elementary School	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Light Industry	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Government Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Hotel	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Other Non-Asphalt Surfaces	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178

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Regional Shopping Center	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Single Family Housing	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	7,751.9775	7,751.9775	0.6543	0.0793	7,791.9686
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	7,751.9775	7,751.9775	0.6543	0.0793	7,791.9686
NaturalGas Mitigated	0.3963	3.4591	1.9739	0.0216		0.2738	0.2738		0.2738	0.2738	0.0000	3,921.8357	3,921.8357	0.0752	0.0719	3,945.1412
NaturalGas Unmitigated	0.3963	3.4591	1.9739	0.0216		0.2738	0.2738		0.2738	0.2738	0.0000	3,921.8357	3,921.8357	0.0752	0.0719	3,945.1412

5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	1.09288e+07	0.0589	0.5036	0.2143	3.2100e-003		0.0407	0.0407		0.0407	0.0407	0.0000	583.2047	583.2047	0.0112	0.0107	586.6704
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	1.8189e+007	0.0981	0.8381	0.3567	5.3500e-003		0.0678	0.0678		0.0678	0.0678	0.0000	970.6340	970.6340	0.0186	0.0178	976.4020
Elementary School	1.65187e+006	8.9100e-003	0.0810	0.0680	4.9000e-004		6.1500e-003	6.1500e-003		6.1500e-003	6.1500e-003	0.0000	88.1501	88.1501	1.6900e-003	1.6200e-003	88.6739
General Light Industry	166080	9.0000e-004	8.1400e-003	6.8400e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.8627	8.8627	1.7000e-004	1.6000e-004	8.9153
General Office Building	3.81005e+006	0.0205	0.1868	0.1569	1.1200e-003		0.0142	0.0142		0.0142	0.0142	0.0000	203.3188	203.3188	3.9000e-003	3.7300e-003	204.5270
Government Office Building	171950	9.3000e-004	8.4300e-003	7.0800e-003	5.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	9.1759	9.1759	1.8000e-004	1.7000e-004	9.2304
Hotel	1.57745e+007	0.0851	0.7733	0.6495	4.6400e-003		0.0588	0.0588		0.0588	0.0588	0.0000	841.7889	841.7889	0.0161	0.0154	846.7912
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	3.13226e+006	0.0169	0.1535	0.1290	9.2000e-004		0.0117	0.0117		0.0117	0.0117	0.0000	167.1493	167.1493	3.2000e-003	3.0600e-003	168.1426
Single Family Housing	1.96678e+007	0.1061	0.9063	0.3856	5.7800e-003		0.0733	0.0733		0.0733	0.0733	0.0000	1,049.5513	1,049.5513	0.0201	0.0192	1,055.7882
Total		0.3963	3.4591	1.9739	0.0216		0.2738	0.2738		0.2738	0.2738	0.0000	3,921.8357	3,921.8357	0.0752	0.0719	3,945.1412

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					

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Apartments Low Rise	1.09288e+007	0.0589	0.5036	0.2143	3.2100e-003		0.0407	0.0407		0.0407	0.0407	0.0000	583.2047	583.2047	0.0112	0.0107	586.6704
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	1.8189e+007	0.0981	0.8381	0.3567	5.3500e-003		0.0678	0.0678		0.0678	0.0678	0.0000	970.6340	970.6340	0.0186	0.0178	976.4020
Elementary School	1.65187e+006	8.9100e-003	0.0810	0.0680	4.9000e-004		6.1500e-003	6.1500e-003		6.1500e-003	6.1500e-003	0.0000	88.1501	88.1501	1.6900e-003	1.6200e-003	88.6739
General Light Industry	166080	9.0000e-004	8.1400e-003	6.8400e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.8627	8.8627	1.7000e-004	1.6000e-004	8.9153
General Office Building	3.81005e+006	0.0205	0.1868	0.1569	1.1200e-003		0.0142	0.0142		0.0142	0.0142	0.0000	203.3188	203.3188	3.9000e-003	3.7300e-003	204.5270
Government Office Building	171950	9.3000e-004	8.4300e-003	7.0800e-003	5.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	9.1759	9.1759	1.8000e-004	1.7000e-004	9.2304
Hotel	1.57745e+007	0.0851	0.7733	0.6495	4.6400e-003		0.0588	0.0588		0.0588	0.0588	0.0000	841.7889	841.7889	0.0161	0.0154	846.7912
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	3.13226e+006	0.0169	0.1535	0.1290	9.2000e-004		0.0117	0.0117		0.0117	0.0117	0.0000	167.1493	167.1493	3.2000e-003	3.0600e-003	168.1426
Single Family Housing	1.96678e+007	0.1061	0.9063	0.3856	5.7800e-003		0.0733	0.0733		0.0733	0.0733	0.0000	1,049.5513	1,049.5513	0.0201	0.0192	1,055.7882
Total		0.3963	3.4591	1.9739	0.0216		0.2738	0.2738		0.2738	0.2738	0.0000	3,921.8357	3,921.8357	0.0752	0.0719	3,945.1412

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	3.53832e+006	627.5056	0.0530	6.4200e-003	630.7428
City Park	0	0.0000	0.0000	0.0000	0.0000

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Condo/Townhouse	5.32522e+006	944.4035	0.0797	9.6600e-003	949.2755
Elementary School	827342	146.7255	0.0124	1.5000e-003	147.4824
General Light Industry	66160	11.7332	9.9000e-004	1.2000e-004	11.7937
General Office Building	5.67929e+006	1,007.1968	0.0850	0.0103	1,012.3927
Government Office Building	256310	45.4554	3.8400e-003	4.7000e-004	45.6899
Hotel	4.0656e+006	721.0161	0.0609	7.3800e-003	724.7357
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1.75186e+007	3,106.8492	0.2622	0.0318	3,122.8769
Single Family Housing	6.43429e+006	1,141.0923	0.0963	0.0117	1,146.9790
Total		7,751.9775	0.6543	0.0793	7,791.9686

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	3.53832e+006	627.5056	0.0530	6.4200e-003	630.7428
City Park	0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	5.32522e+006	944.4035	0.0797	9.6600e-003	949.2755
Elementary School	827342	146.7255	0.0124	1.5000e-003	147.4824

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

General Light Industry	66160	11.7332	9.9000e-004	1.2000e-004	11.7937
General Office Building	5.67929e+006	1,007.1968	0.0850	0.0103	1,012.3927
Government Office Building	256310	45.4554	3.8400e-003	4.7000e-004	45.6899
Hotel	4.0656e+006	721.0161	0.0609	7.3800e-003	724.7357
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1.75186e+007	3,106.8492	0.2622	0.0318	3,122.8769
Single Family Housing	6.43429e+006	1,141.0923	0.0963	0.0117	1,146.9790
Total		7,751.9775	0.6543	0.0793	7,791.9686

6.0 Area Detail**6.1 Mitigation Measures Area**

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category	tons/yr										MT/yr					
Mitigated	25.1173	0.2398	20.8117	1.1000e-003		0.1156	0.1156		0.1156	0.1156	0.0000	34.0980	34.0980	0.0326	0.0000	34.9133
Unmitigated	26.8958	0.2398	20.8117	1.1000e-003		0.1156	0.1156		0.1156	0.1156	0.0000	34.0980	34.0980	0.0326	0.0000	34.9133

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.8293					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	24.4416					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.6249	0.2398	20.8117	1.1000e-003		0.1156	0.1156		0.1156	0.1156	0.0000	34.0980	34.0980	0.0326	0.0000	34.9133
Total	26.8958	0.2398	20.8117	1.1000e-003		0.1156	0.1156		0.1156	0.1156	0.0000	34.0980	34.0980	0.0326	0.0000	34.9133

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

SubCategory	tons/yr										MT/yr					
Architectural Coating	1.8293					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	22.6631					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.6249	0.2398	20.8117	1.1000e-003		0.1156	0.1156		0.1156	0.1156	0.0000	34.0980	34.0980	0.0326	0.0000	34.9133
Total	25.1173	0.2398	20.8117	1.1000e-003		0.1156	0.1156		0.1156	0.1156	0.0000	34.0980	34.0980	0.0326	0.0000	34.9133

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1,375.1198	10.3262	0.2543	1,709.0657

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unmitigated	1,616.8574	12.8991	0.3169	2,033.7634
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7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	57.3355 / 36.1463	221.8095	1.8855	0.0462	282.7130
City Park	0 / 51.8294	102.1200	8.6200e-003	1.0400e-003	102.6468
Condo/Townhouse	71.7997 / 45.2651	277.7660	2.3611	0.0579	354.0337
Elementary School	4.08 / 10.4914	31.3873	0.1355	3.4500e-003	35.8017
General Light Industry	1.85 / 0	4.8590	0.0606	1.4700e-003	6.8122
General Office Building	74.8259 / 45.861	286.8884	2.4604	0.0603	366.3573
Government Office Building	3.77453 / 2.31342	14.4719	0.1241	3.0400e-003	18.4806
Hotel	8.11737 / 0.90193	23.0971	0.2662	6.4600e-003	31.6768
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	116.59 / 71.4585	447.0158	3.8337	0.0939	570.8404
Single Family Housing	53.6218 / 33.805	207.4423	1.7633	0.0432	264.4009
Total		1,616.8574	12.8991	0.3169	2,033.7634

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**Mitigated**

	Indoor/Outdoor Use	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Land Use	Mgal	MT/yr			
Apartments Low Rise	45.8684 / 33.9414	187.3471	1.5092	0.0371	236.1209
City Park	0 / 48.6678	95.8907	8.0900e-003	9.8000e-004	96.3854
Condo/Townhouse	57.4398 / 42.5039	234.6097	1.8899	0.0464	295.6878
Elementary School	3.264 / 9.85144	27.9832	0.1086	2.7900e-003	31.5295
General Light Industry	1.48 / 0	3.8872	0.0485	1.1700e-003	5.4498
General Office Building	59.8607 / 43.0635	242.0709	1.9694	0.0483	305.7107
Government Office Building	3.01963 / 2.17231	12.2111	0.0993	2.4400e-003	15.4213
Hotel	6.49389 / 0.846912	18.7247	0.2130	5.1700e-003	25.5897
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	93.2721 / 67.0995	377.1832	3.0686	0.0753	476.3438
Single Family Housing	42.8974 / 31.7429	175.2121	1.4115	0.0347	220.8267
Total		1,375.1198	10.3262	0.2543	1,709.0657

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.0 Waste Detail****8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	913.8673	54.0080	0.0000	2,264.0677
Unmitigated	913.8673	54.0080	0.0000	2,264.0677

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	404.8	82.1707	4.8562	0.0000	203.5745
City Park	3.74	0.7592	0.0449	0.0000	1.8809
Condo/Townhouse	506.92	102.9002	6.0812	0.0000	254.9308
Elementary School	307.15	62.3487	3.6847	0.0000	154.4662

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

General Light Industry	9.92	2.0137	0.1190	0.0000	4.9888
General Office Building	391.53	79.4771	4.6970	0.0000	196.9010
Government Office Building	17.67	3.5869	0.2120	0.0000	8.8863
Hotel	175.2	35.5640	2.1018	0.0000	88.1084
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1652.7	335.4832	19.8265	0.0000	831.1453
Single Family Housing	1032.38	209.5638	12.3849	0.0000	519.1855
Total		913.8673	54.0080	0.0000	2,264.0677

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	404.8	82.1707	4.8562	0.0000	203.5745
City Park	3.74	0.7592	0.0449	0.0000	1.8809
Condo/Townhouse	506.92	102.9002	6.0812	0.0000	254.9308
Elementary School	307.15	62.3487	3.6847	0.0000	154.4662
General Light Industry	9.92	2.0137	0.1190	0.0000	4.9888
General Office Building	391.53	79.4771	4.6970	0.0000	196.9010

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Government Office Building	17.67	3.5869	0.2120	0.0000	8.8863
Hotel	175.2	35.5640	2.1018	0.0000	88.1084
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1652.7	335.4832	19.8265	0.0000	831.1453
Single Family Housing	1032.38	209.5638	12.3849	0.0000	519.1855
Total		913.8673	54.0080	0.0000	2,264.0677

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

RiverPark Specific Plan Amendment
Ventura County, Summer

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	421.00	1000sqft	9.66	421,000.00	0
Government Office Building	19.00	1000sqft	0.44	19,000.00	0
Elementary School	1,683.00	Student	3.23	140,704.47	0
General Light Industry	8.00	1000sqft	0.18	8,000.00	0
Other Non-Asphalt Surfaces	226.00	Acre	226.00	9,844,560.00	0
City Park	43.50	Acre	43.50	1,894,860.00	0
Hotel	320.00	Room	10.67	464,640.00	0
Apartments Low Rise	2,117.00	Dwelling Unit	132.31	2,117,000.00	6055
Condo/Townhouse	1,102.00	Dwelling Unit	68.88	1,102,000.00	3152
Single Family Housing	849.00	Dwelling Unit	184.67	1,528,200.00	2598
Regional Shopping Center	978.33	1000sqft	22.46	978,327.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2030
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	390.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Based on Traffic Study Specific Plan Amendment land uses. Specific Plan area is 702 acres.

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Construction Phase - Estimated construction assumption.

Trips and VMT -

Grading -

Architectural Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Vehicle Trips - Based on Traffic Study

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - No woodstoves, no fireplace

Consumer Products -

Area Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Landscape Equipment -

Construction Off-road Equipment Mitigation - Assumed VCAPCD Rule 55 dust control measures.

