Job No. 33903-06

Final Initial Study/ Mitigated Negative Declaration Proposed RiverPark West K-8 STEAM School 3001 North Ventura Road, Oxnard, California

Prepared for:

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June 17, 2016

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TABLE OF CONTENTS

APPENDICES

LIST OF FIGURES

LIST OF TABLES

1.0 INTRODUCTION

1.1 INTRODUCTION

This Draft Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for the Rio School District (RSD or District)) by Tetra Tech, Inc. to evaluate whether the proposed RiverPark West K-8 STEAM School would have a significant effect on the environment. RSD acting as the Lead Agency, may prepare a Negative Declaration if there is no substantial evidence that the project or any of its aspects may cause a significant effect on the environment. According to *State CEQA Guidelines* Section 15070, a public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when:

(a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or

(b) The initial study identifies potentially significant effects, but:

> (1) Revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
>
> (2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

1.2 REQUIRED CONTENT

A Negative Declaration circulated for public review shall include:

(a) A brief description of the project, including a commonly used name for the project, if any;

(b) The location of the project, preferably shown on a map, and the name of the project proponent;

(c) A proposed finding that the project will not have a significant effect on the environment;

(d) An attached copy of the Initial Study documenting reasons to support the finding; and

(e) Mitigation measures, if any, included in the project to avoid potentially significant effects.

1.3 PUBLIC REVIEW

A Draft IS/MND (SCH: 2016051040) was circulated for a 30-day public review and comment period from May 13, 2016 to June 13, 2016. A public hearing was also held to receive any comments on the draft IS/MND on June 8, 2016. No individuals or agencies elected to provided comments on the draft IS/MND during the public hearing. During the public review period, 5 comment letters were received as indicated in Table 1-1.

Table 1-1:
Comment Letters

Letter Number	Date Received	Agency	Author
1.	May 31, 2016	California Department of Transporation	Dianna Watson
2.	June 13, 2016	County of Ventura Resource Management Agency	Tricia Maier
3.	June 13, 2016	County of Ventura Transportation Department	Author not identified
4.	June 13, 2016	Ventura County Watershed Protection District	Alma Quezada, P.G.
5.	June 13, 2016	Ventura County Air Pollution Control District	Alicia Stratton

*Letters numbered in the order they were received.

All written comments received were considered and responded to (Please refer to response to comments, Appendix G). Appropriate changes to the IS/MND text were made as indicated by ~~strike-out~~ for deleted text and <u>underline</u> to indicate where new text has been incorporated into the Final Mitigated Negative Declaration, herein dated June 17, 2016. Changes have been to the following sections:

- Appendix A, California Emissions Estimator Model Data was added and duplicate California Historical Resources Information System Data removed.

- Section 3.4.16, Transporation/Traffic.

2.0 PROJECT INFORMATION

Project title:	RiverPark West K-8 STEAM School
Lead agency name and address:	Rio School District 2500 E Vineyard Ave, Oxnard, CA 93036
Contact person and phone number:	Dr. John Puglisi Rio School District Superintendent (805) 485-3111
Project location:	3001 North Ventura Road Oxnard, CA
Project sponsor's name and address:	Rio School District 2500 E Vineyard Ave, Oxnard, CA 93036
General Plan Designation:	School (SCH) and Commercial Regional (CR)
Zoning Designation:	River Park Specific Plan: Schools/Community Park and Commercial: Office
Surrounding land uses:	Northeast: Windrow Park and Residential Southwest: Commercial/Office and Undeveloped Land Southeast: Residential Northwest: Santa Clara River and Agricultural Uses

2.1 ENVIRONMENTAL SETTING

The project site is located within the 702-acre River Park development at 3001 North Ventura Road in the City of Oxnard in Ventura County, California (Figure 2-1). The Site, accessed from North Ventura Road, comprises County of Ventura Assessor's Parcel Numbers (APN) 132-011-001 (10.16 acres), and 132-010-026 (1.38 acres), for a total of 11.54 acres. (Please refer to Figure 2-2) The Site is relatively flat with surface elevations ranging from approximately 77 to 83 feet above mean sea level (msl). The Site is currently a vacant, unoccupied lot vegetated with low shrubs and grasses that is surrounded by a locked six-foot high chain link fence.

2.2 BACKGROUND

The project site is located within the River Park Specific Plan area. The 702-acre River Park 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, CA. River Park was designed to be an integrated mixed-use community of residences, commercial uses, parks, schools, civic uses, and supporting infrastructure. Within the Specific Plan, the project site is designated for schools/community park, and commercial office use. (Please refer to Figure 2-3, River Park Land Use Plan Permitted Use Map.) Development of River Park is guided and regulated by the River Park Specific Plan and several related implementation

agreements, including the River Park Development Agreement (DA), and the River Park Owner Participation Agreement (OPA).

The River Park Project EIR (State Clearinghouse Number 2000051046) was prepared and certified in August 2002 by the City of Oxnard to meet the requirements for environmental review under CEQA. The River Park 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: 1) the DA between the City of Oxnard and the applicants; and 2) an 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.

The Oxnard City Council certified the Final Environmental Impact Report (EIR) and approved the River Park Specific Plan and the related agreements on August 27, 2002. The Specific Plan has been the subject of several minor amendments since the original adoption. In addition, there have been minor amendments to the OPA and other agreements related to the implementation of the River Park 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. Development of River Park began in May 2004 and is currently ongoing.

The River Park Specific Plan designates sites for two new K–5 schools, and one new 6–8 school, to be operated by the RSD. The applicants entered into a school mitigation agreement with the 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 Rio Vista Middle School have been completed.

2.3 PROJECT DESCRIPTION

The Rio School District proposes to construct and operate a new K-8 school at 3001 North Ventura Road in the City of Oxnard in Ventura County, California. The proposed K-8 Community STEAM Campus would have a maximum student population of 914 students. The new school is needed to accommodate existing and anticipated future enrollment in the District. The new school facilities are designed to meet the educational and recreational needs of K-8 students' onsite. The proposed facilities include:

- Four classroom buildings:
    - Building A (11,713 square feet [sf];
    - Building B (12,710 sf);
    - Building C (25,702 sf); and
    - Building D (16,917 sf);
- Building E, a multipurpose building (22,930 sf);
- Two paved parking/student drop-off areas;

- Paved Grades 1-8 play court with apparatus;
- Paved kinder play court with apparatus;
- Two turf athletic fields;
- Paved and landscaped central quad and courtyards; and
- 84 regular and 5 accessible parking spaces.

In total, the proposed project would comprise approximately 89,972 sf of building and structures onsite. The buildings would be constructed on concrete slab foundations with metal stud framed steel construction. The layout of the proposed school facilities are shown on Figure 2-2.

Access is proposed via two ingress driveways and one egress driveway north of Forest Park Boulevard and one ingress/egress driveway south of Forest Park Boulevard. All driveways would be right-turn in and out only. The project also includes the conversion of the Ventura Road/Forest Park Boulevard intersection from a multi-lane to a single-lane roundabout. Project construction activities are anticipated to occur in two phases. Phase 1 includes mass grading, construction of buildings A, B, D, E and all site improvements. Phase 2 includes construction of building C and minor site improvements. The construction period is anticipated to last 15 months for Phase 1 and 6 months for Phase 2. Mass grading for the project site is anticipated to begin in September 2016, and project construction is anticipated to begin in November 2017.

Prior to close of escrow, Shea Homes is to elevate the site according to the grading plan by the civil engineer, and compact the soil per site-specific geotechnical requirements. As recommended in the project geotechnical report that was approved per California Building Code (CBC) (California Building Standards Commission [CBSC 2013]) requirements (approved geotechnical report) (Earth Systems Pacific [ESP] 2015), special inspection of grading should be provided as per CBC Section 1705A.6 and CBC Table 1705A.6 (CBSC 2013). The approved geotechnical report and the construction documents prepared by the registered design professionals shall be used to determine compliance. During fill placement, the special inspector shall determine that proper materials and procedures are used in accordance with the provisions of the approved geotechnical report. RSD will then "accept the property" and proceed with subgrade improvements and foundation construction at that time.

Construction activities would occur during standard construction hours mandated by the City of Oxnard, typically 7am - 6pm Monday through Saturday. On average, 75 workers are anticipated onsite through the course of construction. During grading operations, heavy equipment would be used such as earthmovers, excavators, small tractors, and water trucks. During the course of building construction, medium and small equipment will be in use, such as backhoes, fork lifts, water trucks, and hand tools. Typical construction debris would be collected in roll-off trash containers with pick-up and delivery by local refuse firms. Debris would be either separated for recycling onsite, or comingled for refuse company separation at the collection facility. Any debris not recognized as recycle content would be designated for a local landfill at a location designated by the refuse company (within 25 miles of project site).

Operation of the new school is anticipated to begin in January 2018.