Area Mitigation - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Water Mitigation -

Fleet Mix -

Solid Waste -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	75.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Residential_Exterior	100	50
tblAreaCoating	Area_EF_Residential_Interior	75	50
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	12,400.00	1,550.00

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstructionPhase	NumDays	1,240.00	155.00
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	480.00	60.00
tblFireplaces	NumberNoFireplace	2,117.00	0.00
tblFireplaces	NumberNoFireplace	1,102.00	0.00
tblFireplaces	NumberNoFireplace	849.00	0.00
tblLandUse	LandUseSquareFeet	978,330.00	978,327.00
tblLandUse	LotAcreage	275.65	184.67
tblLandUse	Population	6,478.00	6,055.00
tblLandUse	Population	3,372.00	3,152.00
tblVehicleTrips	ST_TR	8.14	7.47
tblVehicleTrips	ST_TR	1.96	5.73
tblVehicleTrips	ST_TR	8.14	8.90
tblVehicleTrips	ST_TR	1.99	2.61
tblVehicleTrips	ST_TR	2.21	3.06
tblVehicleTrips	ST_TR	8.19	8.00
tblVehicleTrips	ST_TR	46.12	38.34
tblVehicleTrips	ST_TR	9.54	9.67
tblVehicleTrips	SU_TR	6.28	5.77
tblVehicleTrips	SU_TR	2.19	6.40
tblVehicleTrips	SU_TR	6.28	6.86
tblVehicleTrips	SU_TR	5.00	6.55
tblVehicleTrips	SU_TR	0.70	0.97
tblVehicleTrips	SU_TR	5.95	5.81
tblVehicleTrips	SU_TR	21.10	17.54
tblVehicleTrips	SU_TR	8.55	8.67
tblVehicleTrips	WD_TR	7.32	6.72
tblVehicleTrips	WD_TR	0.78	2.28
tblVehicleTrips	WD_TR	7.32	8.00

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	WD_TR	1.89	1.29
tblVehicleTrips	WD_TR	4.96	6.50
tblVehicleTrips	WD_TR	9.74	13.50
tblVehicleTrips	WD_TR	22.59	30.00
tblVehicleTrips	WD_TR	8.36	8.17
tblVehicleTrips	WD_TR	37.75	31.38
tblVehicleTrips	WD_TR	9.44	9.57

2.0 Emissions Summary**2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.6867	38.8834	29.5975	0.0635	19.8049	1.6358	21.4183	10.1417	1.5050	11.6260	0.0000	6,158.7443	6,158.7443	1.9489	4.0400e-003	6,208.6698
2023	28.0239	131.0778	264.6903	1.1049	86.1110	1.6738	87.7848	23.2518	1.5771	24.8289	0.0000	115,941.0513	115,941.0513	4.5730	9.6428	118,928.9427
2024	26.2979	128.1466	250.0496	1.0788	86.1120	1.5733	87.6853	23.2522	1.4825	24.7347	0.0000	113,759.6612	113,759.6612	4.4708	9.4151	116,677.1228
2025	24.7311	124.7283	236.9143	1.0497	86.1129	1.4716	87.5845	23.2525	1.3872	24.6397	0.0000	111,349.7190	111,349.7190	4.3872	9.1747	114,193.4598
2026	23.4250	122.3975	225.8913	1.0229	86.1138	1.4523	87.5662	23.2529	1.3694	24.6222	0.0000	109,042.6312	109,042.6312	4.3245	8.9502	111,817.9011
2027	22.2123	120.1064	216.3733	0.9971	86.1147	1.4292	87.5439	23.2532	1.3479	24.6010	0.0000	106,782.9720	106,782.9720	4.2704	8.7263	109,490.1730
2028	21.0922	118.2250	208.4921	0.9736	86.1155	1.4058	87.5213	23.2535	1.3262	24.5796	0.0000	104,725.6266	104,725.6266	4.2314	8.5201	107,370.4053
2029	383.9558	116.4058	201.5402	0.9517	86.1163	1.3815	87.4978	23.2537	1.3036	24.5573	0.0000	102,801.2787	102,801.2787	4.2036	8.3244	105,387.0508
Maximum	383.9558	131.0778	264.6903	1.1049	86.1163	1.6738	87.7848	23.2537	1.5771	24.8289	0.0000	115,941.0513	115,941.0513	4.5730	9.6428	118,928.9427

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.6867	38.8834	29.5975	0.0635	7.8141	1.6358	9.4275	3.9792	1.5050	5.4635	0.0000	6,158.7443	6,158.7443	1.9489	4.0400e-003	6,208.6698
2023	28.0239	131.0778	264.6903	1.1049	86.1110	1.6738	87.7848	23.2518	1.5771	24.8289	0.0000	115,941.0513	115,941.0513	4.5730	9.6428	118,928.9427
2024	26.2979	128.1466	250.0496	1.0788	86.1120	1.5733	87.6853	23.2522	1.4825	24.7347	0.0000	113,759.6612	113,759.6612	4.4708	9.4151	116,677.1228
2025	24.7311	124.7283	236.9143	1.0497	86.1129	1.4716	87.5845	23.2525	1.3872	24.6397	0.0000	111,349.7190	111,349.7190	4.3872	9.1747	114,193.4598
2026	23.4250	122.3975	225.8913	1.0229	86.1138	1.4523	87.5662	23.2529	1.3694	24.6222	0.0000	109,042.6312	109,042.6312	4.3245	8.9502	111,817.9011
2027	22.2123	120.1064	216.3733	0.9971	86.1147	1.4292	87.5439	23.2532	1.3479	24.6010	0.0000	106,782.9720	106,782.9720	4.2704	8.7263	109,490.1730
2028	21.0922	118.2250	208.4921	0.9736	86.1155	1.4058	87.5213	23.2535	1.3262	24.5796	0.0000	104,725.6266	104,725.6266	4.2314	8.5201	107,370.4053
2029	383.9558	116.4058	201.5402	0.9517	86.1163	1.3815	87.4978	23.2537	1.3036	24.5573	0.0000	102,801.2787	102,801.2787	4.2036	8.3244	105,387.0508
Maximum	383.9558	131.0778	264.6903	1.1049	86.1163	1.6738	87.7848	23.2537	1.5771	24.8289	0.0000	115,941.0513	115,941.0513	4.5730	9.6428	118,928.9427

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	1.93	0.00	1.89	3.56	0.00	3.35	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	170.1670	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663
Energy	2.6087	22.6712	12.2658	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819
Mobile	174.3738	155.5289	1,436.2252	3.0475	388.3547	2.1351	390.4897	103.5063	1.9918	105.4980		328,017.5489	328,017.5489	20.9362	14.3285	332,810.8500
Total	347.1494	182.0623	1,783.5951	3.2076	388.3547	5.7999	394.1546	103.5063	5.6566	109.1629	0.0000	357,080.6395	357,080.6395	22.0594	14.8502	362,057.4982

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	159.3208	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663
Energy	2.6087	22.6712	12.2658	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819
Mobile	174.3738	155.5289	1,436.2252	3.0475	388.3547	2.1351	390.4897	103.5063	1.9918	105.4980		328,017.5489	328,017.5489	20.9362	14.3285	332,810.8500
Total	336.3032	182.0623	1,783.5951	3.2076	388.3547	5.7999	394.1546	103.5063	5.6566	109.1629	0.0000	357,080.6395	357,080.6395	22.0594	14.8502	362,057.4982

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	3.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	5/24/2022	8/15/2022	5	60	
2	Grading	Grading	8/16/2022	3/20/2023	5	155	
3	Building Construction	Building Construction	3/21/2023	2/26/2029	5	1550	
4	Paving	Paving	2/27/2029	7/30/2029	5	110	
5	Architectural Coating	Architectural Coating	7/31/2029	12/31/2029	5	110	

Acres of Grading (Site Preparation Phase): 90

Acres of Grading (Grading Phase): 465

Acres of Paving: 226

Residential Indoor: 9,613,080; Residential Outdoor: 3,204,360; Non-Residential Indoor: 3,047,507; Non-Residential Outdoor: 1,015,836; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	8,265.00	2,692.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1,653.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2022**Unmitigated Construction On-Site**

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

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	19.6570	1.6126	21.2696	10.1025	1.4836	11.5860		3,686.0619	3,686.0619	1.1922		3,715.8655

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0557	0.0360	0.5004	1.3000e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		132.6004	132.6004	4.1900e-003	3.6400e-003	133.7886
Total	0.0557	0.0360	0.5004	1.3000e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		132.6004	132.6004	4.1900e-003	3.6400e-003	133.7886

Mitigated Construction On-Site

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

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					7.6662	0.0000	7.6662	3.9400	0.0000	3.9400			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	7.6662	1.6126	9.2788	3.9400	1.4836	5.4235	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0557	0.0360	0.5004	1.3000e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		132.6004	132.6004	4.1900e-003	3.6400e-003	133.7886
Total	0.0557	0.0360	0.5004	1.3000e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		132.6004	132.6004	4.1900e-003	3.6400e-003	133.7886

3.3 Grading - 2022**Unmitigated Construction On-Site**

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

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	9.2036	1.6349	10.8385	3.6538	1.5041	5.1579		6,011.4105	6,011.4105	1.9442		6,060.0158

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0619	0.0400	0.5560	1.4500e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		147.3338	147.3338	4.6500e-003	4.0400e-003	148.6540
Total	0.0619	0.0400	0.5560	1.4500e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		147.3338	147.3338	4.6500e-003	4.0400e-003	148.6540

Mitigated Construction On-Site

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

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					3.5894	0.0000	3.5894	1.4250	0.0000	1.4250			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	3.5894	1.6349	5.2243	1.4250	1.5041	2.9291	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0619	0.0400	0.5560	1.4500e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		147.3338	147.3338	4.6500e-003	4.0400e-003	148.6540
Total	0.0619	0.0400	0.5560	1.4500e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		147.3338	147.3338	4.6500e-003	4.0400e-003	148.6540

3.3 Grading - 2023**Unmitigated Construction On-Site**

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

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105		6,011.4777	6,011.4777	1.9442		6,060.0836
Total	3.3217	34.5156	28.0512	0.0621	9.2036	1.4245	10.6281	3.6538	1.3105	4.9643		6,011.4777	6,011.4777	1.9442		6,060.0836

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0575	0.0356	0.5135	1.4000e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		143.4697	143.4697	4.2100e-003	3.7500e-003	144.6916
Total	0.0575	0.0356	0.5135	1.4000e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		143.4697	143.4697	4.2100e-003	3.7500e-003	144.6916

Mitigated Construction On-Site

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

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					3.5894	0.0000	3.5894	1.4250	0.0000	1.4250			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836
Total	3.3217	34.5156	28.0512	0.0621	3.5894	1.4245	5.0139	1.4250	1.3105	2.7355	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0575	0.0356	0.5135	1.4000e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		143.4697	143.4697	4.2100e-003	3.7500e-003	144.6916
Total	0.0575	0.0356	0.5135	1.4000e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		143.4697	143.4697	4.2100e-003	3.7500e-003	144.6916

3.4 Building Construction - 2023**Unmitigated Construction On-Site**

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

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.6713	101.9939	36.2362	0.4986	18.2160	0.6062	18.8222	5.2429	0.5799	5.8228		54,096.9876	54,096.9876	2.2256	8.0943	56,564.7409
Worker	23.7799	14.6990	212.2101	0.5793	67.8950	0.3679	68.2629	18.0089	0.3388	18.3477		59,288.8537	59,288.8537	1.7396	1.5485	59,793.7958
Total	26.4512	116.6929	248.4463	1.0779	86.1110	0.9741	87.0851	23.2518	0.9187	24.1705		113,385.8413	113,385.8413	3.9651	9.6428	116,358.5367

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
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Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.6713	101.9939	36.2362	0.4986	18.2160	0.6062	18.8222	5.2429	0.5799	5.8228		54,096.9876	54,096.9876	2.2256	8.0943	56,564.7409
Worker	23.7799	14.6990	212.2101	0.5793	67.8950	0.3679	68.2629	18.0089	0.3388	18.3477		59,288.8537	59,288.8537	1.7396	1.5485	59,793.7958
Total	26.4512	116.6929	248.4463	1.0779	86.1110	0.9741	87.0851	23.2518	0.9187	24.1705		113,385.8413	113,385.8413	3.9651	9.6428	116,358.5367

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.6064	101.5098	36.0569	0.4903	18.2170	0.6079	18.8248	5.2433	0.5815	5.8247		53,280.0939	53,280.0939	2.2824	7.9703	55,712.3042
Worker	22.2199	13.1931	197.8259	0.5615	67.8950	0.3521	68.2471	18.0089	0.3242	18.3331		57,923.8684	57,923.8684	1.5841	1.4448	58,394.0110
Total	24.8263	114.7029	233.8828	1.0518	86.1120	0.9600	87.0719	23.2522	0.9056	24.1578		111,203.9623	111,203.9623	3.8665	9.4151	114,106.3151

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.6064	101.5098	36.0569	0.4903	18.2170	0.6079	18.8248	5.2433	0.5815	5.8247		53,280.0939	53,280.0939	2.2824	7.9703	55,712.3042
Worker	22.2199	13.1931	197.8259	0.5615	67.8950	0.3521	68.2471	18.0089	0.3242	18.3331		57,923.8684	57,923.8684	1.5841	1.4448	58,394.0110
Total	24.8263	114.7029	233.8828	1.0518	86.1120	0.9600	87.0719	23.2522	0.9056	24.1578		111,203.9623	111,203.9623	3.8665	9.4151	114,106.3151

3.4 Building Construction - 2025Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.5482	100.3526	35.9227	0.4806	18.2179	0.6082	18.8260	5.2436	0.5818	5.8253		52,306.7524	52,306.7524	2.3469	7.8217	54,696.2798
Worker	20.8155	11.9060	184.9069	0.5422	67.8950	0.3359	68.2309	18.0089	0.3092	18.3182		56,486.4922	56,486.4922	1.4393	1.3530	56,925.6819
Total	23.3637	112.2586	220.8296	1.0228	86.1129	0.9441	87.0569	23.2525	0.8910	24.1435		108,793.2447	108,793.2447	3.7863	9.1747	111,621.9617

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.5482	100.3526	35.9227	0.4806	18.2179	0.6082	18.8260	5.2436	0.5818	5.8253		52,306.7524	52,306.7524	2.3469	7.8217	54,696.2798
Worker	20.8155	11.9060	184.9069	0.5422	67.8950	0.3359	68.2309	18.0089	0.3092	18.3182		56,486.4922	56,486.4922	1.4393	1.3530	56,925.6819
Total	23.3637	112.2586	220.8296	1.0228	86.1129	0.9441	87.0569	23.2525	0.8910	24.1435		108,793.2447	108,793.2447	3.7863	9.1747	111,621.9617

3.4 Building Construction - 2026**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.4959	99.0924	35.8753	0.4709	18.2188	0.6056	18.8245	5.2439	0.5793	5.8233		51,336.4580	51,336.4580	2.4101	7.6737	53,683.4648
Worker	19.5618	10.8354	173.9313	0.5250	67.8950	0.3191	68.2142	18.0089	0.2938	18.3027		55,149.6989	55,149.6989	1.3135	1.2765	55,562.9383
Total	22.0576	109.9278	209.8066	0.9959	86.1138	0.9248	87.0386	23.2529	0.8731	24.1260		106,486.1568	106,486.1568	3.7236	8.9502	109,246.4030

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

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

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.4959	99.0924	35.8753	0.4709	18.2188	0.6056	18.8245	5.2439	0.5793	5.8233		51,336.4580	51,336.4580	2.4101	7.6737	53,683.4648
Worker	19.5618	10.8354	173.9313	0.5250	67.8950	0.3191	68.2142	18.0089	0.2938	18.3027		55,149.6989	55,149.6989	1.3135	1.2765	55,562.9383
Total	22.0576	109.9278	209.8066	0.9959	86.1138	0.9248	87.0386	23.2529	0.8731	24.1260		106,486.1568	106,486.1568	3.7236	8.9502	109,246.4030

3.4 Building Construction - 2027**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

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

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Vendor	2.4520	97.7191	35.8385	0.4605	18.2197	0.6014	18.8211	5.2443	0.5753	5.8195		50,284.1191	50,284.1191	2.4662	7.5149	52,585.2230
Worker	18.3929	9.9176	164.4502	0.5096	67.8950	0.3003	68.1953	18.0089	0.2763	18.2853		53,942.3786	53,942.3786	1.2033	1.2114	54,333.4520
Total	20.8449	107.6367	200.2886	0.9701	86.1147	0.9016	87.0163	23.2532	0.8516	24.1048		104,226.4977	104,226.4977	3.6695	8.7263	106,918.6750

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.4520	97.7191	35.8385	0.4605	18.2197	0.6014	18.8211	5.2443	0.5753	5.8195		50,284.1191	50,284.1191	2.4662	7.5149	52,585.2230

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Worker	18.3929	9.9176	164.4502	0.5096	67.8950	0.3003	68.1953	18.0089	0.2763	18.2853		53,942.3786	53,942.3786	1.2033	1.2114	54,333.4520
Total	20.8449	107.6367	200.2886	0.9701	86.1147	0.9016	87.0163	23.2532	0.8516	24.1048		104,226.4977	104,226.4977	3.6695	8.7263	106,918.6750

3.4 Building Construction - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.4183	96.6167	35.9326	0.4508	18.2205	0.5979	18.8184	5.2445	0.5719	5.8164		49,291.7894	49,291.7894	2.5227	7.3638	51,549.2730
Worker	17.3066	9.1386	156.4748	0.4958	67.8950	0.2804	68.1754	18.0089	0.2580	18.2669		52,877.3629	52,877.3629	1.1078	1.1563	53,249.6343

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	19.7248	105.7553	192.4074	0.9466	86.1155	0.8782	86.9937	23.2535	0.8299	24.0834		102,169.1523	102,169.1523	3.6305	8.5201	104,798.9073
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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.4183	96.6167	35.9326	0.4508	18.2205	0.5979	18.8184	5.2445	0.5719	5.8164		49,291.7894	49,291.7894	2.5227	7.3638	51,549.2730
Worker	17.3066	9.1386	156.4748	0.4958	67.8950	0.2804	68.1754	18.0089	0.2580	18.2669		52,877.3629	52,877.3629	1.1078	1.1563	53,249.6343
Total	19.7248	105.7553	192.4074	0.9466	86.1155	0.8782	86.9937	23.2535	0.8299	24.0834		102,169.1523	102,169.1523	3.6305	8.5201	104,798.9073

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2029****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3856	95.4757	36.0115	0.4412	18.2212	0.5922	18.8135	5.2448	0.5665	5.8113		48,315.7908	48,315.7908	2.5802	7.2155	50,530.5151
Worker	16.2431	8.4604	149.4441	0.4835	67.8950	0.2617	68.1567	18.0089	0.2408	18.2497		51,929.0135	51,929.0135	1.0225	1.1089	52,285.0377
Total	18.6288	103.9361	185.4556	0.9247	86.1163	0.8539	86.9702	23.2537	0.8073	24.0611		100,244.8043	100,244.8043	3.6027	8.3244	102,815.5528

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3856	95.4757	36.0115	0.4412	18.2212	0.5922	18.8135	5.2448	0.5665	5.8113		48,315.7908	48,315.7908	2.5802	7.2155	50,530.5151
Worker	16.2431	8.4604	149.4441	0.4835	67.8950	0.2617	68.1567	18.0089	0.2408	18.2497		51,929.0135	51,929.0135	1.0225	1.1089	52,285.0377
Total	18.6288	103.9361	185.4556	0.9247	86.1163	0.8539	86.9702	23.2537	0.8073	24.0611		100,244.8043	100,244.8043	3.6027	8.3244	102,815.5528

3.5 Paving - 2029

Unmitigated Construction On-Site

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0295	0.0154	0.2712	8.8000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		94.2450	94.2450	1.8600e-003	2.0100e-003	94.8912
Total	0.0295	0.0154	0.2712	8.8000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		94.2450	94.2450	1.8600e-003	2.0100e-003	94.8912

Mitigated Construction On-Site

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0295	0.0154	0.2712	8.8000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		94.2450	94.2450	1.8600e-003	2.0100e-003	94.8912
Total	0.0295	0.0154	0.2712	8.8000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		94.2450	94.2450	1.8600e-003	2.0100e-003	94.8912

3.6 Architectural Coating - 2029**Unmitigated Construction On-Site**

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	380.5363					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	380.7071	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2486	1.6921	29.8888	0.0967	13.5790	0.0523	13.6313	3.6018	0.0482	3.6500		10,385.8027	10,385.8027	0.2045	0.2218	10,457.0075
Total	3.2486	1.6921	29.8888	0.0967	13.5790	0.0523	13.6313	3.6018	0.0482	3.6500		10,385.8027	10,385.8027	0.2045	0.2218	10,457.0075

Mitigated Construction On-Site

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	380.5363					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	380.7071	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2486	1.6921	29.8888	0.0967	13.5790	0.0523	13.6313	3.6018	0.0482	3.6500		10,385.8027	10,385.8027	0.2045	0.2218	10,457.0075
Total	3.2486	1.6921	29.8888	0.0967	13.5790	0.0523	13.6313	3.6018	0.0482	3.6500		10,385.8027	10,385.8027	0.2045	0.2218	10,457.0075

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	174.3738	155.5289	1,436.2252	3.0475	388.3547	2.1351	390.4897	103.5063	1.9918	105.4980		328,017.548	328,017.548	20.9362	14.3285	332,810.850
Unmitigated	174.3738	155.5289	1,436.2252	3.0475	388.3547	2.1351	390.4897	103.5063	1.9918	105.4980		328,017.548	328,017.548	20.9362	14.3285	332,810.850

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	14,226.24	15,813.99	12215.09	39,141,007	39,141,007
City Park	99.18	249.26	278.40	312,163	312,163
Condo/Townhouse	8,816.00	9,807.80	7559.72	24,254,851	24,254,851
General Light Industry	52.00	20.88	52.40	139,002	139,002
General Office Building	5,683.50	1,288.26	408.37	10,280,761	10,280,761
Government Office Building	570.00	0.00	0.00	698,201	698,201
Hotel	2,614.40	2,560.00	1859.20	4,747,438	4,747,438
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	30,700.00	37,509.17	17159.91	52,140,545	52,140,545
Single Family Housing	8,124.93	8,209.83	7360.83	22,181,674	22,181,674
Elementary School	2,171.07	0.00	0.00	3,419,341	3,419,341
Total	73,057.32	75,459.19	46,893.92	157,314,984	157,314,984

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

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Condo/Townhouse	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Government Office Building	9.50	7.30	7.30	33.00	62.00	5.00	50	34	16
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11
Single Family Housing	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
Elementary School	9.50	7.30	7.30	65.00	30.00	5.00	63	25	12

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
City Park	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Condo/Townhouse	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Light Industry	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Government Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Hotel	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Other Non-Asphalt Surfaces	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Regional Shopping Center	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Single Family Housing	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Elementary School	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.6087	22.6712	12.2658	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819
NaturalGas Unmitigated	2.6087	22.6712	12.2658	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819

5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	72031	0.7768	6.6382	2.8248	0.0424		0.5367	0.5367		0.5367	0.5367		8,474.2367	8,474.2367	0.1624	0.1554	8,524.5949
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	49832.9	0.5374	4.5924	1.9542	0.0293		0.3713	0.3713		0.3713	0.3713		5,862.6897	5,862.6897	0.1124	0.1075	5,897.5288
Elementary School	4525.67	0.0488	0.4437	0.3727	2.6600e-003		0.0337	0.0337		0.0337	0.0337		532.4321	532.4321	0.0102	9.7600e-003	535.5960
General Light Industry	455.014	4.9100e-003	0.0446	0.0375	2.7000e-004		3.3900e-003	3.3900e-003		3.3900e-003	3.3900e-003		53.5310	53.5310	1.0300e-003	9.8000e-004	53.8491
General Office Building	10438.5	0.1126	1.0234	0.8596	6.1400e-003		0.0778	0.0778		0.0778	0.0778		1,228.0580	1,228.0580	0.0235	0.0225	1,235.3558
Government Office Building	471.096	5.0800e-003	0.0462	0.0388	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4231	55.4231	1.0600e-003	1.0200e-003	55.7524
Hotel	43217.9	0.4661	4.2371	3.5591	0.0254		0.3220	0.3220		0.3220	0.3220		5,084.4571	5,084.4571	0.0975	0.0932	5,114.6714

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	5333.89	0.0575	0.5229	0.4393	3.1400e-003		0.0397	0.0397		0.0397	0.0397		627.5168	627.5168	0.0120	0.0115	631.2458
Single Family Housing	55586.8	0.5995	5.1227	2.1799	0.0327		0.4142	0.4142		0.4142	0.4142		6,539.6260	6,539.6260	0.1253	0.1199	6,578.4878
Total		2.6087	22.6712	12.2659	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	72.031	0.7768	6.6382	2.8248	0.0424		0.5367	0.5367		0.5367	0.5367		8,474.2367	8,474.2367	0.1624	0.1554	8,524.5949
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	49.8329	0.5374	4.5924	1.9542	0.0293		0.3713	0.3713		0.3713	0.3713		5,862.6897	5,862.6897	0.1124	0.1075	5,897.5288
Elementary School	4.52567	0.0488	0.4437	0.3727	2.6600e-003		0.0337	0.0337		0.0337	0.0337		532.4321	532.4321	0.0102	9.7600e-003	535.5960
General Light Industry	0.455014	4.9100e-003	0.0446	0.0375	2.7000e-004		3.3900e-003	3.3900e-003		3.3900e-003	3.3900e-003		53.5310	53.5310	1.0300e-003	9.8000e-004	53.8491
General Office Building	10.4385	0.1126	1.0234	0.8596	6.1400e-003		0.0778	0.0778		0.0778	0.0778		1,228.0580	1,228.0580	0.0235	0.0225	1,235.3558
Government Office Building	0.471096	5.0800e-003	0.0462	0.0388	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4231	55.4231	1.0600e-003	1.0200e-003	55.7524
Hotel	43.2179	0.4661	4.2371	3.5591	0.0254		0.3220	0.3220		0.3220	0.3220		5,084.4571	5,084.4571	0.0975	0.0932	5,114.6714
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	5.33389	0.0575	0.5229	0.4393	3.1400e-003		0.0397	0.0397		0.0397	0.0397		627.5168	627.5168	0.0120	0.0115	631.2458

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Single Family Housing	55.5868	0.5995	5.1227	2.1799	0.0327		0.4142	0.4142		0.4142	0.4142		6,539.6260	6,539.6260	0.1253	0.1199	6,578.4878
Total		2.6087	22.6712	12.2659	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819

6.0 Area Detail**6.1 Mitigation Measures Area**

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	159.3208	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663
Unmitigated	170.1670	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663

6.2 Area by SubCategory**Unmitigated**

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	11.4682					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	148.6524					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	10.0464	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625		605.1203	605.1203	0.5778		619.5663
Total	170.1670	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	11.4682					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	137.8062					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	10.0464	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625		605.1203	605.1203	0.5778		619.5663
Total	159.3208	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**7.0 Water Detail**

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

RiverPark Specific Plan Amendment - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

RiverPark Specific Plan Amendment
Ventura County, Winter

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	421.00	1000sqft	9.66	421,000.00	0
Government Office Building	19.00	1000sqft	0.44	19,000.00	0
Elementary School	1,683.00	Student	3.23	140,704.47	0
General Light Industry	8.00	1000sqft	0.18	8,000.00	0
Other Non-Asphalt Surfaces	226.00	Acre	226.00	9,844,560.00	0
City Park	43.50	Acre	43.50	1,894,860.00	0
Hotel	320.00	Room	10.67	464,640.00	0
Apartments Low Rise	2,117.00	Dwelling Unit	132.31	2,117,000.00	6055
Condo/Townhouse	1,102.00	Dwelling Unit	68.88	1,102,000.00	3152
Single Family Housing	849.00	Dwelling Unit	184.67	1,528,200.00	2598
Regional Shopping Center	978.33	1000sqft	22.46	978,327.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2030
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Based on Traffic Study Specific Plan Amendment land uses. Specific Plan area is 702 acres.

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Construction Phase - Estimated construction assumption.

Trips and VMT -

Grading -

Architectural Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Vehicle Trips - Based on Traffic Study

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - No woodstoves, no fireplace

Consumer Products -

Area Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Landscape Equipment -

Construction Off-road Equipment Mitigation - Assumed VCAPCD Rule 55 dust control measures.

Area Mitigation - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Water Mitigation -

Fleet Mix -

Solid Waste -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	75.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Residential_Exterior	100	50
tblAreaCoating	Area_EF_Residential_Interior	75	50
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	12,400.00	1,550.00

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstructionPhase	NumDays	1,240.00	155.00
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	480.00	60.00
tblFireplaces	NumberNoFireplace	2,117.00	0.00
tblFireplaces	NumberNoFireplace	1,102.00	0.00
tblFireplaces	NumberNoFireplace	849.00	0.00
tblLandUse	LandUseSquareFeet	978,330.00	978,327.00
tblLandUse	LotAcreage	275.65	184.67
tblLandUse	Population	6,478.00	6,055.00
tblLandUse	Population	3,372.00	3,152.00
tblVehicleTrips	ST_TR	8.14	7.47
tblVehicleTrips	ST_TR	1.96	5.73
tblVehicleTrips	ST_TR	8.14	8.90
tblVehicleTrips	ST_TR	1.99	2.61
tblVehicleTrips	ST_TR	2.21	3.06
tblVehicleTrips	ST_TR	8.19	8.00
tblVehicleTrips	ST_TR	46.12	38.34
tblVehicleTrips	ST_TR	9.54	9.67
tblVehicleTrips	SU_TR	6.28	5.77
tblVehicleTrips	SU_TR	2.19	6.40
tblVehicleTrips	SU_TR	6.28	6.86
tblVehicleTrips	SU_TR	5.00	6.55
tblVehicleTrips	SU_TR	0.70	0.97
tblVehicleTrips	SU_TR	5.95	5.81
tblVehicleTrips	SU_TR	21.10	17.54
tblVehicleTrips	SU_TR	8.55	8.67
tblVehicleTrips	WD_TR	7.32	6.72
tblVehicleTrips	WD_TR	0.78	2.28
tblVehicleTrips	WD_TR	7.32	8.00

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	WD_TR	1.89	1.29
tblVehicleTrips	WD_TR	4.96	6.50
tblVehicleTrips	WD_TR	9.74	13.50
tblVehicleTrips	WD_TR	22.59	30.00
tblVehicleTrips	WD_TR	8.36	8.17
tblVehicleTrips	WD_TR	37.75	31.38
tblVehicleTrips	WD_TR	9.44	9.57