2.4 OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

Other public agencies whose approval is required for permits, financing approval, or participation agreement, for example, is as follows:

- California Department of Education
- California Department of the State Architect
- California Department of Toxic Substances Control
- California Geological Survey
- City of Oxnard

3.0 ENVIRONMENTAL CHECKLIST

3.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

3.2 DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

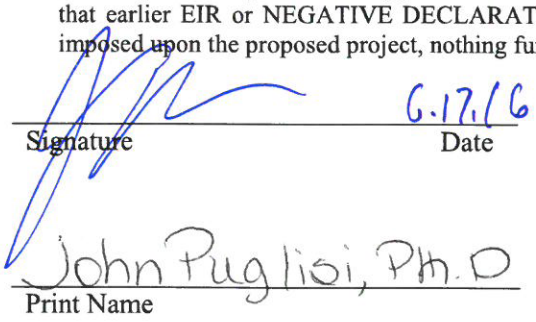
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

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

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

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

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



6.17.16

Signature Date

John Pugliosi, Ph.D

Print Name

3.3 EVALUATION OF ENVIRONMENTAL IMPACTS

(1) A brief explanation is required for all answers except "no impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "no impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "no impact" answer should be explained if it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

(2) All answers must take account of the whole action involved, including off site as well as on site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

(3) Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially significant impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "potentially significant impact" entries when the determination is made, an EIR is required.

(4) "Negative declaration: less than significant with mitigation incorporated" applies when the incorporation of mitigation measures has reduced an effect from a "potentially significant impact" to a "less than significant impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.

(5) Earlier analyses may be used if, pursuant to tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063[c][3][D]). In this case, a brief discussion should identify the following:

   a. Earlier analysis used. Identify and state where earlier analyses are available for review.

   b. Impacts adequately addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c. Mitigation measures. For effects that are "less than significant with mitigation incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

   For purposes of this Initial Study, the City's General Plan and Zoning Code Update Final EIR (May 2011) is hereby incorporated by reference.

(6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, when appropriate, include a reference to the page or pages where the statement is substantiated.

(7) Supporting information sources. A source list should be attached and other sources used or individuals contacted should be cited in the discussion.

(8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

(9) The explanation of each issue should identify:

a. The significance criteria or threshold, if any, used to evaluate each question, and

b. The mitigation measure identified, if any, to reduce the impact to a less than significant level.

(10) The proposed Project includes compliance with applicable local, regional, state, and federal laws, regulations, and rules.

3.4 ENVIRONMENTAL IMPACT ANALYSIS

3.4.1 AESTHETICS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a.	Have a substantial adverse effect on a scenic vista?			X	
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?			X	
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d.	Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?			X	

Existing Conditions:

Regional

The project area is located in the City of Oxnard within the Oxnard Plain in southern Ventura County, midway between Santa Barbara and Los Angeles. The City of Oxnard is visually defined by natural and man-made visual resources, including open spaces, beaches and coastline, agricultural areas, low rise commercial and residential development, as well as tall buildings which are visible in the City's skyline. The western and southern boundaries of the City are framed by the Pacific Ocean, the northern edge is bounded by the Santa Clara River, and the northeastern and eastern sides by agricultural land in the Oxnard-Camarillo Greenbelt. Inland views to the foothills and mountain ranges of the Los Padres National Forest and the Santa Monica Mountains are visible from many of the City's north-south and east-west oriented streets. Land uses located within the northern portion of the City include residential, commercial, open space, and agricultural uses.

Project Site and Immediate Vicinity

The project site is located within the 702-acre RiverPark development located immediately north of the Ventura Freeway (U.S. 101) in the northern part of the City between Vineyard Avenue and the Santa Clara River. The 11.54-acre project site is relatively flat with surface elevations ranging from approximately 77 to 83 feet above msl. The site is currently a vacant, unoccupied lot vegetated with low shrubs and grasses that is surrounded by a locked, six foot high chain link fence (See Figures 3-1 through 3-3).

Generally speaking, the project site is surrounded by Windrow Park and residential to the northeast; commercial/office and undeveloped land to the southwest; residential to the southeast; and the Santa Clara River and agricultural uses to the northwest. Single family residences to the east and south of the site are located relatively close together and are characteristic of suburban development with traditional street lighting that contributes to nighttime lights.

The visual character of the area surrounding the project site is defined by the existing residential uses, the Santa Clara River, the County of Ventura El Rio Maintenance Yard, and two existing commercial office buildings near the U.S. 101. The two existing office buildings, the Nordman, Cormany, Hair and Compton Building, located on Town Center Drive, and the State Compensation Insurance Fund Building, located on Ventura Road, are low to mid-rise structures. The County El Rio Maintenance Yard is surrounded by a fence and contains small one and two-story buildings, ornamental trees, and paved parking areas.

There is agricultural land north of the Santa Clara River, known as the Camp Santa Clara Ranch, which is part of the Public and Conservation Lands Area designated as Agricultural Open Space, providing an open space quality to the area and allowing unrestricted views to the east, south, and north. These Greenbelt Agreements were adopted when Oxnard entered into an agreement with the City of Ventura in 1994 for the preservation of 2,460 acres of agricultural land between the two Cities (Matrix Design Group, Inc. 2006). Looking north, northeast and east from the Site, there is a faint view of the mountains in the distance north of Ventura.

The Community Design Element of the City of Oxnard 2030 General Plan (City of Oxnard 2011b) identifies the agricultural areas found in the eastern, northeastern, and northwestern portions of the City's Planning Area as natural scenic resources. Most of the agricultural spaces, often marked by eucalyptus and cypress windrows, are contained within greenbelts that serve as green buffers surrounding the City's developed core. These agricultural areas and the views to the mountain and hills to the north are considered scenic resources that contribute to the unique character and visual image of the City.

According to the Caltrans Map of Designated Scenic Routes (Caltrans 2015), there are no official State-designated routes in the project vicinity. State Route 1, which runs through the City of Oxnard, is under consideration. State Route 33 in Ventura is the closest officially designated scenic route to the project site, but it is located approximately 8 miles to the northwest.

Figure 3-1. Image of Existing Site Area Looking North (Google Earth 2016)

Figure 3-2. Image of Existing Site Area Looking Northeast (Google Earth 2016)

Figure 3-3. Image of Existing Site Area Looking West (Google Earth 2016)

Discussion:

a. Would the project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. The site is relatively flat and is adjacent to residential and commercial development. The proposed school project would not significantly impact a scenic view or vista. Public views of the mountains to the north and east from adjacent areas would not be impacted by the development of the school. The proposed school buildings will be one- and two-stories in height. The proposed project will not cause an adverse impact to any scenic vista. Therefore, a less than significant impact to scenic vistas is anticipated.

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact. The project site is not located adjacent to a designated State scenic highway or eligible State scenic highway, as identified on the California Scenic Highway Mapping System (Caltrans 2015). The project site is located in a developed residential and commercial area, and contains no unique geologic structures, or historic structures that might be visible from a State scenic highway. The Camp Santa Clara Ranch to the north is visible from the school site, but the new school buildings will not reduce the visibility of that area from U.S. Route 101 (a selected route for the City's Scenic Highway System). The view of the Santa Clara River from U.S. Route 101 will also not be affected by implementation of the proposed project. There are no California native trees, rare trees, or endangered trees located within the project site (Tetra Tech 2015). The proposed project will not substantially damage any scenic resources and a less than significant impact will be experienced.

c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact. The site is currently a vacant, unoccupied property that is surrounded by a locked, six-foot high chain link fence with green mesh that inhibits views of the site. Development

within the RiverPark Specific Plan Area (City of Oxnard 2012) has been occurring and transforming the 702-acre Specific Plan Area. Development of the project site as a school campus will continue this transformation.

The height and character of the school facilities will be compatible with the surrounding residential and commercial development in the project area. Planned school facilities include two two-story buildings and two one-story buildings, plus a one-story multi-purpose building. These structures would all have design features and landscaping that would be compatible with the nearby residential and commercial buildings within the existing RiverPark community.

The existing visual quality of the project site and surrounding area will not be adversely affected. The new school facilities will enhance onsite visual quality, and could be deemed to have a beneficial effect on the visual setting of the site compared to the visual quality of the site at this time. The proposed project is expected to result in a less than significant impact on the visual character and quality of the site and surrounding area.

d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The proposed project will include exterior lighting around the buildings and for walkways and parking as needed for adequate safety and security at night. It is expected that the school would be used in the evening for community meetings and periodic school activities. As such, the proposed project could represent a new source of light or glare which could potentially impact nighttime views in the area.

While it is acknowledged that the proposed project will increase nighttime lighting at the project site and in the vicinity, the project site is located in an area that is already subject to a base level of light and glare due to existing development and streetlights. The additional lighting associated with the proposed project will be in conformance with the City of Oxnard lighting requirements, intended to reduce light spillage and glare. A less than significant impact on nighttime views is anticipated. No mitigation is necessary.

Mitigation Measures:

No mitigation is required.

3.4.2 AGRICULTURE AND FOREST RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b.	Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?				X
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC Section 12220(g)) or timberland (as defined in PRC Section 4526)?				X
d.	Result in the loss of forest land or conversion of forest land to non-forest use?				X
e.	Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?				X

Existing Conditions:

The project site is currently a vacant, unoccupied lot vegetated with low shrubs and grasses that is surrounded by a locked six-foot high chain link fence. There are no agricultural uses or forest land located onsite. The nearest agricultural land to the project site is located across the Santa Clara River to the northwest. The project site is surrounded by Windrow Park and residential areas to the northeast; commercial/office and undeveloped land to the southwest; residential to the southeast; and the Santa Clara River and agricultural uses to the northwest.

The project site is not identified as being prime, unique farmland, or farmland of statewide importance on the Ventura County Important Farmland Map 2012 prepared by the California Department of Conservation (CDOC 2012). The project site is designated as "other" and urban and built-up land. The "other" classification is for land not included in any other mapping category such as low density rural

developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as "Other" land.