2.0 Emissions Summary**2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.6915	38.8903	29.5861	0.0635	19.8049	1.6358	21.4183	10.1417	1.5050	11.6260	0.0000	6,152.3527	6,152.3527	1.9493	4.4900e-003	6,202.4233
2023	29.8266	138.0833	261.9551	1.0805	86.1110	1.6777	87.7887	23.2518	1.5808	24.8326	0.0000	113,452.9044	113,452.9044	4.7202	9.8337	116,501.3484
2024	28.0128	134.8920	247.9416	1.0553	86.1120	1.5768	87.6888	23.2522	1.4860	24.7381	0.0000	111,336.3424	111,336.3424	4.6066	9.5935	114,310.3648
2025	26.3632	131.2224	235.3297	1.0271	86.1129	1.4749	87.5878	23.2525	1.3904	24.6429	0.0000	108,993.8763	108,993.8763	4.5127	9.3422	111,890.6720
2026	24.9912	128.6733	224.6935	1.0010	86.1138	1.4555	87.5693	23.2529	1.3723	24.6252	0.0000	106,748.0253	106,748.0253	4.4405	9.1086	109,573.4043
2027	23.7099	126.1866	215.4900	0.9759	86.1147	1.4321	87.5468	23.2532	1.3506	24.6038	0.0000	104,542.5917	104,542.5917	4.3780	8.8770	107,297.3912
2028	22.5165	124.1433	207.8694	0.9530	86.1155	1.4085	87.5240	23.2535	1.3288	24.5822	0.0000	102,532.0553	102,532.0553	4.3315	8.6643	105,222.2995
2029	384.2503	122.1759	201.1165	0.9316	86.1163	1.3840	87.5003	23.2537	1.3060	24.5598	0.0000	100,648.3727	100,648.3727	4.2968	8.4630	103,277.7578
Maximum	384.2503	138.0833	261.9551	1.0805	86.1163	1.6777	87.7887	23.2537	1.5808	24.8326	0.0000	113,452.9044	113,452.9044	4.7202	9.8337	116,501.3484

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.6915	38.8903	29.5861	0.0635	7.8141	1.6358	9.4275	3.9792	1.5050	5.4635	0.0000	6,152.3527	6,152.3527	1.9493	4.4900e-003	6,202.4233
2023	29.8266	138.0833	261.9551	1.0805	86.1110	1.6777	87.7887	23.2518	1.5808	24.8326	0.0000	113,452.9044	113,452.9044	4.7202	9.8337	116,501.3484
2024	28.0128	134.8920	247.9416	1.0553	86.1120	1.5768	87.6888	23.2522	1.4860	24.7381	0.0000	111,336.3424	111,336.3424	4.6066	9.5935	114,310.3648
2025	26.3632	131.2224	235.3297	1.0271	86.1129	1.4749	87.5878	23.2525	1.3904	24.6429	0.0000	108,993.8763	108,993.8763	4.5127	9.3422	111,890.6720
2026	24.9912	128.6733	224.6935	1.0010	86.1138	1.4555	87.5693	23.2529	1.3723	24.6252	0.0000	106,748.0253	106,748.0253	4.4405	9.1086	109,573.4043
2027	23.7099	126.1866	215.4900	0.9759	86.1147	1.4321	87.5468	23.2532	1.3506	24.6038	0.0000	104,542.5917	104,542.5917	4.3780	8.8770	107,297.3912
2028	22.5165	124.1433	207.8694	0.9530	86.1155	1.4085	87.5240	23.2535	1.3288	24.5822	0.0000	102,532.0553	102,532.0553	4.3315	8.6643	105,222.2995
2029	384.2503	122.1759	201.1165	0.9316	86.1163	1.3840	87.5003	23.2537	1.3060	24.5598	0.0000	100,648.3727	100,648.3727	4.2968	8.4630	103,277.7578
Maximum	384.2503	138.0833	261.9551	1.0805	86.1163	1.6777	87.7887	23.2537	1.5808	24.8326	0.0000	113,452.9044	113,452.9044	4.7202	9.8337	116,501.3484

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	1.93	0.00	1.89	3.56	0.00	3.35	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	170.1670	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663
Energy	2.6087	22.6712	12.2658	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819
Mobile	166.9419	171.6898	1,544.8453	2.9463	388.3547	2.1361	390.4908	103.5063	1.9928	105.4990		317,075.9303	317,075.9303	22.6480	15.3018	322,202.0652
Total	339.7176	198.2231	1,892.2151	3.1064	388.3547	5.8010	394.1557	103.5063	5.6577	109.1639	0.0000	346,139.0210	346,139.0210	23.7713	15.8235	351,448.7135

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	159.3208	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663
Energy	2.6087	22.6712	12.2658	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819
Mobile	166.9419	171.6898	1,544.8453	2.9463	388.3547	2.1361	390.4908	103.5063	1.9928	105.4990		317,075.9303	317,075.9303	22.6480	15.3018	322,202.0652
Total	328.8714	198.2231	1,892.2151	3.1064	388.3547	5.8010	394.1557	103.5063	5.6577	109.1639	0.0000	346,139.0210	346,139.0210	23.7713	15.8235	351,448.7135

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	3.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	5/24/2022	8/15/2022	5	60	
2	Grading	Grading	8/16/2022	3/20/2023	5	155	
3	Building Construction	Building Construction	3/21/2023	2/26/2029	5	1550	
4	Paving	Paving	2/27/2029	7/30/2029	5	110	
5	Architectural Coating	Architectural Coating	7/31/2029	12/31/2029	5	110	

Acres of Grading (Site Preparation Phase): 90

Acres of Grading (Grading Phase): 465

Acres of Paving: 226

Residential Indoor: 9,613,080; Residential Outdoor: 3,204,360; Non-Residential Indoor: 3,047,507; Non-Residential Outdoor: 1,015,836; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	8,265.00	2,692.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1,653.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2022**Unmitigated Construction On-Site**

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

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	19.6570	1.6126	21.2696	10.1025	1.4836	11.5860		3,686.0619	3,686.0619	1.1922		3,715.8655

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0600	0.0421	0.4901	1.2500e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		126.8480	126.8480	4.5500e-003	4.0400e-003	128.1667
Total	0.0600	0.0421	0.4901	1.2500e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		126.8480	126.8480	4.5500e-003	4.0400e-003	128.1667

Mitigated Construction On-Site

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

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					7.6662	0.0000	7.6662	3.9400	0.0000	3.9400			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	7.6662	1.6126	9.2788	3.9400	1.4836	5.4235	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0600	0.0421	0.4901	1.2500e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		126.8480	126.8480	4.5500e-003	4.0400e-003	128.1667
Total	0.0600	0.0421	0.4901	1.2500e-003	0.1479	8.5000e-004	0.1487	0.0392	7.8000e-004	0.0400		126.8480	126.8480	4.5500e-003	4.0400e-003	128.1667

3.3 Grading - 2022**Unmitigated Construction On-Site**

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

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000		0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442	6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	9.2036	1.6349	10.8385	3.6538	1.5041	5.1579		6,011.4105	6,011.4105	1.9442	6,060.0158

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0667	0.0468	0.5446	1.3900e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		140.9422	140.9422	5.0500e-003	4.4900e-003	142.4075
Total	0.0667	0.0468	0.5446	1.3900e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		140.9422	140.9422	5.0500e-003	4.4900e-003	142.4075

Mitigated Construction On-Site

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

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					3.5894	0.0000	3.5894	1.4250	0.0000	1.4250			0.0000		0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442	6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	3.5894	1.6349	5.2243	1.4250	1.5041	2.9291	0.0000	6,011.4105	6,011.4105	1.9442	6,060.0158

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0667	0.0468	0.5446	1.3900e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		140.9422	140.9422	5.0500e-003	4.4900e-003	142.4075
Total	0.0667	0.0468	0.5446	1.3900e-003	0.1643	9.4000e-004	0.1652	0.0436	8.7000e-004	0.0445		140.9422	140.9422	5.0500e-003	4.4900e-003	142.4075

3.3 Grading - 2023**Unmitigated Construction On-Site**

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

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105		6,011.4777	6,011.4777	1.9442		6,060.0836
Total	3.3217	34.5156	28.0512	0.0621	9.2036	1.4245	10.6281	3.6538	1.3105	4.9643		6,011.4777	6,011.4777	1.9442		6,060.0836

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0621	0.0417	0.5041	1.3400e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		137.2614	137.2614	4.5900e-003	4.1700e-003	138.6174
Total	0.0621	0.0417	0.5041	1.3400e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		137.2614	137.2614	4.5900e-003	4.1700e-003	138.6174

Mitigated Construction On-Site

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

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Fugitive Dust					3.5894	0.0000	3.5894	1.4250	0.0000	1.4250			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836
Total	3.3217	34.5156	28.0512	0.0621	3.5894	1.4245	5.0139	1.4250	1.3105	2.7355	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0621	0.0417	0.5041	1.3400e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		137.2614	137.2614	4.5900e-003	4.1700e-003	138.6174
Total	0.0621	0.0417	0.5041	1.3400e-003	0.1643	8.9000e-004	0.1652	0.0436	8.2000e-004	0.0444		137.2614	137.2614	4.5900e-003	4.1700e-003	138.6174

3.4 Building Construction - 2023**Unmitigated Construction On-Site**

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

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.5736	106.4859	37.3948	0.4994	18.2160	0.6101	18.8260	5.2429	0.5836	5.8265		54,174.4423	54,174.4423	2.2175	8.1122	56,647.3034
Worker	25.6803	17.2125	208.3162	0.5542	67.8950	0.3679	68.2629	18.0089	0.3388	18.3477		56,723.2522	56,723.2522	1.8949	1.7215	57,283.6389
Total	28.2539	123.6984	245.7111	1.0536	86.1110	0.9779	87.0889	23.2518	0.9223	24.1741		110,897.6945	110,897.6945	4.1123	9.8337	113,930.9423

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
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Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.5736	106.4859	37.3948	0.4994	18.2160	0.6101	18.8260	5.2429	0.5836	5.8265		54,174.4423	54,174.4423	2.2175	8.1122	56,647.3034
Worker	25.6803	17.2125	208.3162	0.5542	67.8950	0.3679	68.2629	18.0089	0.3388	18.3477		56,723.2522	56,723.2522	1.8949	1.7215	57,283.6389
Total	28.2539	123.6984	245.7111	1.0536	86.1110	0.9779	87.0889	23.2518	0.9223	24.1741		110,897.6945	110,897.6945	4.1123	9.8337	113,930.9423

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.5034	106.0022	37.1981	0.4911	18.2170	0.6114	18.8284	5.2433	0.5849	5.8282		53,358.9075	53,358.9075	2.2741	7.9878	55,796.1332
Worker	24.0379	15.4461	194.5767	0.5372	67.8950	0.3521	68.2471	18.0089	0.3242	18.3331		55,421.7360	55,421.7360	1.7281	1.6057	55,943.4240
Total	26.5413	121.4483	231.7748	1.0283	86.1120	0.9635	87.0755	23.2522	0.9091	24.1612		108,780.6435	108,780.6435	4.0022	9.5935	111,739.5572

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.5034	106.0022	37.1981	0.4911	18.2170	0.6114	18.8284	5.2433	0.5849	5.8282		53,358.9075	53,358.9075	2.2741	7.9878	55,796.1332
Worker	24.0379	15.4461	194.5767	0.5372	67.8950	0.3521	68.2471	18.0089	0.3242	18.3331		55,421.7360	55,421.7360	1.7281	1.6057	55,943.4240
Total	26.5413	121.4483	231.7748	1.0283	86.1120	0.9635	87.0755	23.2522	0.9091	24.1612		108,780.6435	108,780.6435	4.0022	9.5935	111,739.5572

3.4 Building Construction - 2025Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.4409	104.8156	37.0504	0.4813	18.2179	0.6115	18.8294	5.2436	0.5849	5.8285		52,386.3826	52,386.3826	2.3385	7.8389	54,780.8421
Worker	22.5548	13.9372	182.1946	0.5188	67.8950	0.3359	68.2309	18.0089	0.3092	18.3182		54,051.0194	54,051.0194	1.5733	1.5033	54,538.3319
Total	24.9958	118.7528	219.2450	1.0001	86.1129	0.9474	87.0603	23.2525	0.8942	24.1467		106,437.4020	106,437.4020	3.9117	9.3422	109,319.1740

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.4409	104.8156	37.0504	0.4813	18.2179	0.6115	18.8294	5.2436	0.5849	5.8285		52,386.3826	52,386.3826	2.3385	7.8389	54,780.8421
Worker	22.5548	13.9372	182.1946	0.5188	67.8950	0.3359	68.2309	18.0089	0.3092	18.3182		54,051.0194	54,051.0194	1.5733	1.5033	54,538.3319
Total	24.9958	118.7528	219.2450	1.0001	86.1129	0.9474	87.0603	23.2525	0.8942	24.1467		106,437.4020	106,437.4020	3.9117	9.3422	109,319.1740

3.4 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3845	103.5214	36.9890	0.4716	18.2188	0.6088	18.8276	5.2439	0.5823	5.8262		51,416.5657	51,416.5657	2.4014	7.6907	53,768.4305
Worker	21.2393	12.6822	171.6199	0.5024	67.8950	0.3191	68.2142	18.0089	0.2938	18.3027		52,774.9853	52,774.9853	1.4382	1.4179	53,233.4757
Total	23.6238	116.2036	208.6089	0.9741	86.1138	0.9279	87.0417	23.2529	0.8761	24.1289		104,191.5510	104,191.5510	3.8396	9.1086	107,001.9062

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

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

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3845	103.5214	36.9890	0.4716	18.2188	0.6088	18.8276	5.2439	0.5823	5.8262		51,416.5657	51,416.5657	2.4014	7.6907	53,768.4305
Worker	21.2393	12.6822	171.6199	0.5024	67.8950	0.3191	68.2142	18.0089	0.2938	18.3027		52,774.9853	52,774.9853	1.4382	1.4179	53,233.4757
Total	23.6238	116.2036	208.6089	0.9741	86.1138	0.9279	87.0417	23.2529	0.8761	24.1289		104,191.5510	104,191.5510	3.8396	9.1086	107,001.9062

3.4 Building Construction - 2027**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

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

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Vendor	2.3370	102.1103	36.9413	0.4613	18.2197	0.6043	18.8240	5.2443	0.5780	5.8223		50,364.5965	50,364.5965	2.4573	7.5318	52,670.4947
Worker	20.0055	11.6065	162.4640	0.4877	67.8950	0.3003	68.1953	18.0089	0.2763	18.2853		51,621.5208	51,621.5208	1.3198	1.3453	52,055.3984
Total	22.3425	113.7169	199.4053	0.9490	86.1147	0.9045	87.0192	23.2532	0.8544	24.1075		101,986.1173	101,986.1173	3.7771	8.8770	104,725.8931

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3370	102.1103	36.9413	0.4613	18.2197	0.6043	18.8240	5.2443	0.5780	5.8223		50,364.5965	50,364.5965	2.4573	7.5318	52,670.4947

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Worker	20.0055	11.6065	162.4640	0.4877	67.8950	0.3003	68.1953	18.0089	0.2763	18.2853		51,621.5208	51,621.5208	1.3198	1.3453	52,055.3984
Total	22.3425	113.7169	199.4053	0.9490	86.1147	0.9045	87.0192	23.2532	0.8544	24.1075		101,986.1173	101,986.1173	3.7771	8.8770	104,725.8931

3.4 Building Construction - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3002	100.9803	37.0243	0.4515	18.2205	0.6006	18.8211	5.2445	0.5745	5.8190		49,372.2904	49,372.2904	2.5136	7.3805	51,634.5119
Worker	18.8490	10.6933	154.7604	0.4745	67.8950	0.2804	68.1754	18.0089	0.2580	18.2669		50,603.2905	50,603.2905	1.2169	1.2838	51,016.2895

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	21.1491	111.6736	191.7847	0.9260	86.1155	0.8809	86.9964	23.2535	0.8325	24.0860		99,975.5809	99,975.5809	3.7305	8.6643	102,650.8015
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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3002	100.9803	37.0243	0.4515	18.2205	0.6006	18.8211	5.2445	0.5745	5.8190		49,372.2904	49,372.2904	2.5136	7.3805	51,634.5119
Worker	18.8490	10.6933	154.7604	0.4745	67.8950	0.2804	68.1754	18.0089	0.2580	18.2669		50,603.2905	50,603.2905	1.2169	1.2838	51,016.2895
Total	21.1491	111.6736	191.7847	0.9260	86.1155	0.8809	86.9964	23.2535	0.8325	24.0860		99,975.5809	99,975.5809	3.7305	8.6643	102,650.8015

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2029****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2650	99.8084	37.0918	0.4420	18.2212	0.5948	18.8160	5.2448	0.5690	5.8138		48,396.1048	48,396.1048	2.5710	7.2320	50,615.5122
Worker	17.7159	9.8979	147.9400	0.4627	67.8950	0.2617	68.1567	18.0089	0.2408	18.2497		49,695.7935	49,695.7935	1.1249	1.2310	50,090.7475
Total	19.9809	109.7062	185.0318	0.9047	86.1163	0.8565	86.9728	23.2537	0.8098	24.0635		98,091.8983	98,091.8983	3.6958	8.4630	100,706.2597

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2650	99.8084	37.0918	0.4420	18.2212	0.5948	18.8160	5.2448	0.5690	5.8138		48,396.1048	48,396.1048	2.5710	7.2320	50,615.5122
Worker	17.7159	9.8979	147.9400	0.4627	67.8950	0.2617	68.1567	18.0089	0.2408	18.2497		49,695.7935	49,695.7935	1.1249	1.2310	50,090.7475
Total	19.9809	109.7062	185.0318	0.9047	86.1163	0.8565	86.9728	23.2537	0.8098	24.0635		98,091.8983	98,091.8983	3.6958	8.4630	100,706.2597

3.5 Paving - 2029

Unmitigated Construction On-Site

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0322	0.0180	0.2685	8.4000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		90.1920	90.1920	2.0400e-003	2.2300e-003	90.9088
Total	0.0322	0.0180	0.2685	8.4000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		90.1920	90.1920	2.0400e-003	2.2300e-003	90.9088

Mitigated Construction On-Site

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0322	0.0180	0.2685	8.4000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		90.1920	90.1920	2.0400e-003	2.2300e-003	90.9088
Total	0.0322	0.0180	0.2685	8.4000e-004	0.1232	4.7000e-004	0.1237	0.0327	4.4000e-004	0.0331		90.1920	90.1920	2.0400e-003	2.2300e-003	90.9088

3.6 Architectural Coating - 2029**Unmitigated Construction On-Site**

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	380.5363					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	380.7071	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.5432	1.9796	29.5880	0.0925	13.5790	0.0523	13.6313	3.6018	0.0482	3.6500		9,939.1587	9,939.1587	0.2250	0.2462	10,018.1495
Total	3.5432	1.9796	29.5880	0.0925	13.5790	0.0523	13.6313	3.6018	0.0482	3.6500		9,939.1587	9,939.1587	0.2250	0.2462	10,018.1495

Mitigated Construction On-Site

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	380.5363					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	380.7071	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.5432	1.9796	29.5880	0.0925	13.5790	0.0523	13.6313	3.6018	0.0482	3.6500		9,939.1587	9,939.1587	0.2250	0.2462	10,018.1495
Total	3.5432	1.9796	29.5880	0.0925	13.5790	0.0523	13.6313	3.6018	0.0482	3.6500		9,939.1587	9,939.1587	0.2250	0.2462	10,018.1495

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	166.9419	171.6898	1,544.8453	2.9463	388.3547	2.1361	390.4908	103.5063	1.9928	105.4990		317,075.930	317,075.930	22.6480	15.3018	322,202.065
Unmitigated	166.9419	171.6898	1,544.8453	2.9463	388.3547	2.1361	390.4908	103.5063	1.9928	105.4990		317,075.930	317,075.930	22.6480	15.3018	322,202.065

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	14,226.24	15,813.99	12215.09	39,141,007	39,141,007
City Park	99.18	249.26	278.40	312,163	312,163
Condo/Townhouse	8,816.00	9,807.80	7559.72	24,254,851	24,254,851
General Light Industry	52.00	20.88	52.40	139,002	139,002
General Office Building	5,683.50	1,288.26	408.37	10,280,761	10,280,761
Government Office Building	570.00	0.00	0.00	698,201	698,201
Hotel	2,614.40	2,560.00	1859.20	4,747,438	4,747,438
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	30,700.00	37,509.17	17159.91	52,140,545	52,140,545
Single Family Housing	8,124.93	8,209.83	7360.83	22,181,674	22,181,674
Elementary School	2,171.07	0.00	0.00	3,419,341	3,419,341
Total	73,057.32	75,459.19	46,893.92	157,314,984	157,314,984

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Condo/Townhouse	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Government Office Building	9.50	7.30	7.30	33.00	62.00	5.00	50	34	16
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11
Single Family Housing	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
Elementary School	9.50	7.30	7.30	65.00	30.00	5.00	63	25	12

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
City Park	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Condo/Townhouse	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Light Industry	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Government Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Hotel	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Other Non-Asphalt Surfaces	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Regional Shopping Center	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Single Family Housing	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Elementary School	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.6087	22.6712	12.2658	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819
NaturalGas Unmitigated	2.6087	22.6712	12.2658	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	72031	0.7768	6.6382	2.8248	0.0424		0.5367	0.5367		0.5367	0.5367		8,474.2367	8,474.2367	0.1624	0.1554	8,524.5949
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	49832.9	0.5374	4.5924	1.9542	0.0293		0.3713	0.3713		0.3713	0.3713		5,862.6897	5,862.6897	0.1124	0.1075	5,897.5288
Elementary School	4525.67	0.0488	0.4437	0.3727	2.6600e-003		0.0337	0.0337		0.0337	0.0337		532.4321	532.4321	0.0102	9.7600e-003	535.5960
General Light Industry	455.014	4.9100e-003	0.0446	0.0375	2.7000e-004		3.3900e-003	3.3900e-003		3.3900e-003	3.3900e-003		53.5310	53.5310	1.0300e-003	9.8000e-004	53.8491
General Office Building	10438.5	0.1126	1.0234	0.8596	6.1400e-003		0.0778	0.0778		0.0778	0.0778		1,228.0580	1,228.0580	0.0235	0.0225	1,235.3558
Government Office Building	471.096	5.0800e-003	0.0462	0.0388	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4231	55.4231	1.0600e-003	1.0200e-003	55.7524
Hotel	43217.9	0.4661	4.2371	3.5591	0.0254		0.3220	0.3220		0.3220	0.3220		5,084.4571	5,084.4571	0.0975	0.0932	5,114.6714

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	5333.89	0.0575	0.5229	0.4393	3.1400e-003		0.0397	0.0397		0.0397	0.0397		627.5168	627.5168	0.0120	0.0115	631.2458
Single Family Housing	55586.8	0.5995	5.1227	2.1799	0.0327		0.4142	0.4142		0.4142	0.4142		6,539.6260	6,539.6260	0.1253	0.1199	6,578.4878
Total		2.6087	22.6712	12.2659	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	72.031	0.7768	6.6382	2.8248	0.0424		0.5367	0.5367		0.5367	0.5367		8,474.2367	8,474.2367	0.1624	0.1554	8,524.5949
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	49.8329	0.5374	4.5924	1.9542	0.0293		0.3713	0.3713		0.3713	0.3713		5,862.6897	5,862.6897	0.1124	0.1075	5,897.5288
Elementary School	4.52567	0.0488	0.4437	0.3727	2.6600e-003		0.0337	0.0337		0.0337	0.0337		532.4321	532.4321	0.0102	9.7600e-003	535.5960
General Light Industry	0.455014	4.9100e-003	0.0446	0.0375	2.7000e-004		3.3900e-003	3.3900e-003		3.3900e-003	3.3900e-003		53.5310	53.5310	1.0300e-003	9.8000e-004	53.8491
General Office Building	10.4385	0.1126	1.0234	0.8596	6.1400e-003		0.0778	0.0778		0.0778	0.0778		1,228.0580	1,228.0580	0.0235	0.0225	1,235.3558
Government Office Building	0.471096	5.0800e-003	0.0462	0.0388	2.8000e-004		3.5100e-003	3.5100e-003		3.5100e-003	3.5100e-003		55.4231	55.4231	1.0600e-003	1.0200e-003	55.7524
Hotel	43.2179	0.4661	4.2371	3.5591	0.0254		0.3220	0.3220		0.3220	0.3220		5,084.4571	5,084.4571	0.0975	0.0932	5,114.6714
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	5.33389	0.0575	0.5229	0.4393	3.1400e-003		0.0397	0.0397		0.0397	0.0397		627.5168	627.5168	0.0120	0.0115	631.2458

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Single Family Housing	55.5868	0.5995	5.1227	2.1799	0.0327		0.4142	0.4142		0.4142	0.4142		6,539.6260	6,539.6260	0.1253	0.1199	6,578.4878
Total		2.6087	22.6712	12.2659	0.1423		1.8023	1.8023		1.8023	1.8023		28,457.9704	28,457.9704	0.5454	0.5217	28,627.0819

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	159.3208	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663
Unmitigated	170.1670	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663

6.2 Area by SubCategory

Unmitigated

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	11.4682					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	148.6524					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	10.0464	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625		605.1203	605.1203	0.5778		619.5663
Total	170.1670	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	11.4682					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	137.8062					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	10.0464	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625		605.1203	605.1203	0.5778		619.5663
Total	159.3208	3.8622	335.1040	0.0178		1.8625	1.8625		1.8625	1.8625	0.0000	605.1203	605.1203	0.5778	0.0000	619.5663

RiverPark Specific Plan Amendment - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**7.0 Water Detail**

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	421.00	1000sqft	9.66	421,000.00	0
Government Office Building	19.00	1000sqft	0.44	19,000.00	0
Elementary School	1,683.00	Student	3.23	140,704.47	0
General Light Industry	8.00	1000sqft	0.18	8,000.00	0
Other Non-Asphalt Surfaces	226.00	Acre	226.00	9,844,560.00	0
City Park	43.50	Acre	43.50	1,894,860.00	0
Hotel	320.00	Room	10.67	464,640.00	0
Apartments Low Rise	2,117.00	Dwelling Unit	132.31	2,117,000.00	6055
Condo/Townhouse	1,102.00	Dwelling Unit	68.88	1,102,000.00	3152
Single Family Housing	849.00	Dwelling Unit	184.67	1,528,200.00	2598
Regional Shopping Center	978.33	1000sqft	22.46	978,327.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2030
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	390.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Based on Traffic Study Specific Plan Amendment land uses. Specific Plan area is 702 acres.

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Construction Phase - Estimated construction assumption.

Trips and VMT -

Grading -

Architectural Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Vehicle Trips - Based on Traffic Study

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - No woodstoves, no fireplace

Consumer Products -

Area Coating - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Landscape Equipment -

Construction Off-road Equipment Mitigation - Assumed VCAPCD Rule 55 dust control measures.

Area Mitigation - Consistent with VCAPCD Rule 74.2 assumed VOC content of 50 grams per liter for architectural coatings.

Water Mitigation -

Fleet Mix -

Solid Waste -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	75.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Residential_Exterior	100	50
tblAreaCoating	Area_EF_Residential_Interior	75	50
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	12,400.00	1,550.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstructionPhase	NumDays	1,240.00	155.00
tblConstructionPhase	NumDays	880.00	110.00
tblConstructionPhase	NumDays	480.00	60.00
tblFireplaces	NumberNoFireplace	2,117.00	0.00
tblFireplaces	NumberNoFireplace	1,102.00	0.00
tblFireplaces	NumberNoFireplace	849.00	0.00
tblLandUse	LandUseSquareFeet	978,330.00	978,327.00
tblLandUse	LotAcreage	275.65	184.67
tblLandUse	Population	6,478.00	6,055.00
tblLandUse	Population	3,372.00	3,152.00
tblVehicleTrips	ST_TR	8.14	7.47
tblVehicleTrips	ST_TR	1.96	5.73
tblVehicleTrips	ST_TR	8.14	8.90
tblVehicleTrips	ST_TR	1.99	2.61
tblVehicleTrips	ST_TR	2.21	3.06
tblVehicleTrips	ST_TR	8.19	8.00
tblVehicleTrips	ST_TR	46.12	38.34
tblVehicleTrips	ST_TR	9.54	9.67
tblVehicleTrips	SU_TR	6.28	5.77
tblVehicleTrips	SU_TR	2.19	6.40
tblVehicleTrips	SU_TR	6.28	6.86
tblVehicleTrips	SU_TR	5.00	6.55
tblVehicleTrips	SU_TR	0.70	0.97
tblVehicleTrips	SU_TR	5.95	5.81
tblVehicleTrips	SU_TR	21.10	17.54
tblVehicleTrips	SU_TR	8.55	8.67
tblVehicleTrips	WD_TR	7.32	6.72
tblVehicleTrips	WD_TR	0.78	2.28
tblVehicleTrips	WD_TR	7.32	8.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	WD_TR	1.89	1.29
tblVehicleTrips	WD_TR	4.96	6.50
tblVehicleTrips	WD_TR	9.74	13.50
tblVehicleTrips	WD_TR	22.59	30.00
tblVehicleTrips	WD_TR	8.36	8.17
tblVehicleTrips	WD_TR	37.75	31.38
tblVehicleTrips	WD_TR	9.44	9.57