Discussion:

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. There are no agricultural uses located on the project site. The project site is not identified as being prime, unique or farmland of statewide importance on the Ventura County Important Farmland Map (2012) prepared by the California Department of Conservation. Therefore, no project impact would result.

b. Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?

No Impact. The proposed project would not conflict with existing zoning for agricultural use or a Williamson Act Contract. The project site is located within the *RiverPark Specific Plan* (City of Oxnard 2012) and has a land use designation for schools/community park and commercial: office use. The Williamson Act enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use (CDOC 2015). The project site is not under a Williamson Act Contract and development of the site is anticipated pursuant to the *RiverPark Specific Plan*. Therefore no project impact on agricultural uses would result.

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC Section 12220(g)) or timberland (as defined in PRC Section 4526)?

No Impact. There is no forest or timberland located on the project site. The project site is located within the *RiverPark Specific Plan* (City of Oxnard 2012) and has a land use designation for schools/community park and commercial: office use. The proposed project would not conflict with zoning for, or cause rezoning of, forest land or timberland and no project impact would result.

d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. There is no forest land located on the project site. Therefore, the proposed project would not result in the loss of forest land or conversion of forest land to a non-forest use and no project impact would result.

e. Would the project involve other changes in the existing environment that, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The proposed project does not involve other changes in the existing environment that, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use or conversion of forest land to non-forest use. The project site is identified for development pursuant to the *RiverPark Specific Plan* (City of Oxnard 2012). The project site does not contain agricultural or

forestry land nor is it located adjacent to agricultural or forestry land. Therefore, no project impact would result.

Mitigation Measures:

No mitigation required.

3.4.3 AIR QUALITY

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a.	Conflict with or obstruct implementation of the applicable air quality plan?			X	
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a non-attainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?			X	
d.	Expose sensitive receptors to substantial pollutant concentrations?			X	
e.	Create objectionable odors affecting a substantial number of people?			X	

Existing Conditions:

Existing Conditions:

Pursuant to the Clean Air Act Amendments of 1990, the USEPA has established National Ambient Air Quality Standards (NAAQS) for pollutants considered harmful to public health and the environment. The NAAQS are classified as primary and secondary standards. Primary standards prescribe the maximum permissible concentration in the ambient air and are required to protect public health. Secondary standards specify levels of air quality required to protect public welfare, including materials, soils, vegetation, and wildlife, from any known or anticipated adverse effects. NAAQS are established for six pollutants (known as criteria pollutants): ozone (O_3), particle pollution (i.e., respirable particulate matter less than 10 microns in diameter [PM_{10}] and respirable particulate matter less than 2.5 microns in diameter [$PM_{2.5}$]), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead (Pb). The California Air Resources Board (CARB) has also established its own air quality standards in the state of California, known as the California Ambient Air Quality Standards (CAAQS). The CAAQS are generally more stringent than the NAAQS and include air quality standards for all the criteria pollutants

listed under NAAQS plus sulfates (SO_4), hydrogen sulfide (H_2S), vinyl chloride, and visibility-reducing particulate matter.

The USEPA classifies the air quality within an Air Quality Control Region with regard to its attainment of federal primary and secondary NAAQS. According to USEPA guidelines, an area with air quality better than the NAAQS for a specific pollutant is designated as being in attainment for that pollutant. Any area not meeting the NAAQS is classified as a nonattainment area. Where there is a lack of data for the USEPA to make a determination regarding attainment or nonattainment, the area is designated as unclassified and is treated as an attainment area until proven otherwise. Similarly, the CARB makes state area designations for the state criteria pollutants.

The proposed project is within Ventura County, which is subject to the Ventura County Air Pollution Control District (VCAPCD) regulations. Pollutant concentrations within the Ventura County are assessed relative to both the federal and state ambient air quality standards. Ventura County is in attainment for all federal standards except the 8-hour O_3 standard (U.S. EPA 2015) and all state standards except O_3 and PM_{10} standards (CARB 2014). Applicable VCAPCD rules are presented in Table 3-1.

Table 3-1
Applicable Rules

Rule	Title
10	Permits Required
51	Nuisance
55	Fugitive Dust
55.1	Paved Roads and Public Unpaved Roads
74.2	Architectural coatings
74.4	Cutback Asphalt

Discussion:

a. Would the project conflict with or obstruct implementation of the applicable air quality plans?

Less Than Significant Impact. To pursue improvement of air quality in Ventura County, the VCAPCD has prepared the 2007 Air Quality Management Plan (AQMP), which presents comprehensive list of pollution control strategies aimed at attaining Ventura County's federal 8-hour ozone standard as required by the Clean Air Act Amendments of 1990 and the VCAPCD's Triennial Assessment and Plan Update required by the California Clean Air Act of 1988. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments and reflected in local general plans. A proposed project that is inconsistent with a local general plan is also inconsistent with the AQMP. A proposed project would be inconsistent with a general plan if it resulted in a land use re-designation, causing a general plan amendment and an

increase in population beyond what is budgeted. The project site is within the City of Oxnard and located in a land use area designated as School (SCH) and Commercial Regional (CR) within the City of Oxnard's General Plan. The CR land use encourages mixed use. The *2030 General Plan Goals and Policies* (2030 General Plan) (City of Oxnard 2011a) identifies adopted and proposed specific plans that augment the 2030 General Plan within their respective specified geographical areas. Specific Plans may allow variation in uses and development standards compared to the General Plan and/or Zoning Code. Adopted Specific Plans are incorporated by reference in the General Plan (Oxnard 2011) and includes the *RiverPark Specific Plan* (City of Oxnard 2012) that the project site is located within. Governmental and school facilities are allowable in all Planning Districts in the *RiverPark Specific Plan* subject to a Special Use Permit. The proposed project would not conflict with the General Plan since the *RiverPark Specific Plan* is incorporated by reference into the Master Plan. Construction and operation of the proposed project would not result in a violation of the AQMP and would not be expected to conflict with or obstruct implementation of the AQMP. Therefore, project impact would be less than significant.

b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact. The release of various criteria pollutants would be expected from the construction (short-term) and operation (long-term) activities of the proposed project, which by itself is not be expected to generate significant air emissions.

Short-term air quality impacts would result from emissions associated with construction activities (e.g., site preparation, site grading, soil importing, construction worker and vendor vehicle trips, operation of mobile and stationary construction equipment, asphalt paving, and architectural coating). The construction equipment likely to be used for this project would include air compressors, cranes, excavators, forklifts, generator sets, graders, pavers, paving equipment, rollers, dozers, scrapers, backhoes, welders, water trucks, concrete delivery trucks, and pumpers. Emissions from construction activities are calculated using California Emissions Estimator Model (CalEEMod). CalEEMod is widely accepted to provide a uniform platform to estimate potential emissions resulting from construction and operation activities of land use projects. CalEEMod input values and calculated air emission results for the Proposed Project are included as Appendix A. Table 3-2 presents a summary of the proposed project's construction air emission results.

Table 3-2
Project Construction Emissions of Criteria Pollutants (lb./day)

Project Phase	CO	VOCs	NOx	SOx	PM_{10}	$PM_{2.5}$
Phase I Construction (2016)	40.10	1.76	28.96	0.08	4.78	2.13
Phase I Construction (2017)	17.51	82.67	9.88	0.03	0.67	0.25
Phase II Construction (2018)	8.83	29.84	4.83	0.01	0.14	0.06
Threshold of Significance	None	None	None	None	None	None
Significant?	No	No	No	No	No	No

Notes:
CO carbon monoxide
lb./day pounds per day
NOx oxides of nitrogen (nitric oxide and nitrogen dioxide)
PM_{10} respirable particulate matter less than 10 microns in diameter
$PM_{2.5}$ respirable particulate matter less than 2.5 microns in diameter
SOx oxides of sulfur (sulfur dioxide and sulfur trioxide)
VOC volatile organic compounds

The results presented in Table 3-2 include implementation of Tier 4 interim engines for all off road construction equipment and watering of exposed areas twice a day. These measures would contribute to the overall reduction of daily emissions of VOCs and NOx, which are highest during grading and architectural activities respectively. Watering exposed areas would contribute to mitigation of fugitive dust. Ventura County does not have specific thresholds of significance for construction-related emissions since construction emissions are temporary and do not contribute to long-term air quality impacts. Therefore, construction emissions are expected to have a less than significant impact on air quality.

Long-term impacts to air quality include emissions resulting from equipment used during operation of the proposed project (e.g., commercial water heaters, boilers, and lawn mowers) and from motor vehicles associated with school employees, student drop-off and pick-up, and vendors. Other activities that would contribute emissions during the operation of the proposed project include upkeep of structures (e.g., reapplication of architectural coatings and patching of paved surfaces). Emissions resulting from operation of the proposed project were calculated using CalEEMod and are summarized in Table 3-3. Detailed CalEEMod input values and calculated air emission results are included as Appendix A. Emissions resulting from the operation of the proposed project are below the thresholds of significance established by Ventura County to support attainment of federal standards. Therefore, the proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation and would have less than significant impact on air quality.