2.0 Emissions Summary**2.1 Overall Construction****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.2792	2.9187	2.0697	4.3200e-003	1.1467	0.1294	1.2761	0.4968	0.1190	0.6159	0.0000	380.1155	380.1155	0.1201	3.0000e-004	383.2083
2023	2.9314	14.9358	27.1852	0.1124	9.0471	0.2108	9.2579	2.4539	0.1977	2.6517	0.0000	10,687.4996	10,687.4996	0.4806	0.9052	10,969.2574
2024	3.4195	17.5279	32.0588	0.1387	11.0804	0.2063	11.2867	2.9969	0.1944	3.1913	0.0000	13,272.6768	13,272.6768	0.5407	1.1342	13,624.1847
2025	3.2035	16.9870	30.2986	0.1345	11.0382	0.1922	11.2305	2.9855	0.1812	3.1667	0.0000	12,943.4127	12,943.4127	0.5281	1.1004	13,284.5403
2026	3.0351	16.6580	28.9199	0.1310	11.0384	0.1897	11.2281	2.9855	0.1789	3.1644	0.0000	12,676.3786	12,676.3786	0.5201	1.0730	13,009.1403
2027	2.8785	16.3362	27.7276	0.1278	11.0385	0.1867	11.2251	2.9856	0.1761	3.1616	0.0000	12,414.2642	12,414.2642	0.5131	1.0458	12,738.7463
2028	2.7230	16.0103	26.6380	0.1243	10.9963	0.1829	11.1792	2.9742	0.1725	3.1467	0.0000	12,128.7275	12,128.7275	0.5061	1.0169	12,444.4185
2029	21.5758	3.1253	6.5813	0.0258	2.4738	0.0571	2.5309	0.6655	0.0534	0.7189	0.0000	2,505.5644	2,505.5644	0.1265	0.1687	2,559.0034
Maximum	21.5758	17.5279	32.0588	0.1387	11.0804	0.2108	11.2867	2.9969	0.1977	3.1913	0.0000	13,272.6768	13,272.6768	0.5407	1.1342	13,624.1847

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.2792	2.9187	2.0697	4.3200e-003	0.4547	0.1294	0.5841	0.1958	0.1190	0.3148	0.0000	380.1150	380.1150	0.1201	3.0000e-004	383.2078
2023	2.9314	14.9358	27.1852	0.1124	8.7938	0.2108	9.0046	2.3811	0.1977	2.5789	0.0000	10,687.4992	10,687.4992	0.4806	0.9052	10,969.2570
2024	3.4195	17.5279	32.0588	0.1387	11.0804	0.2063	11.2867	2.9969	0.1944	3.1913	0.0000	13,272.6764	13,272.6764	0.5407	1.1342	13,624.1843
2025	3.2035	16.9870	30.2986	0.1345	11.0382	0.1922	11.2305	2.9855	0.1812	3.1667	0.0000	12,943.4124	12,943.4124	0.5281	1.1004	13,284.5399
2026	3.0351	16.6580	28.9199	0.1310	11.0384	0.1897	11.2281	2.9855	0.1789	3.1644	0.0000	12,676.3782	12,676.3782	0.5201	1.0730	13,009.1399
2027	2.8785	16.3362	27.7276	0.1278	11.0385	0.1867	11.2251	2.9856	0.1761	3.1616	0.0000	12,414.2639	12,414.2639	0.5131	1.0458	12,738.7460
2028	2.7230	16.0103	26.6380	0.1243	10.9963	0.1829	11.1792	2.9742	0.1725	3.1467	0.0000	12,128.7272	12,128.7272	0.5061	1.0169	12,444.4182
2029	21.5758	3.1253	6.5813	0.0258	2.4738	0.0571	2.5309	0.6655	0.0534	0.7189	0.0000	2,505.5642	2,505.5642	0.1265	0.1687	2,559.0032
Maximum	21.5758	17.5279	32.0588	0.1387	11.0804	0.2108	11.2867	2.9969	0.1977	3.1913	0.0000	13,272.6764	13,272.6764	0.5407	1.1342	13,624.1843

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	1.39	0.00	1.37	2.02	0.00	1.89	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	5-24-2022	8-23-2022	1.2120	1.2120

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2	8-24-2022	11-23-2022	1.3990	1.3990
3	11-24-2022	2-23-2023	1.3096	1.3096
4	2-24-2023	5-23-2023	4.0100	4.0100
5	5-24-2023	8-23-2023	5.2276	5.2276
6	8-24-2023	11-23-2023	5.3975	5.3975
7	11-24-2023	2-23-2024	5.4205	5.4205
8	2-24-2024	5-23-2024	5.0761	5.0761
9	5-24-2024	8-23-2024	5.0746	5.0746
10	8-24-2024	11-23-2024	5.2378	5.2378
11	11-24-2024	2-23-2025	5.2500	5.2500
12	2-24-2025	5-23-2025	4.8552	4.8552
13	5-24-2025	8-23-2025	4.9108	4.9108
14	8-24-2025	11-23-2025	5.0675	5.0675
15	11-24-2025	2-23-2026	5.1022	5.1022
16	2-24-2026	5-23-2026	4.7359	4.7359
17	5-24-2026	8-23-2026	4.7913	4.7913
18	8-24-2026	11-23-2026	4.9425	4.9425
19	11-24-2026	2-23-2027	4.9763	4.9763
20	2-24-2027	5-23-2027	4.6211	4.6211
21	5-24-2027	8-23-2027	4.6762	4.6762
22	8-24-2027	11-23-2027	4.8223	4.8223
23	11-24-2027	2-23-2028	4.8627	4.8627
24	2-24-2028	5-23-2028	4.5751	4.5751
25	5-24-2028	8-23-2028	4.5776	4.5776
26	8-24-2028	11-23-2028	4.7192	4.7192
27	11-24-2028	2-23-2029	4.7583	4.7583
28	2-24-2029	5-23-2029	0.4469	0.4469
29	5-24-2029	8-23-2029	3.5471	3.5471
30	8-24-2029	9-30-2029	5.2493	5.2493

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

		Highest	5.4205	5.4205
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2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	30.1262	0.3476	30.1594	1.6000e-003		0.1676	0.1676		0.1676	0.1676	0.0000	49.4060	49.4060	0.0472	0.0000	50.5855
Energy	0.4761	4.1375	2.2385	0.0260		0.3289	0.3289		0.3289	0.3289	0.0000	12,205.8632	12,205.8632	0.7229	0.1631	12,272.5235
Mobile	25.6086	26.0635	229.5827	0.4593	59.2258	0.3308	59.5566	15.8084	0.3086	16.1171	0.0000	44,845.3030	44,845.3030	3.0763	2.1101	45,551.0116
Waste						0.0000	0.0000		0.0000	0.0000	909.0707	0.0000	909.0707	53.7245	0.0000	2,252.1841
Water						0.0000	0.0000		0.0000	0.0000	136.4705	1,629.5637	1,766.0342	14.1544	0.3476	2,223.4899
Total	56.2108	30.5486	261.9806	0.4869	59.2258	0.8274	60.0531	15.8084	0.8052	16.6136	1,045.5412	58,730.1360	59,775.6771	71.7253	2.6208	62,349.7946

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	28.1468	0.3476	30.1594	1.6000e-003		0.1676	0.1676		0.1676	0.1676	0.0000	49.4060	49.4060	0.0472	0.0000	50.5855
Energy	0.4761	4.1375	2.2385	0.0260		0.3289	0.3289		0.3289	0.3289	0.0000	12,205.8632	12,205.8632	0.7229	0.1631	12,272.5235

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Mobile	25.6086	26.0635	229.5827	0.4593	59.2258	0.3308	59.5566	15.8084	0.3086	16.1171	0.0000	44,845.3030	44,845.3030	3.0763	2.1101	45,551.0116
Waste						0.0000	0.0000		0.0000	0.0000	909.0707	0.0000	909.0707	53.7245	0.0000	2,252.1841
Water						0.0000	0.0000		0.0000	0.0000	109.1764	1,392.0866	1,501.2630	11.3310	0.2790	1,867.6837
Total	54.2314	30.5486	261.9806	0.4869	59.2258	0.8274	60.0531	15.8084	0.8052	16.6136	1,018.2471	58,492.6588	59,510.9059	68.9019	2.5521	61,993.9884

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	3.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.61	0.40	0.44	3.94	2.62	0.57

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	5/24/2022	8/15/2022	5	60	
2	Grading	Grading	8/16/2022	3/20/2023	5	155	
3	Building Construction	Building Construction	3/21/2023	2/26/2029	5	1550	
4	Paving	Paving	2/27/2029	7/30/2029	5	110	
5	Architectural Coating	Architectural Coating	7/31/2029	12/31/2029	5	110	

Acres of Grading (Site Preparation Phase): 90

Acres of Grading (Grading Phase): 465

Acres of Paving: 226

Residential Indoor: 9,613,080; Residential Outdoor: 3,204,360; Non-Residential Indoor: 3,047,507; Non-Residential Outdoor: 1,015,836; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
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RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	8,265.00	2,692.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1,653.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.5897	0.0000	0.5897	0.3031	0.0000	0.3031	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0951	0.9925	0.5909	1.1400e-003		0.0484	0.0484		0.0445	0.0445	0.0000	100.3182	100.3182	0.0324	0.0000	101.1293
Total	0.0951	0.9925	0.5909	1.1400e-003	0.5897	0.0484	0.6381	0.3031	0.0445	0.3476	0.0000	100.3182	100.3182	0.0324	0.0000	101.1293

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6600e-003	1.2200e-003	0.0145	4.0000e-005	4.3500e-003	3.0000e-005	4.3800e-003	1.1600e-003	2.0000e-005	1.1800e-003	0.0000	3.4768	3.4768	1.2000e-004	1.1000e-004	3.5118
Total	1.6600e-003	1.2200e-003	0.0145	4.0000e-005	4.3500e-003	3.0000e-005	4.3800e-003	1.1600e-003	2.0000e-005	1.1800e-003	0.0000	3.4768	3.4768	1.2000e-004	1.1000e-004	3.5118

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2300	0.0000	0.2300	0.1182	0.0000	0.1182	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0951	0.9925	0.5909	1.1400e-003		0.0484	0.0484		0.0445	0.0445	0.0000	100.3181	100.3181	0.0324	0.0000	101.1292
Total	0.0951	0.9925	0.5909	1.1400e-003	0.2300	0.0484	0.2784	0.1182	0.0445	0.1627	0.0000	100.3181	100.3181	0.0324	0.0000	101.1292

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6600e-003	1.2200e-003	0.0145	4.0000e-005	4.3500e-003	3.0000e-005	4.3800e-003	1.1600e-003	2.0000e-005	1.1800e-003	0.0000	3.4768	3.4768	1.2000e-004	1.1000e-004	3.5118
Total	1.6600e-003	1.2200e-003	0.0145	4.0000e-005	4.3500e-003	3.0000e-005	4.3800e-003	1.1600e-003	2.0000e-005	1.1800e-003	0.0000	3.4768	3.4768	1.2000e-004	1.1000e-004	3.5118

3.3 Grading - 2022**Unmitigated Construction On-Site**

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.5447	0.0000	0.5447	0.1905	0.0000	0.1905	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1794	1.9228	1.4376	3.0700e-003		0.0809	0.0809		0.0745	0.0745	0.0000	269.9463	269.9463	0.0873	0.0000	272.1289
Total	0.1794	1.9228	1.4376	3.0700e-003	0.5447	0.0809	0.6256	0.1905	0.0745	0.2649	0.0000	269.9463	269.9463	0.0873	0.0000	272.1289

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0400e-003	2.2300e-003	0.0266	7.0000e-005	7.9800e-003	5.0000e-005	8.0300e-003	2.1200e-003	4.0000e-005	2.1600e-003	0.0000	6.3742	6.3742	2.2000e-004	2.0000e-004	6.4383
Total	3.0400e-003	2.2300e-003	0.0266	7.0000e-005	7.9800e-003	5.0000e-005	8.0300e-003	2.1200e-003	4.0000e-005	2.1600e-003	0.0000	6.3742	6.3742	2.2000e-004	2.0000e-004	6.4383

Mitigated Construction On-Site

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2124	0.0000	0.2124	0.0743	0.0000	0.0743	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1794	1.9228	1.4376	3.0700e-003		0.0809	0.0809		0.0745	0.0745	0.0000	269.9459	269.9459	0.0873	0.0000	272.1286
Total	0.1794	1.9228	1.4376	3.0700e-003	0.2124	0.0809	0.2934	0.0743	0.0745	0.1487	0.0000	269.9459	269.9459	0.0873	0.0000	272.1286

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0400e-003	2.2300e-003	0.0266	7.0000e-005	7.9800e-003	5.0000e-005	8.0300e-003	2.1200e-003	4.0000e-005	2.1600e-003	0.0000	6.3742	6.3742	2.2000e-004	2.0000e-004	6.4383
Total	3.0400e-003	2.2300e-003	0.0266	7.0000e-005	7.9800e-003	5.0000e-005	8.0300e-003	2.1200e-003	4.0000e-005	2.1600e-003	0.0000	6.3742	6.3742	2.2000e-004	2.0000e-004	6.4383

3.3 Grading - 2023**Unmitigated Construction On-Site**

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.4152	0.0000	0.4152	0.1193	0.0000	0.1193	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0930	0.9664	0.7854	1.7400e-003		0.0399	0.0399		0.0367	0.0367	0.0000	152.6986	152.6986	0.0494	0.0000	153.9332
Total	0.0930	0.9664	0.7854	1.7400e-003	0.4152	0.0399	0.4551	0.1193	0.0367	0.1560	0.0000	152.6986	152.6986	0.0494	0.0000	153.9332

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-003	1.1200e-003	0.0139	4.0000e-005	4.5200e-003	2.0000e-005	4.5400e-003	1.2000e-003	2.0000e-005	1.2200e-003	0.0000	3.5114	3.5114	1.1000e-004	1.0000e-004	3.5449
Total	1.6000e-003	1.1200e-003	0.0139	4.0000e-005	4.5200e-003	2.0000e-005	4.5400e-003	1.2000e-003	2.0000e-005	1.2200e-003	0.0000	3.5114	3.5114	1.1000e-004	1.0000e-004	3.5449

Mitigated Construction On-Site

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1619	0.0000	0.1619	0.0465	0.0000	0.0465	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0930	0.9664	0.7854	1.7400e-003		0.0399	0.0399		0.0367	0.0367	0.0000	152.6984	152.6984	0.0494	0.0000	153.9331
Total	0.0930	0.9664	0.7854	1.7400e-003	0.1619	0.0399	0.2018	0.0465	0.0367	0.0832	0.0000	152.6984	152.6984	0.0494	0.0000	153.9331

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-003	1.1200e-003	0.0139	4.0000e-005	4.5200e-003	2.0000e-005	4.5400e-003	1.2000e-003	2.0000e-005	1.2200e-003	0.0000	3.5114	3.5114	1.1000e-004	1.0000e-004	3.5449
Total	1.6000e-003	1.1200e-003	0.0139	4.0000e-005	4.5200e-003	2.0000e-005	4.5400e-003	1.2000e-003	2.0000e-005	1.2200e-003	0.0000	3.5114	3.5114	1.1000e-004	1.0000e-004	3.5449

3.4 Building Construction - 2023**Unmitigated Construction On-Site**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1604	1.4673	1.6569	2.7500e-003		0.0714	0.0714		0.0672	0.0672	0.0000	236.4408	236.4408	0.0563	0.0000	237.8470
Total	0.1604	1.4673	1.6569	2.7500e-003		0.0714	0.0714		0.0672	0.0672	0.0000	236.4408	236.4408	0.0563	0.0000	237.8470