Table 3-3
Project Operation Emissions of Criteria Pollutants (lb./day)

Project Phase	CO	VOCs	NOx	SOx	PM_{10}	$PM_{2.5}$
Operation	33.53	7.62	7.78	0.07	5.46	1.53
Threshold of Significance	None	25	25	None	None	None
Significant?	No	No	No	No	No	No

Notes:
CO carbon monoxide
lb./day pounds per day
NOx oxides of nitrogen (nitric oxide and nitrogen dioxide)
PM_{10} respirable particulate matter less than 10 microns in diameter
$PM_{2.5}$ respirable particulate matter less than 2.5 microns in diameter
SOx oxides of sulfur (sulfur dioxide and sulfur trioxide)
VOC volatile organic compounds

c. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less Than Significant Impact. The proposed project would result in significant cumulative impacts if it exceeds daily thresholds of significance established by VCAPCD or if it incurred an increase of emissions beyond what is planned in the City of Oxnard General Plan. Since the proposed project's long-term emissions are significantly less than established thresholds of significance and the land use associated with the construction of the proposed project building structures is in accordance with the 2030 General Plan of the City of Oxnard (City of Oxnard 2011a) that incorporates the *RiverPark Specific Plan* (City of Oxnard 2012) by reference, the proposed project would not result in a cumulative considerable net increase of any criteria pollutant for which the region is non-attainment under applicable federal or state

ambient air standards. Therefore, the Proposed Project would have less than significant cumulative impacts.

d. Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The proposed project would be placed adjacent to the Santa Clara River, which when exposed to windy conditions can potentially result in localized visible concentrations of particles in the air. Provided that the river bed's top surface is primarily composed of sand, the visible particles lifted by strong winds are likely to be mostly small sand particles that may be larger than PM10. PM10 particles are approximately one seventh the width of a human hair. When inhaled, particles larger than PM10 are generally trapped in the nose and throat and do not enter the lungs. PM10 gets into the large upper branches of the lungs just below the throat, where they are caught and removed (by coughing, spitting, or swallowing). Visible particles and PM10 concentrations are minimized during the winter months aided by precipitation events (Ventura County Air Pollution Control Board 2003). Currently a strip of shrubs exists between the river bed and the project site that provide a natural barrier preventing particulates in the air from reaching the project site (Google Earth Pro 2016). Additionally, a distance of approximately 120 feet would separate the river bed from the nearest classroom. PM2.5 concentrations are not expected to result from soil and wind erosion at the Santa Clara River. PM2.5 concentrations result from activities such as industrial and residential combustion processes, wood burning, and from diesel and gasoline-powered vehicles. The Proposed Project is expected to have a less than significant impact on sensitive receptors.

e. Would the project create objectionable odors affecting a substantial number of people?Less Than Significant Impact. Construction and operation of the proposed project is not anticipated to create objectionable odors, and sources of objectionable odors are not identified near the proposed project site. Therefore, project impact would be less than significant.

Mitigation Measures:

Mitigation measures are not required to reduce emissions to below thresholds of significance. Standard best management practices (BMPs) such as dust mitigation measures similar to what is required under VCAPCD Rule 55 were taken into consideration in performing construction emissions calculations. Similarly, BMPs such as implementation of a school bus program and use of water efficient fixtures were considered in performing operational emissions calculations. Detailed CalEEMod input values including those mentioned above are presented in Appendix A.

3.4.4 BIOLOGICAL RESOURCES

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

Existing Conditions:

The project site has been previously graded and consists of native perennials and non-native annual plant species. The project is adjacent to office buildings, a residential development, a community park, and the Santa Clara River. Access roads and a flood control berm is between the project site and the Santa Clara River.

A query of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) was conducted to determine the known locations of any special-status species (sensitive, threatened, endangered, rare, or candidate species) within the project area (CDFW 2015).

A general survey was conducted of the project site on January 25, 2016 to assess the biological resources at the site. Native plant species observed at the site were mulefat (*Baccharis salicifolia*), common sandaster (*Corethrogyne filaginifolia*), deerweed (*Acmispon glaber*), California sagebrush (*Artemisia californica*), white sage (*Salvia apiana*), and coyote brush (*Baccharis pilularis*). Non-native species observed at the site were filaree (*Erodium* sp.), mustard (*Brassica* sp.), and non-native grasses. No trees were present at the project site, and most vegetation was less than 3 feet tall. Wildlife species observed within the project site were common year-round bird species. One Cassin's kingbird (*Tyrannus vociferans*) was observed foraging at the site, and one American crow (*Corvus brachyrhynchos*) was observed flying over the site. No other wildlife was observed during the site visit.

Discussion:

a. Would the project have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

Less than significant with Mitigation Incorporated. Table 3-4 lists the special-status species that have been previously observed within a 10-mile radius surrounding the project location according to the results of the CNDDB search and may occur at the project site (CDFW 2015). None of the species listed in Table 3-4 have been previously observed within the project site. Species from the CNDDB search for which there is no potential habitat at the site (for example, species that inhabit streams) have not been included within Table 3-4.

Table 3-4
Special-Status Species that Could Occur within Project Site

Common Name	Scientific Name	Status	Nearest Location
Bank swallow	*Riparia riparia*	ST	Within 4.5 miles
Burrowing owl	*Athene cunicularia*	SSC	Within 5 miles
California horned lark	*Eremophila alpestris actia*	CNNDB	Within 4 miles
Coast horned lizard	*Phrynosoma blainvillii*	SSC	Within 1.5 miles
Coastal California gnatcatcher	*Polioptila californica californica*	FT, SSC	Within 10 miles
Least Bell's vireo	*Vireo bellii pusillus*	FE, SE, FP	Within 0.5 miles
Monarch - California overwintering population	*Danaus plexippus*	CNDDB	Within 2.5 miles
Pallid bat	*Antrozous pallidus*	SSC	Within 5.5 miles
Silvery-legless-lizard	*Anniella pulchra pulchra*	SSC	Within 5 miles
Southwestern willow flycatcher	Empidonax traillii estimus	FE, SE	Within 10 miles
Two-striped garter snake	*Thamnophis hammondii*	SSC	Within 9 miles
Western pond turtle	*Emys marmorata*	SSC	Within 2.5 miles
White-tailed kite	*Elanus Leucurus*	FP	Within 9.5 miles

Note: Results are from the CNDDB. Nearest locations are approximate.
Status: SSC=California Department of Fish and Wildlife Species of Special Concern.
CNDDB=Species tracked by CNDDB
FT=Federally threatened.
FE=Federally endangered.
ST=State threatened.
SE=State endangered.
FP=State Fully Protected
1B=California Native Plant Society List 1B=Plants that are rare or endangered in California and elsewhere.

No special-status plant or wildlife species were observed during the January 25, 2016 survey. Due to the disturbed nature of the site, it is unlikely that any special-status species would occur on-site. Additional analysis on the species listed in Table 3-4 is provided below.

Wildlife

The bank swallow (*Riparia riparia*) has been previously reported at the mouth of the Santa Clara River approximately 4.5 miles west of the project site. The bank swallow typically lives in riparian and coastal areas. They nest in burrows in bluffs, banks, and man-made sites such as road cuts. Based on the habitat requirements of bank swallows, it is highly unlikely any would nest at the project site, however, it is possible that they could use the project site for foraging.

The burrowing owl (*Athene cunicularia*) has been previously reported at locations approximately 5 miles southeast and southwest of the project site. The burrowing owl can inhabit a range of habitats, but typically prefers habitats with low-growing vegetation, including grasslands and scrublands. This species constructs burrow sites within grassland habitat with low-growing vegetation. The project site and surrounding areas are highly disturbed and, since no burrows were observed during the site visit, burrowing owls are unlikely to occur on site.

The California horned lark (*Eremophila alpestris actia*) has been previously reported 4.0 miles southeast of the project site. The California horned lark occupies open areas dominated by low and sparse vegetation or scattered bushes. Preconstruction clearance surveys will be performed in order to ensure that no California horned larks are impacted by vegetation removal.

The coast horned lizard (*Phrynosoma blainvillii*) has been found approximately 1.5 miles southwest of the project site. The coast horned lizard can be found in a variety of habitats, although it is most common in lowlands along sandy washes with scattered low bushes. Due to the adjacent Santa Clara River there is potential for coast horned lizard to occur onsite. Preconstruction clearance surveys will be performed in order to ensure that no coast horned lizard are impacted by vegetation removal or grading.

The coastal California gnatcatcher (*Polioptila californica californica*) has been previously recorded 10 miles northeast of the project site in the Santa Clara River. The coastal California gnatcatcher occurs in or near coastal scrub vegetation communities. Because the vegetation at the project site has been disturbed, it is highly unlikely that the coastal California gnatcatcher would occur on site.

The least Bell's vireo (*Vireo bellii pusillus*) has been previously located within the Santa Clara River, with CNDDB-recorded habitat located within half a mile of the project site. The least Bell's vireo occurs in lowland riparian habitats. Due to the lack of riparian habitat on the site, it is highly unlikely that the least Bell's vireo would occur at the project site.

Monarch butterflies (*Danaus plexippus*) have been found at a location approximately 2.5 miles northwest of the project site. This species roosts in wind-protected tree groves of eucalyptus, Monterey pine, and cypress. The project site does not contain trees, and roosting habitat for Monarch butterflies is not present within the project site.

The pallid bat (*Antrozous pallidus*) has been previously documented approximately 5.5 miles northwest of the project site. The pallid bat occupies a wide variety of habitats, although it is most common in open, dry habitats with rocky areas for roosting. There are no adequate areas for roosting on the project site, making it highly unlikely that the pallid bat would roost at the project site. Since the pallid bat forages 1-3 miles from its roost, it is also highly unlikely that the pallid bat would forage at the project site.

The silvery legless lizard (*Anniella pulchra pulchra*) has been previously found 5.5 miles southwest of the project site. The silvery legless lizard occurs primarily in areas with sandy or loose soils, typically in coastal regions. Due to the lack of adequate habitat within the project site, the silvery legless lizard is highly unlikely to occur at the project site.

The southwestern willow flycatcher (*Empidonax traillii extimus*) has been previously recorded approximately 10 miles northeast of the project site in the Santa Clara River. The southwestern willow flycatcher breeds within dense riparian and shrub communities near rivers and wetlands. Due to the lack of riparian habitat and foraging locations on the site, it is highly unlikely that the southwestern willow flycatcher would occur at the project site.

The two-striped garter snake (*Thamnophis hammondii*) has been previously reported approximately 9 miles to the southeast and the northwest. The two-striped garter snake is primarily associated with permanent or semi-permanent bodies of water and feeds on fish and amphibians. Because of these habitat requirements, it is unlikely that the two-striped garter snake would be present at the project site.

The western pond turtle (*Emys marmorata*) has been previously found within the Santa Clarita River approximately 2.5 mile west of the project site. The western pond turtle is highly unlikely to occur at the project site due to the lack of permanent water or nearly permanent water bodies at the site.

The white tailed kite (*Elanus leucurus*) has been previously recorded 9.5 miles southeast of the project site near California State University Channel Islands. The white-tailed kite hunts in open grasslands and savannahs, and nests in large trees. No nesting habitat for the white-tailed kit is present at the project site. This, in combination with low quality foraging habitat, makes it unlikely that white-tailed kit would occur at the project site.

A preconstruction survey conducted by a qualified biologist for wildlife species is required (Mitigation Measure Bio-1). The survey should be conducted within 2 weeks of any ground disturbing activities. If any common wildlife species are found, the biologist should relocate them outside of the construction area. If special-status species are found, the appropriate agencies (CDFW, U.S. Fish and Wildlife Service, etc.) must be contacted, and construction or relocation of the species cannot commence until this has occurred.

Vegetation at the project site may provide habitat for nesting birds protected under the Migratory Bird Act. When possible, removal of vegetation should be avoided during the nesting season (February 15-September 1) (Mitigation Measure Bio-2). If the disturbance or removal of vegetation occurs during the nesting bird season (February 15-September 1), clearance surveys will be conducted by a qualified biologist. Surveys must be conducted within 2 weeks prior to ground disturbance. If nesting birds are found, the biologist will establish an appropriate buffer in which no work will occur, or work must halt until the nest is determined by the biologist to be inactive.

Plants

The CNDDB search found the following four special-status plant species that have been previously recorded within a five mile radius of the project site: Ventura marsh milk-vetch (*Astragalus pycnostachyus* var. l*anosissimus*), Davidson's saltscale (*Atriplex serenana* var. *davidsonii*), salt marsh bird's beak (*Chloropyron maritimum* ssp. *maritimum*), and Orcutt's pincushion (*Chaenactis glabriuscula* var. *orcuttiana*). However, based on the habitat requirements for these species, there is no possibility of their occurrence of the project site. For example, salt marsh bird's-beak occurs in coastal salt marshes, which are not present at the project site. Additionally, none of the species were observed during the site visit. Given the lack of habitat for these species and the results of the survey, they are highly unlikely to occur at the project site.

Project impact would be less than significant with incorporation of Mitigation Measures Bio-1 and Bio-2.

b. Would the project have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

No Impact. The CNDDB search indicated that southern California coastal lagoon, southern coast live oak riparian forest, southern sycamore alder riparian woodland, southern coastal salt marsh, and coastal and valley freshwater marsh habitats are present within 10 miles of the project site. However, these habitats are not present within the project site. In addition, no riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or protected by the CDFW or U.S. Fish and Wildlife Service is present within the project site. Therefore, the proposed project would not impact these resources.

c. Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The CNDDB search indicated that southern California coastal lagoon, southern coastal salt marsh and coastal and valley freshwater marsh habitats are present within 10 miles of the project site. However, no wetlands were observed at the site and no impacts on these resources would occur from the proposed project.

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?

Less than significant. Although the project site is adjacent to the Santa Clara River, the developed and disturbed nature of the site and the surrounding area makes the site unlikely to be used as a wildlife corridor or wildlife nursery site. Therefore, the proposed project would have a less than significant impact on the movement of any native wildlife species, established native resident or migratory wildlife corridors, or the use of native wildlife nursery sites.

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The proposed project would not conflict with any local policies or ordinances that protect biological resources. Additionally, no trees are present at the project site.

f. Would the project conflict with the provisions of an adopted habitat conservation plan, natural communities conservation plan, or any other approved local, regional, or state habitat conservation plan?

No Impact. The project site is not included in any state, regional, or local habitat conservation plans; therefore, no impacts would occur.

Mitigation Measures:

The following mitigation measures shall be implemented:

BIO-1: A preconstruction survey conducted by a qualified biologist for wildlife species is required. The survey should be conducted within 2 weeks of any ground disturbing activities. If any common wildlife species are found, the biologist should relocate them outside of the construction area. If special-status species are found, the appropriate agencies (CDFW and U.S. Fish and Wildlife Service, etc.) must be contacted and construction or relocation of the species cannot commence until this has occurred.

BIO-2: When possible, removal of vegetation should be avoided during the nesting season (February 15-September 1). If the disturbance or removal of vegetation occurs during the nesting bird season, clearance surveys will be conducted by a qualified biologist. Surveys must be conducted within 2 weeks prior to ground disturbance. If nesting birds are found, the biologist will establish an appropriate buffer in which no work will occur, or work must halt until the nest is determined by the biologist to be inactive.

3.4.5 CULTURAL RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a.	Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?				X
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		X		
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		
d.	Disturb any human remains, including those interred outside of formal cemeteries?			X	

Existing Conditions

The project site is located within the approximately 702-acre RiverPark Specific Plan area (City of Oxnard 2012) at 3001 North Ventura Road in the City of Oxnard in Ventura County. The Project Area of Potential Effect (APE) is a total of 11.54 acres and is relatively flat with surface elevations ranging from approximately 77 to 83 feet above msl. The Project APE has been extensively altered by previous ground disturbance. The entire project area was previously graded and filled with imported soils as part of the mass and final grading by the developer for the RiverPark Project. In 2004, the entire project site was prepared by the current owner, Shea Homes, as part of the RiverPark development, by the removal of unsuitable soils, grading, and the installation of five to 15 feet of engineered fill material across 1.38 acres, and nine to 12 feet of engineered fill material across the remaining 10.16 acres (Tetra Tech 2015, Fugro West, Inc. 2006).

A cultural resources record and literature search was conducted for the project and a 1-mile radius (study area) at the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System at California State University, Fullerton, California (IC File Number 15888-1944). In addition, a sacred lands file search was conducted by the Native American Heritage Commission (NAHC) Outreach letters regarding the project were sent to the Native American individuals and organizations as recommended by the NAHC. An archeological survey was not conducted since the Project APE has been extensively disturbed by previous grading and five to 15 feet of imported fill/soils material added across the entire Project APE, hence the native ground surface is not visible.

No California Register of Historical Resources (CRHR) eligible or previously recorded resources were identified within the Project APE.

Discussion

a. Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

No Impact. Section 15064.5(a) (3) of the CEQA Guidelines defines a "historical resource" as a resource that meets one or more of the following criteria:

- Listed in, or determined eligible for listing in, the California Register of Historical Resources (CRHR); or
- A resource listed in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code (PRC); or
- Identified as significant in an historical resource survey meeting the requirements of Section 5024.1(g) of the PRC; or
- Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California that may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record.

Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (PRC, § 5024.1, Title 14 California Code of Regulation [CCR], Section 4852) including the following:

- An association with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.
- An association with the lives of persons important to local, California, or national history.
- An embodiment of the distinctive characteristics of a type, period, region, or method of construction, or a representation of the work of a master, or possesses high artistic values.
- A resource that has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

The archival research conducted for the initial study determined that the Project APE does not contain any known historic resources as defined by the CEQA Guidelines. No impact would result.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less than Significant with Mitigation Incorporated. On December 21, 2015, a literature and records search was conducted of the cultural resource site and project file collection at the SCCIC of the California Historical Resources Information System at California State University, Fullerton, California

(IC File Number 15844-1944) (Appendix B). As part of the record search, the SCCIC database of survey reports and overviews, documented cultural resources, cultural landscapes, and ethnic resources was consulted. Additionally, the search included a review of the following publications and lists: California Office of Historical Preservation (OHP) Historic Properties Directory/National Register of Historic Properties, OHP Archaeological Determinations of Eligibility, California Inventory of Historical Resources/California Register of Historic Resources, *California Points of Historical Interest*, *California Historical Landmarks*, Caltrans Bridge Survey, ethnographic information, historical literature, historical maps, and local historic resource inventories. The record search focused specifically on the project site, APE and a 1-mile buffer around the APE (the project study area).