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2672	10.8103	3.7480	0.0509	1.8299	0.0620	1.8919	0.5279	0.0593	0.5872	0.0000	5,008.7623	5,008.7623	0.2056	0.7499	5,237.3682
Worker	2.4092	1.6907	20.9810	0.0569	6.7975	0.0375	6.8350	1.8055	0.0346	1.8401	0.0000	5,286.0866	5,286.0866	0.1692	0.1552	5,336.5641
Total	2.6764	12.5010	24.7289	0.1078	8.6274	0.0995	8.7269	2.3334	0.0939	2.4273	0.0000	10,294.8488	10,294.8488	0.3748	0.9051	10,573.9323

Mitigated Construction On-Site

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1604	1.4673	1.6569	2.7500e-003		0.0714	0.0714		0.0672	0.0672	0.0000	236.4406	236.4406	0.0563	0.0000	237.8467
Total	0.1604	1.4673	1.6569	2.7500e-003		0.0714	0.0714		0.0672	0.0672	0.0000	236.4406	236.4406	0.0563	0.0000	237.8467

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2672	10.8103	3.7480	0.0509	1.8299	0.0620	1.8919	0.5279	0.0593	0.5872	0.0000	5,008.7623	5,008.7623	0.2056	0.7499	5,237.3682
Worker	2.4092	1.6907	20.9810	0.0569	6.7975	0.0375	6.8350	1.8055	0.0346	1.8401	0.0000	5,286.0866	5,286.0866	0.1692	0.1552	5,336.5641
Total	2.6764	12.5010	24.7289	0.1078	8.6274	0.0995	8.7269	2.3334	0.0939	2.4273	0.0000	10,294.8488	10,294.8488	0.3748	0.9051	10,573.9323

3.4 Building Construction - 2024**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category	tons/yr										MT/yr					
Off-Road	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7223	303.7223	0.0718	0.0000	305.5179
Total	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7223	303.7223	0.0718	0.0000	305.5179

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3345	13.8186	4.7892	0.0643	2.3503	0.0798	2.4301	0.6780	0.0764	0.7544	0.0000	6,335.8095	6,335.8095	0.2708	0.9483	6,625.1748
Worker	2.8922	1.9481	25.1518	0.0709	8.7301	0.0461	8.7762	2.3189	0.0425	2.3614	0.0000	6,633.1450	6,633.1450	0.1981	0.1859	6,693.4920
Total	3.2267	15.7668	29.9410	0.1352	11.0804	0.1260	11.2064	2.9969	0.1188	3.1157	0.0000	12,968.9544	12,968.9544	0.4689	1.1342	13,318.6668

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Off-Road	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7220	303.7220	0.0718	0.0000	305.5175
Total	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7220	303.7220	0.0718	0.0000	305.5175

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3345	13.8186	4.7892	0.0643	2.3503	0.0798	2.4301	0.6780	0.0764	0.7544	0.0000	6,335.8095	6,335.8095	0.2708	0.9483	6,625.1748
Worker	2.8922	1.9481	25.1518	0.0709	8.7301	0.0461	8.7762	2.3189	0.0425	2.3614	0.0000	6,633.1450	6,633.1450	0.1981	0.1859	6,693.4920
Total	3.2267	15.7668	29.9410	0.1352	11.0804	0.1260	11.2064	2.9969	0.1188	3.1157	0.0000	12,968.9544	12,968.9544	0.4689	1.1342	13,318.6668

3.4 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
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Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3255	13.6090	4.7527	0.0628	2.3414	0.0796	2.4210	0.6755	0.0761	0.7515	0.0000	6,196.4361	6,196.4361	0.2774	0.9271	6,479.6337
Worker	2.6996	1.7507	23.4469	0.0682	8.6968	0.0438	8.7406	2.3100	0.0404	2.3504	0.0000	6,444.3217	6,444.3217	0.1795	0.1734	6,500.4730
Total	3.0251	15.3597	28.1996	0.1309	11.0382	0.1234	11.1616	2.9855	0.1164	3.1019	0.0000	12,640.7578	12,640.7578	0.4570	1.1004	12,980.1067

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										M1/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3255	13.6090	4.7527	0.0628	2.3414	0.0796	2.4210	0.6755	0.0761	0.7515	0.0000	6,196.4361	6,196.4361	0.2774	0.9271	6,479.6337
Worker	2.6996	1.7507	23.4469	0.0682	8.6968	0.0438	8.7406	2.3100	0.0404	2.3504	0.0000	6,444.3217	6,444.3217	0.1795	0.1734	6,500.4730
Total	3.0251	15.3597	28.1996	0.1309	11.0382	0.1234	11.1616	2.9855	0.1164	3.1019	0.0000	12,640.7578	12,640.7578	0.4570	1.1004	12,980.1067

3.4 Building Construction - 2026**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										M1/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3185	13.4380	4.7458	0.0615	2.3416	0.0792	2.4208	0.6755	0.0758	0.7513	0.0000	6,081.5891	6,081.5891	0.2849	0.9095	6,359.7443
Worker	2.5381	1.5928	22.0750	0.0660	8.6968	0.0417	8.7385	2.3100	0.0383	2.3484	0.0000	6,292.1346	6,292.1346	0.1640	0.1635	6,344.9624
Total	2.8567	15.0308	26.8208	0.1275	11.0384	0.1209	11.1592	2.9855	0.1141	3.0996	0.0000	12,373.7237	12,373.7237	0.4489	1.0730	12,704.7068

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

Mitigated Construction Off-Site

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3185	13.4380	4.7458	0.0615	2.3416	0.0792	2.4208	0.6755	0.0758	0.7513	0.0000	6,081.5891	6,081.5891	0.2849	0.9095	6,359.7443
Worker	2.5381	1.5928	22.0750	0.0660	8.6968	0.0417	8.7385	2.3100	0.0383	2.3484	0.0000	6,292.1346	6,292.1346	0.1640	0.1635	6,344.9624
Total	2.8567	15.0308	26.8208	0.1275	11.0384	0.1209	11.1592	2.9855	0.1141	3.0996	0.0000	12,373.7237	12,373.7237	0.4489	1.0730	12,704.7068

3.4 Building Construction - 2027**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

Unmitigated Construction Off-Site

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3127	13.2516	4.7405	0.0601	2.3417	0.0786	2.4203	0.6755	0.0752	0.7508	0.0000	5,957.0237	5,957.0237	0.2915	0.8907	6,229.7375
Worker	2.3874	1.4574	20.8881	0.0641	8.6968	0.0392	8.7360	2.3100	0.0361	2.3461	0.0000	6,154.5857	6,154.5857	0.1504	0.1551	6,204.5753
Total	2.7001	14.7090	25.6285	0.1242	11.0385	0.1178	11.1563	2.9856	0.1113	3.0969	0.0000	12,111.6093	12,111.6093	0.4420	1.0458	12,434.3128

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3127	13.2516	4.7405	0.0601	2.3417	0.0786	2.4203	0.6755	0.0752	0.7508	0.0000	5,957.0237	5,957.0237	0.2915	0.8907	6,229.7375
Worker	2.3874	1.4574	20.8881	0.0641	8.6968	0.0392	8.7360	2.3100	0.0361	2.3461	0.0000	6,154.5857	6,154.5857	0.1504	0.1551	6,204.5753
Total	2.7001	14.7090	25.6285	0.1242	11.0385	0.1178	11.1563	2.9856	0.1113	3.0969	0.0000	12,111.6093	12,111.6093	0.4420	1.0458	12,434.3128

3.4 Building Construction - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4953	301.4953	0.0709	0.0000	303.2671
Total	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4953	301.4953	0.0709	0.0000	303.2671

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

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RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Vendor	0.3070	13.0520	4.7339	0.0586	2.3328	0.0779	2.4107	0.6730	0.0745	0.7475	0.0000	5,817.1715	5,817.1715	0.2971	0.8694	6,083.6906
Worker	2.2382	1.3373	19.8132	0.0621	8.6635	0.0365	8.6999	2.3012	0.0335	2.3347	0.0000	6,010.0608	6,010.0608	0.1381	0.1475	6,057.4609
Total	2.5452	14.3892	24.5470	0.1208	10.9963	0.1143	11.1106	2.9742	0.1080	3.0822	0.0000	11,827.2322	11,827.2322	0.4352	1.0169	12,141.1514

3.4 Building Construction - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0280	0.2556	0.3297	5.5000e-004		0.0108	0.0108		0.0102	0.0102	0.0000	47.5435	47.5435	0.0112	0.0000	47.8229
Total	0.0280	0.2556	0.3297	5.5000e-004		0.0108	0.0108		0.0102	0.0102	0.0000	47.5435	47.5435	0.0112	0.0000	47.8229

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0477	2.0339	0.7480	9.0500e-003	0.3679	0.0122	0.3800	0.1061	0.0116	0.1178	0.0000	899.1708	899.1708	0.0479	0.1343	940.4028

RiverPark Specific Plan Amendment - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Worker	0.3314	0.1952	2.9857	9.5500e-003	1.3662	5.3600e-003	1.3715	0.3629	4.9400e-003	0.3678	0.0000	930.7451	930.7451	0.0201	0.0223	937.8930
Total	0.3791	2.2291	3.7337	0.0186	1.7340	0.0175	1.7516	0.4690	0.0166	0.4856	0.0000	1,829.9159	1,829.9159	0.0680	0.1566	1,878.2958

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0280	0.2556	0.3297	5.5000e-004		0.0108	0.0108		0.0102	0.0102	0.0000	47.5434	47.5434	0.0112	0.0000	47.8228
Total	0.0280	0.2556	0.3297	5.5000e-004		0.0108	0.0108		0.0102	0.0102	0.0000	47.5434	47.5434	0.0112	0.0000	47.8228

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0477	2.0339	0.7480	9.0500e-003	0.3679	0.0122	0.3800	0.1061	0.0116	0.1178	0.0000	899.1708	899.1708	0.0479	0.1343	940.4028
Worker	0.3314	0.1952	2.9857	9.5500e-003	1.3662	5.3600e-003	1.3715	0.3629	4.9400e-003	0.3678	0.0000	930.7451	930.7451	0.0201	0.0223	937.8930

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	0.3791	2.2291	3.7337	0.0186	1.7340	0.0175	1.7516	0.4690	0.0166	0.4856	0.0000	1,829.9159	1,829.9159	0.0680	0.1566	1,878.2958
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3.5 Paving - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0503	0.4720	0.8018	1.2500e-003		0.0230	0.0230		0.0212	0.0212	0.0000	110.1059	110.1059	0.0356	0.0000	110.9962
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0503	0.4720	0.8018	1.2500e-003		0.0230	0.0230		0.0212	0.0212	0.0000	110.1059	110.1059	0.0356	0.0000	110.9962

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6100e-003	9.5000e-004	0.0145	5.0000e-005	6.6500e-003	3.0000e-005	6.6800e-003	1.7700e-003	2.0000e-005	1.7900e-003	0.0000	4.5320	4.5320	1.0000e-004	1.1000e-004	4.5668

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.6100e-003	9.5000e-004	0.0145	5.0000e-005	6.6500e-003	3.0000e-005	6.6800e-003	1.7700e-003	2.0000e-005	1.7900e-003	0.0000	4.5320	4.5320	1.0000e-004	1.1000e-004	4.5668
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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0503	0.4720	0.8018	1.2500e-003		0.0230	0.0230		0.0212	0.0212	0.0000	110.1058	110.1058	0.0356	0.0000	110.9960
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0503	0.4720	0.8018	1.2500e-003		0.0230	0.0230		0.0212	0.0212	0.0000	110.1058	110.1058	0.0356	0.0000	110.9960

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6100e-003	9.5000e-004	0.0145	5.0000e-005	6.6500e-003	3.0000e-005	6.6800e-003	1.7700e-003	2.0000e-005	1.7900e-003	0.0000	4.5320	4.5320	1.0000e-004	1.1000e-004	4.5668

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	1.6100e-003	9.5000e-004	0.0145	5.0000e-005	6.6500e-003	3.0000e-005	6.6800e-003	1.7700e-003	2.0000e-005	1.7900e-003	0.0000	4.5320	4.5320	1.0000e-004	1.1000e-004	4.5668
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3.6 Architectural Coating - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	20.9295					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.4000e-003	0.0630	0.0995	1.6000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003	0.0000	14.0429	14.0429	7.7000e-004	0.0000	14.0621
Total	20.9389	0.0630	0.0995	1.6000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003	0.0000	14.0429	14.0429	7.7000e-004	0.0000	14.0621

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1778	0.1047	1.6021	5.1300e-003	0.7331	2.8800e-003	0.7359	0.1947	2.6500e-003	0.1974	0.0000	499.4242	499.4242	0.0108	0.0120	503.2597

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	0.1778	0.1047	1.6021	5.1300e-003	0.7331	2.8800e-003	0.7359	0.1947	2.6500e-003	0.1974	0.0000	499.4242	499.4242	0.0108	0.0120	503.2597
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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	20.9295					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.4000e-003	0.0630	0.0995	1.6000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003	0.0000	14.0429	14.0429	7.7000e-004	0.0000	14.0620
Total	20.9389	0.0630	0.0995	1.6000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003	0.0000	14.0429	14.0429	7.7000e-004	0.0000	14.0620

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1778	0.1047	1.6021	5.1300e-003	0.7331	2.8800e-003	0.7359	0.1947	2.6500e-003	0.1974	0.0000	499.4242	499.4242	0.0108	0.0120	503.2597

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	0.1778	0.1047	1.6021	5.1300e-003	0.7331	2.8800e-003	0.7359	0.1947	2.6500e-003	0.1974	0.0000	499.4242	499.4242	0.0108	0.0120	503.2597
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4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	25.6086	26.0635	229.5827	0.4593	59.2258	0.3308	59.5566	15.8084	0.3086	16.1171	0.0000	44,845.3030	44,845.3030	3.0763	2.1101	45,551.0116
Unmitigated	25.6086	26.0635	229.5827	0.4593	59.2258	0.3308	59.5566	15.8084	0.3086	16.1171	0.0000	44,845.3030	44,845.3030	3.0763	2.1101	45,551.0116

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	14,226.24	15,813.99	12215.09	39,141,007	39,141,007
City Park	99.18	249.26	278.40	312,163	312,163
Condo/Townhouse	8,816.00	9,807.80	7559.72	24,254,851	24,254,851
General Light Industry	52.00	20.88	52.40	139,002	139,002
General Office Building	5,683.50	1,288.26	408.37	10,280,761	10,280,761
Government Office Building	570.00	0.00	0.00	698,201	698,201
Hotel	2,614.40	2,560.00	1859.20	4,747,438	4,747,438
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	30,700.00	37,509.17	17159.91	52,140,545	52,140,545

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Single Family Housing	8,124.93	8,209.83	7360.83	22,181,674	22,181,674
Elementary School	2,171.07	0.00	0.00	3,419,341	3,419,341
Total	73,057.32	75,459.19	46,893.92	157,314,984	157,314,984

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Condo/Townhouse	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Government Office Building	9.50	7.30	7.30	33.00	62.00	5.00	50	34	16
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11
Single Family Housing	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
Elementary School	9.50	7.30	7.30	65.00	30.00	5.00	63	25	12