The records search revealed that a total of 42 previous cultural resources investigations have been conducted within the project study area. Of these surveys, two investigations (VN-458, and VN-2933) have been conducted within the proposed project's APE. Previous inventory VN-458: *Cultural Resources Evaluation. Oxnard Town Center Site, Ventura County, California* was an intensive pedestrian survey that was conducted in 1985 by RMW Paleo Associates, Inc. This survey covered the entire Project APE. VN-2933: *Phase I Archaeological Investigation for the City of Oxnard Recycled Water Project New Alignment* was a linear pedestrian survey conducted in 2011 by Compass Rose Archaeology and crosses the northwestern-northern portion of the APE. In addition, the Project APE was previously surveyed for cultural resources as part of the environmental review of the Oxnard Town Center Specific Plan project, as noted in the RiverPark FEIR (2002). The result of this survey did not identify any cultural resources.

The SCCIC literature and records search also revealed two previously recorded prehistoric archaeological sites (CA-VEN-545: lithic scatter and CA-VEN-1304: isolated burial), one prehistoric isolate (P-56-100121: isolated mortar), five historic buildings, and one historic bridge within the project study area (1-mile radius of Project APE). No archaeological sites or CRHR eligible resources are recorded within or near the project's APE.

Under CEQA, Assembly Bill (AB) 52 requires a lead agency to evaluate a project's potential to impact "tribal cultural resources." In addition, AB 52 requires the lead agency to consult with any California Native American tribe that has previously requested that the lead agency provide the tribe with notice of such projects and consultation, and is traditionally and culturally affiliated with the geographic area of a proposed project. Consultations must include discussing the type of environmental review necessary, the significance of tribal cultural resources, and the significance of the project's impacts on the tribal cultural resources (as applicable), and alternatives and mitigation measures recommended by the tribe. On January 13, 2016, the Native American Heritage Commission (NAHC) was contacted to request a Sacred Lands file search. The NAHC responded on January 27, 2016 that no Native American cultural resources were identified by their search as being within the proposed project study area (Appendix C). A list of eleven Native American contacts was also provided. A project outreach letter was sent to each of the individuals listed by the NAHC. The letter provided information regarding the project and a request regarding any known cultural resources in the project study area. However, the outreach letters are for informational purposes only and do not take the place of formal consultation under AB 52 between the lead agency and tribes. Based on previous geotechnical studies (Tetra Tech 2015, Fugro West, Inc. 2004, 2006), the likelihood of encountering archaeological resources in the Project APE is considered low because the Project APE has been extensively altered by previous ground disturbance. The entire project area was previously graded and filled with imported soils as part of the mass and final grading by the developer for the RiverPark Project. In 2004, the entire project site was prepared by the current owner, Shea Homes, as part of the RiverPark development by the removal of unsuitable soils, grading, and the installation of five to 15 feet of engineered fill material across 1.38 acres, and nine to 12 feet of engineered fill material across the remaining 10.16 acres (Tetra Tech 2015, Fugro West, Inc. 2006). The fill soil was from a nearby burrow source and consists of alluvial materials (silty sand) (Fugro West, Inc. 2006). This grading

and fill was completed within the project site in accordance with the grading plan approved by the City of Oxnard. Since that time, the site has remained a vacant lot with a fence around the perimeter. Currently, the project site is relatively flat with surface elevations ranging from approximately 77 to 83 feet above msl. Prior to the proposed project's infrastructure construction and per geotechnical requirements (Tetra Tech 2015), the project site will be elevated with 2 feet of fill material for flood protection, graded, and compacted. The lowest elevation for project construction is anticipated to be no more than five feet below the final grade of 79 feet above msl; therefore, it is unlikely that ground disturbing construction will encounter native soils. If construction ground disturbance depths range within native soils, there would be a potential to impact previously unrecorded subsurface cultural resources. In addition, Native American tribal consultation (under AB52) may result in the request for protocols in the event of an unanticipated cultural resource discovery. Mitigation addressing inadvertent discoveries of archaeological resources has been included as Mitigation Measure CR-1. With Mitigation Measure CR-1 incorporated, a less then significant impact is anticipated.

c. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant with Mitigation Incorporated. Based on previous geotechnical studies (Tetra Tech 2015, Fugro West, Inc. 2004, 2006), the likelihood of encountering paleontological resources in the Project APE is considered low because the Project APE has been extensively altered by previous ground disturbance. The entire Project area was previously graded and filled with imported soils as part of the mass and final grading by the developer for the RiverPark Project (2001). In 2004, the entire Project site was prepared by the current owner, Shea Homes, as part of the RiverPark development by the removal of unsuitable soils, grading, and the installation of five to 15 feet of engineered fill material across 1.38 acres and nine to 12 feet of engineered fill material across of remaining 10.16 acres (Tetra Tech 2015, Fugro West, Inc. 2006). The fill soil was from a nearby burrow source and consists of alluvial materials (silty sand) (Fugro West, Inc. 2006). This grading and fill was completed within the Project site in accordance with the grading plan approved by the City of Oxnard. Since that time, the site has remained a vacant lot with a fence around the perimeter. Currently, the Project site is relatively flat with surface elevations ranging from approximately 77 to 83 feet above msl. Since that time, the site has remained a vacant lot with a fence around the perimeter. Prior to this project's infrastructure construction and per geotechnical requirements (Tetra Tech 2015), the project site will be elevated with two feet of fill material for flood protection, graded, and compacted. The lowest elevation for project construction is anticipated to be no more than five feet below the final grade of 79 feet above msl. It is not anticipated that native soils containing paleontological resources will be disturbed as ground disturbing construction activities are not expected to extend into native soils. Mitigation addressing inadvertent discoveries of paleontological resources has been included as Mitigation Measure CR-2, however, in case construction ground disturbance depths range within native soils. With Mitigation Measure CR-2 incorporated, a less then significant impact is anticipated.

d. Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact. Results of the SCCIC records search revealed there are no known burials within the Project APE, one previously recorded site, CA-VEN-1304 (consisting of an isolated burial) was identified approximately 0.95-mile southeast from the Project APE.

Existing regulations require that if human remains and/or cultural items defined by the Health and Safety Code, Section 7050.5, are inadvertently discovered, all work in the vicinity of the find would cease and the Ventura County Coroner would be contacted immediately. If the remains are found to be Native

American as defined by Health and Safety Code, Section 7050.5, the coroner will contact the NAHC by telephone within 24 hours. The NAHC shall immediately notify the person it believes to be the Most Likely Descendant (MLD) as stipulated by California PRC, Section 5097.98. The MLD(s), with the permission of the landowner and/or authorized representative, shall inspect the site of the discovered remains and recommend treatment regarding the remains and any associated grave goods. The MLD shall complete their inspection and make their recommendations within 48 hours of notification by the NAHC. Any discovery of human remains would be treated in accordance with Section 5097.98 of the Public Resources Code (PRC) and Section 7050.5 of the Health and Safety Code. Therefore, with compliance with existing regulations, project impact would be less than significant.

Mitigation Measures:

The following mitigation measures shall be implemented:

CR-1: Inadvertent Discoveries of Archaeological Resources— If the construction staff or others observe previously unidentified archaeological resources during ground disturbing activities, they will halt work within a 200-foot radius of the find(s), delineate the area of the find with flagging tape or rope (may also include dirt spoils from the find area), and immediately notify the qualified Project Archaeologist (retained on-call by the applicant). Construction will halt within the flagged or roped-off area. The Archaeologist will assess the resource as soon as possible and determine appropriate next steps in coordination with RSD. Such finds will be formally recorded and evaluated. The resource will be protected from further disturbance or looting pending evaluation.

CR-2: Inadvertent Discoveries of Paleontological Resources— If the construction staff or others observe previously unidentified paleontological resources during ground disturbing activities, they will halt work within a 200-foot radius of the find(s), delineate the area of the find with flagging tape or rope (may also include dirt spoils from the find area), and immediately notify a qualified Paleontologist (retained on-call by the applicant). Construction will halt within the flagged or roped-off area. The Paleontologist will assess the resource as soon as possible and determine appropriate next steps in coordination with RSD. Such finds will be formally recorded and evaluated. The resource will be protected from further disturbance or looting pending evaluation.

3.4.6 GEOLOGY AND SOILS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i.) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
	ii.) Strong seismic ground shaking?		X		
	iii.) Seismic-related ground failure, including liquefaction?		X		
	iv.) Landslides?			X	
b.	Result in substantial soil erosion or the loss of topsoil?		X		
c.	Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?		X		
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?				X

Existing Conditions:

The Site is located in Ventura County on the Oxnard Plain of the central Ventura Basin within the Western Transverse Ranges geomorphic province of California. This geomorphic province is distinguished by the prevailing east-west linear trend of its geologic structure and geomorphology in contrast to the predominant northwest-southeast trend of the geomorphic features within most other provinces of the state. The province is bounded by major faults, including the San Andreas Fault zone in the northeast, the Big Pine fault in the north and the Malibu Coast fault in the south. Most of the faults in Ventura County are reverse faults which dip north, including the Pine Mountain, Red Mountain, San Cayetano, Santa Susana, Simi, Ventura and Malibu Coast faults (ENSR 2005).

The Ventura Basin is large synclinal structure situated between the Santa Ynez Range and Topa Mountains on the north, the Channel Islands and Santa Monica Mountains on the south, the San Gabriel Fault on the east, and extending to the western end of the Santa Barbara Channel (Norris and Webb 1990). Structure in the Oxnard Plain is characterized by a series of broadly folded west-trending and east-northeast–trending anticlines and synclines associated with thrust and reverse faults that formed in the Saugus Formation and may have also deformed the overlying older alluvium (CGS 2002).

Locally, the Site is situated in the Oxnard Plain sub-province. Lithologic units of sedimentary origin underlying the nearly-flat Oxnard Plain are approximately 45,000 feet in thickness and consist of Upper Cretaceous, Tertiary and Quaternary-age units which have been deposited on a pre-Upper Cretaceous base of igneous and/or metamorphic rock. Unconsolidated Holocene (last 11,000 years) sediments beneath the Site were deposited during the post-glacial period in marine, lagoonal, lacustrine, fluvial-flood plain, deltaic and eolian environments, including the pre-historic delta of the ancient Santa Clara River and Calleguas Creek and reach a depth of approximately 900 feet beneath the Oxnard Plain. These Holocene sediments are unconsolidated to semi-consolidated, mostly non-marine deposits but include marine deposits near the coast. They consist of sand, gravel, silt, clay, mudstone, and occasional lenses of peat, carbonaceous material and sea shells and are particularly susceptible to earthquake shaking (ENSR 2005).

The project site is located less than 100 feet southeast of the Santa Clara River. The Santa Clara River channel is underlain by a 400-500 foot thick sequence of Quaternary age alluvium and terrace deposits (Turner 1975). The alluvial materials at the Site consist of latest Holocene stream terrace deposits, deposited in point bar and overbank settings associated with active wash deposits of unconsolidated poorly sorted clayey sand, sand, gravel, cobbles, silt, and clay which are generally stratified and locally cross-bedded (Guitierez, Siang, and Clahan 2008). The project site was graded to provide soil engineering in 2004 with five to 13 feet of engineered fill material added to the Site from a nearby barrow source consisting of the same alluvial materials (Fugro 2006).

The Ventura County General Plan Hazard Appendix (County of Ventura 2013) indicates that even though the historic record indicates that no strong earthquakes or surface displacement have occurred along the faults in southern Ventura County in the Site area, the likelihood of the occurrence of one or more of such events within the next 50 to 100 years is not remote. The earthquake faults located nearest to the Site are the Oak Ridge Fault, located approximately 2.1 km (1.3 miles) north of the Site, the Ventura-Pitas Point Fault, located approximately 4.3 km (2.5 miles) north of the Site, the Wright Road Fault, located approximately 6.7 km (4 miles) east of the Site, the Springville Fault, located approximately 7.6 km (4.5 miles) east of the Site, and the Camarillo Fault located approximately 11 km (6.85 miles) east of the Site (Tetra Tech 2015). The San Fernando Earthquake of 1971 occurred along a fault having little historic record of activity. Several of the faults within the south half of the County, such as Santa Susana and San Cayetano, are subject to similar tectonic forces as those that caused the San Fernando Earthquake. Crustal

deformation (shortening) resulting in earthquakes will continue into the indefinite future. It is probable that earthquakes of magnitude 6 or larger will occur in the south half of the County area.

According to the "Geology and Mineral Resources Study of Southern Ventura County" (1972) prepared by the State Division of Mines and Geology in cooperation with the Ventura County Department of Public Works, the earthquake history of the south half of the county is dominated by small to moderate shocks. No earthquake greater than magnitude 4.7 has been recorded in Ventura County, or the immediate offshore area, since 1934, when adequate instrumental records became available. These relatively minor shocks have caused local damage but no recorded loss of life. A review of the earlier less accurate record from 1769 to 1934 suggests a similar history for the south half, although there were significant earthquakes in 1812, 1857, 1925, 1971, and 1994 that caused structural damage in specific areas of the south half of the County (County of Ventura 2013).

Discussion:

a. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i.) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. The proposed site is not located within a designated Alquist-Priolo Earthquake Hazard Zone. There are no known active faults beneath or trending toward the site, the probability of surface rupture due to faulting at the site is considered low. Therefore, project impact would be less than significant.

ii.) Strong seismic ground shaking?

Less Than Significant Impact with Mitigation Incorporated. The Ventura County General Plan Hazard Appendix (County of Ventura 2013) indicates that even though the historic record indicates that no strong earthquakes or surface displacement have occurred along the faults in southern Ventura County in the Site area, the likelihood of the occurrence of one or more of such events within the next 50 to 100 years is not remote. The site is likely to be subjected to strong ground shaking associated with earthquakes generated on nearby and distant faults.

The project site is located in an area with a potential for strong ground motion during earthquakes. The Site is located in an area underlain by unconsolidated Holocene deposits, which are considered to be potentially hazardous with respect to ground motion potential. Because the mapped 1-second spectral response period (S_1) for the Project site is 1.071g, which is greater than 0.75g, in accordance with Section 1616A.1.3 the 2013 CBC; a site specific ground motion hazard analysis was performed by Earth Systems Pacific in accordance with *Standard 7-05, Minimum Design Loads for Buildings and other Structures* (ASCE 7-10) (ASCE 2013) Chapter 21 as modified by Section 1803A.6 of the 2013 CBC (ESP 2015).

Mitigation measure GEO-1 requires that the building design for structures at the Project use geotechnical building design recommendations that are based on a site specific ground motion hazard analysis for the Project site in accordance with ASCE 7-10 (ASCE 2013) Chapter 21 as modified by Section 1803A.6 of the 2013 CBC. The site specific ground motion hazard analysis and geotechnical building design

recommendations shall be approved by the California Geological Survey (CGS) and the Department of the State Architect (DSA). With the implementation of Mitigation Measure GEO-1; the project would have a less than significant impact.

iii.) Seismic-related ground failure, including liquefaction?

Less Than Significant With Mitigation Incorporated. Generally, there is a potential for liquefaction when the following three conditions are met: (1) a site is located on Holocene age, unconsolidated, coarse-grained sediments; (2) the site is in area of potentially strong ground motion; and (3) groundwater is less than 50 below ground surface (bgs). The *Seismic Hazards* Zone *Report for the Oxnard 7.5-Minute Quadrangle, Ventura County California* (CGS 2002), *State of California Seismic Hazard Zones Oxnard Quadrangle, Revised Official Map* (CGS 2002), and Figure 2.4b of the *Ventura County General Plan, Hazards Appendix* (County of Ventura 2013) indicates that the Site is located in a recognized geological hazard zone for earthquake induced liquefaction. This findings in these data are based on the assumptions that the Site area is underlain by coarse grained Holocene age sediments, which are generally considered have a significant liquefaction potential, and because the depth to groundwater for the Site area is estimated to be less than 50 feet bgs. Groundwater was encountered in exploratory soil borings drilled at the Site by ESP in June 2015 at 28 feet bgs, which is much shallower than the 50 feet bgs depth used as the maximum depth criterion for potentially liquefiable conditions.

ESP evaluated the liquefaction potential at the Site in accordance with the 2013 CBC (CBSC 2013) and the methods in the *Guidelines for Evaluating and Mitigating Seismic Hazards in California, Special Publication 117A* (CGS 2008). ESP concluded that considering the soil types and groundwater conditions at the Site, there is a potential for liquefaction to occur. If liquefaction were to occur at the site, the repercussions would likely be in the form of dynamic settlement; loss of soil bearing strength and lateral spreading are not anticipated (ESP 2015).

ESP evaluated the potential effects of liquefaction using data from borings. Applying the Site Specific PGA of 0.866g, the earthquake modal magnitude of 7.04 for a soil type S_D (stiff soil profile), and an assumed groundwater level of 20 feet bgs, ESP concluded that under these conditions, liquefaction would occur below a depth of approximately 25 feet below existing grades in discontinuous soil layers. Total dynamic settlement is anticipated to be less than approximately 3 inches (ESP 2015).

Mitigation Measure GEO-2 requires that the building design for structures at the Project use geotechnical building design recommendations that are based on a site specific evaluation of the liquefaction potential performed in accordance with the 2013 CBC (CBSC 2013) and the methods in the *Guidelines for Evaluating and Mitigating Seismic Hazards in California, Special Publication 117A* (CGS 2008). The site specific liquefaction potential analysis and geotechnical building design recommendations shall be approved by the CGS and the DSA. With the implementation of Mitigation Measure GEO-2; the project would have a less than significant impact.

iv.) Landslides?

Less Than Significant. A review of the CGS Seismic Hazards Map for the 7.5 Minute Series Oxnard Quadrangle (CGS 2002), Figure 2.7.1b of the *Ventura County General Plan, Hazards Appendix* (County of Ventura 2013), and Section 6.2.2 of the *City of Oxnard General Plan Draft Background Report* (City of Oxnard 2006) indicates that the Site is not in an area prone to landslides and slope instability. Therefore, project impact would be less than significant.

b. Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant With Mitigation Incorporated. Soil erosion would potentially occur during construction activities, including site grading, structure assembly, and utility extension. With the implementation of Mitigation Measure GEO-3, this impact would be reduced to a less than significant level with standard erosion mitigation measures, including the use of hay bales and other erosion control devices as determined by site-specific conditions, limiting construction to the dry season, soil wetting, and adherence to applicable regulatory guidelines and standards. These measures would also reduce potential air quality impacts and sedimentation.

c. Is the project located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslides, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant With Mitigation Incorporated. Based on the results of the 2015 ESP liquefaction analysis, the potential for loss of soil bearing strength and lateral spreading at the Site was determined to be very low. The assessment for loss of soil bearing strength was developed by comparing the thickness (approximately 25 to 30 feet from final grades) of the overlying non liquefiable soils with respect to the depth, thickness, and discontinuous nature of the underlying liquefiable soils. The assessment for lateral spreading was developed by considering the depth and discontinuous nature of the potentially liquefiable soils with respect to the site topography. Lateral spreading can occur when a soil mass either slides laterally on liquefied soil layers towards a free slope face, or when a soil mass moves downslope on gently sloping ground. The potentially liquefiable soils are below the slope face elevations along the northwest property line, and the topography in the general area of and surrounding the site is relatively flat (ESP 2015).