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
City Park	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Condo/Townhouse	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Light Industry	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
General Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Government Office Building	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Hotel	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Other Non-Asphalt Surfaces	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Regional Shopping Center	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Single Family Housing	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178
Elementary School	0.570667	0.059093	0.166777	0.117104	0.024699	0.007310	0.013440	0.006292	0.000648	0.000382	0.027795	0.000615	0.005178

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	7,494.3271	7,494.3271	0.6326	0.0767	7,532.9890
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	7,494.3271	7,494.3271	0.6326	0.0767	7,532.9890
NaturalGas Mitigated	0.4761	4.1375	2.2385	0.0260		0.3289	0.3289		0.3289	0.3289	0.0000	4,711.5362	4,711.5362	0.0903	0.0864	4,739.5345
NaturalGas Unmitigated	0.4761	4.1375	2.2385	0.0260		0.3289	0.3289		0.3289	0.3289	0.0000	4,711.5362	4,711.5362	0.0903	0.0864	4,739.5345

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	2.62913e+07	0.1418	1.2115	0.5155	7.7300e-003		0.0980	0.0980		0.0980	0.0980	0.0000	1,403.0049	1,403.0049	0.0269	0.0257	1,411.3423

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	1.8189e+007	0.0981	0.8381	0.3567	5.3500e-003		0.0678	0.0678		0.0678	0.0678	0.0000	970.6340	970.6340	0.0186	0.0178	976.4020
Elementary School	1.65187e+006	8.9100e-003	0.0810	0.0680	4.9000e-004		6.1500e-003	6.1500e-003		6.1500e-003	6.1500e-003	0.0000	88.1501	88.1501	1.6900e-003	1.6200e-003	88.6739
General Light Industry	166080	9.0000e-004	8.1400e-003	6.8400e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.8627	8.8627	1.7000e-004	1.6000e-004	8.9153
General Office Building	3.81005e+006	0.0205	0.1868	0.1569	1.1200e-003		0.0142	0.0142		0.0142	0.0142	0.0000	203.3188	203.3188	3.9000e-003	3.7300e-003	204.5270
Government Office Building	171950	9.3000e-004	8.4300e-003	7.0800e-003	5.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	9.1759	9.1759	1.8000e-004	1.7000e-004	9.2304
Hotel	1.57745e+007	0.0851	0.7733	0.6495	4.6400e-003		0.0588	0.0588		0.0588	0.0588	0.0000	841.7889	841.7889	0.0161	0.0154	846.7912
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1.94687e+006	0.0105	0.0954	0.0802	5.7000e-004		7.2500e-003	7.2500e-003		7.2500e-003	7.2500e-003	0.0000	103.8924	103.8924	1.9900e-003	1.9000e-003	104.5098
Single Family Housing	2.02892e+007	0.1094	0.9349	0.3978	5.9700e-003		0.0756	0.0756		0.0756	0.0756	0.0000	1,082.7084	1,082.7084	0.0208	0.0199	1,089.1424
Total		0.4761	4.1375	2.2385	0.0260		0.3289	0.3289		0.3289	0.3289	0.0000	4,711.5362	4,711.5362	0.0903	0.0864	4,739.5345

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	2.62913e+007	0.1418	1.2115	0.5155	7.7300e-003		0.0980	0.0980		0.0980	0.0980	0.0000	1,403.0049	1,403.0049	0.0269	0.0257	1,411.3423
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	1.8189e+007	0.0981	0.8381	0.3567	5.3500e-003		0.0678	0.0678		0.0678	0.0678	0.0000	970.6340	970.6340	0.0186	0.0178	976.4020

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Elementary School	1.65187e+06	8.9100e-003	0.0810	0.0680	4.9000e-004		6.1500e-003	6.1500e-003		6.1500e-003	6.1500e-003	0.0000	88.1501	88.1501	1.6900e-003	1.6200e-003	88.6739
General Light Industry	166080	9.0000e-004	8.1400e-003	6.8400e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.8627	8.8627	1.7000e-004	1.6000e-004	8.9153
General Office Building	3.81005e+06	0.0205	0.1868	0.1569	1.1200e-003		0.0142	0.0142		0.0142	0.0142	0.0000	203.3188	203.3188	3.9000e-003	3.7300e-003	204.5270
Government Office Building	171950	9.3000e-004	8.4300e-003	7.0800e-003	5.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	9.1759	9.1759	1.8000e-004	1.7000e-004	9.2304
Hotel	1.57745e+07	0.0851	0.7733	0.6495	4.6400e-003		0.0588	0.0588		0.0588	0.0588	0.0000	841.7889	841.7889	0.0161	0.0154	846.7912
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1.94687e+06	0.0105	0.0954	0.0802	5.7000e-004		7.2500e-003	7.2500e-003		7.2500e-003	7.2500e-003	0.0000	103.8924	103.8924	1.9900e-003	1.9000e-003	104.5098
Single Family Housing	2.02892e+07	0.1094	0.9349	0.3978	5.9700e-003		0.0756	0.0756		0.0756	0.0756	0.0000	1,082.7084	1,082.7084	0.0208	0.0199	1,089.1424
Total		0.4761	4.1375	2.2385	0.0260		0.3289	0.3289		0.3289	0.3289	0.0000	4,711.5362	4,711.5362	0.0903	0.0864	4,739.5345

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	8.51208e+06	1,509.5788	0.1274	0.0154	1,517.3664
City Park	0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	5.32522e+06	944.4035	0.0797	9.6600e-003	949.2755
Elementary School	827342	146.7255	0.0124	1.5000e-003	147.4824
General Light Industry	66160	11.7332	9.9000e-004	1.2000e-004	11.7937

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

General Office Building	5.67929e+006	1,007.1968	0.0850	0.0103	1,012.3927
Government Office Building	256310	45.4554	3.8400e-003	4.7000e-004	45.6899
Hotel	4.0656e+006	721.0161	0.0609	7.3800e-003	724.7357
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1.08888e+007	1,931.0765	0.1630	0.0198	1,941.0386
Single Family Housing	6.63756e+006	1,177.1414	0.0994	0.0120	1,183.2141
Total		7,494.3271	0.6325	0.0767	7,532.9890

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	8.51208e+006	1,509.5788	0.1274	0.0154	1,517.3664
City Park	0	0.0000	0.0000	0.0000	0.0000
Condo/Townhouse	5.32522e+006	944.4035	0.0797	9.6600e-003	949.2755
Elementary School	827342	146.7255	0.0124	1.5000e-003	147.4824
General Light Industry	66160	11.7332	9.9000e-004	1.2000e-004	11.7937
General Office Building	5.67929e+006	1,007.1968	0.0850	0.0103	1,012.3927
Government Office Building	256310	45.4554	3.8400e-003	4.7000e-004	45.6899

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Hotel	4.0656e+006	721.0161	0.0609	7.3800e-003	724.7357
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1.08888e+007	1,931.0765	0.1630	0.0198	1,941.0386
Single Family Housing	6.63756e+006	1,177.1414	0.0994	0.0120	1,183.2141
Total		7,494.3271	0.6325	0.0767	7,532.9890

6.0 Area Detail**6.1 Mitigation Measures Area**

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										Mt/yr					
Mitigated	28.1468	0.3476	30.1594	1.6000e-003		0.1676	0.1676		0.1676	0.1676	0.0000	49.4060	49.4060	0.0472	0.0000	50.5855
Unmitigated	30.1262	0.3476	30.1594	1.6000e-003		0.1676	0.1676		0.1676	0.1676	0.0000	49.4060	49.4060	0.0472	0.0000	50.5855

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.0930					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	27.1291					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.9042	0.3476	30.1594	1.6000e-003		0.1676	0.1676		0.1676	0.1676	0.0000	49.4060	49.4060	0.0472	0.0000	50.5855
Total	30.1262	0.3476	30.1594	1.6000e-003		0.1676	0.1676		0.1676	0.1676	0.0000	49.4060	49.4060	0.0472	0.0000	50.5855

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.0930					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	25.1496					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.9042	0.3476	30.1594	1.6000e-003		0.1676	0.1676		0.1676	0.1676	0.0000	49.4060	49.4060	0.0472	0.0000	50.5855

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Total	28.1468	0.3476	30.1594	1.6000e-003		0.1676	0.1676		0.1676	0.1676	0.0000	49.4060	49.4060	0.0472	0.0000	50.5855
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7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1,501.2630	11.3310	0.2790	1,867.6837
Unmitigated	1,766.0342	14.1544	0.3476	2,223.4899

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	Mgal	MT/yr			
Apartments Low Rise	137.931 / 86.9565	533.6031	4.5358	0.1111	680.1174
City Park	0 / 51.8294	102.1200	8.6200e-003	1.0400e-003	102.6468
Condo/Townhouse	71.7997 / 45.2651	277.7660	2.3611	0.0579	354.0337
Elementary School	4.08 / 10.4914	31.3873	0.1355	3.4500e-003	35.8017
General Light Industry	1.85 / 0	4.8590	0.0606	1.4700e-003	6.8122
General Office Building	74.8259 / 45.861	286.8884	2.4604	0.0603	366.3573
Government Office Building	3.77453 / 2.31342	14.4719	0.1241	3.0400e-003	18.4806
Hotel	8.11737 / 0.90193	23.0971	0.2662	6.4600e-003	31.6768
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	72.4674 / 44.4155	277.8456	2.3829	0.0584	354.8096
Single Family Housing	55.3158 / 34.873	213.9958	1.8191	0.0446	272.7537
Total		1,766.0342	14.1544	0.3476	2,223.4899

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	110.345 / 81.6522	450.6975	3.6307	0.0892	568.0318

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

City Park	0 / 48.6678	95.8907	8.0900e-003	9.8000e-004	96.3854
Condo/Townhouse	57.4398 / 42.5039	234.6097	1.8899	0.0464	295.6878
Elementary School	3.264 / 9.85144	27.9832	0.1086	2.7900e-003	31.5295
General Light Industry	1.48 / 0	3.8872	0.0485	1.1700e-003	5.4498
General Office Building	59.8607 / 43.0635	242.0709	1.9694	0.0483	305.7107
Government Office Building	3.01963 / 2.17231	12.2111	0.0993	2.4400e-003	15.4213
Hotel	6.49389 / 0.846912	18.7247	0.2130	5.1700e-003	25.5897
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	57.9739 / 41.7061	234.4407	1.9073	0.0468	296.0746
Single Family Housing	44.2526 / 32.7457	180.7474	1.4560	0.0358	227.8030
Total		1,501.2629	11.3309	0.2790	1,867.6837

8.0 Waste Detail**8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	909.0707	53.7245	0.0000	2,252.1841

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unmitigated	909.0707	53.7245	0.0000	2,252.1841
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8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	M1/yr			
Apartments Low Rise	973.82	197.6767	11.6824	0.0000	489.7356
City Park	3.74	0.7592	0.0449	0.0000	1.8809
Condo/Townhouse	506.92	102.9002	6.0812	0.0000	254.9308
Elementary School	307.15	62.3487	3.6847	0.0000	154.4662
General Light Industry	9.92	2.0137	0.1190	0.0000	4.9888
General Office Building	391.53	79.4771	4.6970	0.0000	196.9010
Government Office Building	17.67	3.5869	0.2120	0.0000	8.8863
Hotel	175.2	35.5640	2.1018	0.0000	88.1084
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1027.25	208.5225	12.3233	0.0000	516.6056
Single Family Housing	1065.18	216.2219	12.7784	0.0000	535.6806
Total		909.0707	53.7245	0.0000	2,252.1841

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	M1/yr			
Apartments Low Rise	973.82	197.6767	11.6824	0.0000	489.7356
City Park	3.74	0.7592	0.0449	0.0000	1.8809
Condo/Townhouse	506.92	102.9002	6.0812	0.0000	254.9308
Elementary School	307.15	62.3487	3.6847	0.0000	154.4662
General Light Industry	9.92	2.0137	0.1190	0.0000	4.9888
General Office Building	391.53	79.4771	4.6970	0.0000	196.9010
Government Office Building	17.67	3.5869	0.2120	0.0000	8.8863
Hotel	175.2	35.5640	2.1018	0.0000	88.1084
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1027.25	208.5225	12.3233	0.0000	516.6056
Single Family Housing	1065.18	216.2219	12.7784	0.0000	535.6806
Total		909.0707	53.7245	0.0000	2,252.1841

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**10.0 Stationary Equipment**

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation



APPENDIX C

Energy

Summary of Annual Energy Use During Operation		
Source	Units	Buildout
Electricity		
Proposed Buildings	kWh/yr	43,711,132
Water Conveyence	kWh/yr	7,192,907
<i>Total Electricity</i>	<i>kWh/yr</i>	<i>50,904,039</i>
Natural Gas		
Proposed Buildings	kBTU/yr	73,492,310
<i>Total</i>	<i>kBTU/yr</i>	<i>73,492,310</i>

Water by Land Use				
Land Use	Units	Indoor/Outdoor Use	Indoor Use	Outdoor Use
Buildout	Mgal	313.59592/279.88966	313.59592	279.88966

Water and Wastewater Electricity Intensity (kWh/gallon)

Supply Water	0.009727
Treat Water	0.000111
Distribute Water	0.001272
Wastewater Treatment	0.001911

Source: CalEEMod User's Guide, Appendix D, Table 9.2 Ventura County

Indoor Water Factor	0.013021 kWh/gallon (supply, treat, distribute, wastewater treatment)
Outdoor Water Factor	0.01111 kWh/gallon (supply, treat, and distribute)

Notes:

*Electricity and Natural Gas for the Proposed Project is total operational usage.
Electricity, natural gas, and mobile usage was calculated from CalEEMod. Indoor water factor used for entire Project Site for conservative analysis.*

Summary of Annual Energy Use During Operation		
Source	Units	Buildout
Electricity		
Proposed Buildings	kWh/yr	42,258,362
Water Conveyence	kWh/yr	7,849,572
<i>Total Electricty</i>	<i>kWh/yr</i>	<i>50,107,934</i>
Natural Gas		
Proposed Buildings	kBTU/yr	88,290,820
<i>Total</i>	<i>kBTU/yr</i>	<i>88,290,820</i>

Water by Land Use				
Land Use	Units	Indoor/Outdoor Use	Indoor Use	Outdoor Use
Buildout	Mgal	344.1295/303.2099	344.1295	303.2099

Water and Wastewater Electricity Intensity (kWh/gallon)

Supply Water	0.009727
Treat Water	0.000111
Distribute Water	0.001272
Wastewater Treatment	0.001911

Source: CalEEMod User's Guide, Appendix D, Table 9.2 Ventura County

Indoor Water Factor	0.013021 kWh/gallon (supply, treat, distribute, wastewater treatment)
Outdoor Water Factor	0.01111 kWh/gallon (supply, treat, and distribute)

Notes:

*Electricity and Natural Gas for the Proposed Project is total operational usage.
Electricity, natural gas, and mobile usage was calculated from CalEEMod. Indoor water factor used for entire Project Site for conservative analysis.*