Mitigation Measure GEO-2 requires that the building design for structures at the Project use geotechnical building design recommendations that are based on a site specific evaluation of the liquefaction potential performed in accordance with the 2013 CBC (CBSC 2013) and the methods in the *Guidelines for Evaluating and Mitigating Seismic Hazards in California, Special Publication 117A* (CGS 2008). The site specific liquefaction potential analysis and geotechnical building design recommendations shall be approved by the CGS and the DSA. With the implementation of Mitigation Measure GEO-2; the project would have a less than significant impact.

d. Is the project located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less Than Significant. The *Soil Survey, Ventura Area, California* (USDA 1970) indicates that the naturally occurring soils at the Site (Metz loamy sand [MeA] and Metz loamy fine sand [McA]) are non-plastic, have no coefficient of linear extensibility, and no percent expansion rating.

During grading of the Site in 2004, Fugro West reported that the sandy fill materials at the Site were placed in the upper nine to 12 feet in the school building areas and that the expansion of the fill materials was evaluated periodically during mass grading and were found to be non-expansive (Fugro 2007).

ESP concluded that the upper Site soils were judged to be generally non-expansive; therefore no special measures with respect to expansive soils are considered necessary (ESP 2015). Therefore, the project impact would be less than significant.

e. Would the project have soils that are incapable of supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The proposed project would not use septic tanks or alternative wastewater disposal systems and no project impact would result.

Mitigation Measures:

The following mitigation measures shall be implemented:

GEO-1: The building design for structures at the Project shall use geotechnical building design recommendations that are based on a site specific ground motion hazard analysis for the Project site performed in accordance with ASCE 7-10 (ASCE 2013) Chapter 21 as modified by Section 1803A.6 of the 2013 CBC. The site specific ground motion hazard analysis and geotechnical building design recommendations shall be approved by the CGS and the DSA.

GEO-2: The building design for structures at the Project shall use geotechnical building design recommendations that are based on a site specific a site specific evaluation of the liquefaction potential performed in accordance with the 2013 CBC (CBSC 2013) and the methods in the *Guidelines for Evaluating and Mitigating Seismic Hazards in California, Special Publication 117A* (CGS 2008). The site specific liquefaction potential analysis and geotechnical building design recommendations shall be approved by the CGS and the DSA.

GEO-3: Potential soil erosion that would occur during construction activities, including site grading, structure assembly, and utility extension shall be reduced to a less than significant level with standard erosion mitigation measures, including the use of hay bales and other erosion control devices as determined by site-specific conditions, limiting construction to the dry season, and soil wetting, applied as required under applicable regulatory guidelines and standards.

3.4.7 GREENHOUSE GAS EMISSIONS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
GREENHOUSE GAS EMISSIONS. Would the project:					
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b.	Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Existing Conditions:

Significant changes in global climate patterns have recently been associated with global warming, an average increase in the temperature of the atmosphere near the Earth's surface, attributed to accumulation of greenhouse gas (GHG) emissions in the atmosphere. GHGs trap heat in the atmosphere, which in turn heats the surface of the earth. Some GHGs occur naturally and are emitted to the atmosphere through natural processes while others are anthropogenic (i.e., created and emitted solely through human activities).

Regulated GHGs consist of carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen triflouride (NF_3) (California Health and Safety Code 38505). GHGs are commonly quantified in the equivalent mass of CO_2, denoted CO_2e, which takes into account the global warming potential of each individual GHG compound.

Carbon dioxide enters the atmosphere through burning fossil fuels (coal, natural gas, and oil), solid waste, trees and wood products, and also as a result of certain chemical reactions (e.g., manufacture of cement). Carbon dioxide is removed from the atmosphere (or "sequestered") when it is absorbed by plants as part of the biological carbon cycle. Methane is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and by the decay of organic waste in municipal solid waste landfills. Nitrous oxide is emitted during agricultural and industrial activities, as well as during combustion of fossil fuels and solid waste. Hydrofluorocarbons, PFCs, SF_6, and NF_3 are synthetic, powerful greenhouse gases that are emitted from a variety of industrial processes. These gases are typically emitted in smaller quantities, but because they are potent greenhouse gases, they are sometimes referred to as High Global Warming Potential gases ("High GWP gases"). HFCs and PFCs are sometimes used as substitutes for stratospheric ozone-depleting substances (e.g.,

chlorofluorocarbons, hydrochlorofluorocarbons, and halons). SF6 is employed in electricity transmission and distribution and semiconductor manufacturing. NF_3 results from semiconductor manufacturing processes (CARB 2015c).

Discussion:

a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. GHGs resulting from the Proposed Project were calculated using CalEEMod and are summarized in Table 3-5. Detailed CalEEMod input values and calculated GHG results are included as Appendix A.

The proposed project would generate GHGs during construction and operation activities but not in significant quantities. These emissions would contribute to the cumulative GHGs in the County. However, GHG emissions resulting from the Proposed Project are anticipated to have a less than significant impact in the environment.

Table 3-5
Project Construction and Operation Emissions of GHGs

Project Phase	Annual MT CO_2e
Project Construction 2016 Phase I	239.82
Project Construction 2017 Phases I and II	271.37
Project Construction 2018 Phase II	52.16
Project Operation Phases I and II	992.71
Threshold of Significance	10,000
Significant?	No

Notes: MT CO_2e metric tons of carbon dioxide equivalent

Pursuant to state law (CEQA Guidelines 15064.7), VCAPCD is authorized to adopt thresholds of significance for GHG emissions. To date, VCAPCD has evaluated multiple options, but has not made a decision to adopt any of these options. VCAPCD is leaning towards the adoption of thresholds of significance for land use development consistent with those adopted by the South Coast Air Quality Management District (SCAQMD). On 5 December 2008, SCAQMD Governing Board adopted a proposal for an interim GHG threshold of significance for projects where the SCAQMD is lead agency. The threshold of significance is applicable for stationary sources and can be used for determining significant impacts for proposed projects (SCAQMD 2008). Under the interim thresholds of significance, projects can emit up to 10,000 MT per year of CO_2e before being deemed as having significant impacts. Calculated CO_2e emissions resulting from the construction and operation activities of the proposed project are much less than the interim threshold of significance adopted by SCAQMD. Based on this criterion, the project GHG emissions would have less than significant impact on the environment.

b. Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. The proposed project would not result in an increase of either population or emissions sources beyond what has been planned for in the 2030 City of Oxnard General Plan (City of Oxnard 2011a) that incorporates the *RiverPark Specific Plan* (City of Oxnard 2012) by reference. The proposed project would be consistent with and would not impact the implementation of the State's Climate Change Scoping Plan. Therefore, the proposed project would not conflict with applicable plans, policies or regulations of an agency adopted for the purpose of reducing the emissions of GHGs and project impact would be less than significant.

Mitigation Measures:

No mitigation measures are required to reduce emissions below the interim threshold of significance.

3.4.8 HAZARDS AND HAZARDOUS MATERIALS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c.	Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?		X		
d.	Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e.	Be located within an airport land use plan area or, where such a plan has not been adopted, be within 2 miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area?				X
f.	Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area?				X
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
h.	Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	

Existing Conditions:

Much of the information in this section is derived from the Preliminary Environmental Assessment (PEA) prepared by ENSR (2005) and Phase 1 Environmental Site Assessment (ESA) Update prepared by Tetra Tech (2016) for the Site. The California Department of Toxic Substances Control (DTSC) has issued No Further Action (NFA) letters (DTSC 2006; 2016) for the Site based on review of the PEA and Phase I ESA. Update based upon information reviewed, the proposed site is not located at a known hazardous waste disposal site, hazardous substance release site, or landfill. Research of available project site background information indicates the project site area was used primarily for agricultural purposes. The site visit for the above referenced report was conducted on June 1, 2015.

No evidence of existing or past underground or aboveground storage tanks was noted at the site. No drums or hazardous substances were observed on-site. No evidence of used oil storage or release to grade was observed during site reconnaissance. No other drains, sumps, pits, or vaults were observed at the site.

The U.S Department of Transportation (DOT) Pipeline and Hazardous Materials Safety Administration National Pipeline Mapping System (NPMS) website is an interactive database that maps the locations of hazardous liquid and gas transmission pipelines under DOT jurisdiction. Tetra Tech reviewed the NPMS website for information on hazardous liquid and gas transmission pipelines in the Site area. The NPMS data base did not indicate that any pipelines under their jurisdiction are located within 1,500 feet of the Site (Appendix D). The nearest pipeline under NPSM jurisdiction is located approximately 0.5 mile (2,640 feet) northwest of the Site (NPSM 2015).

Title 5 of the California Code of Regulations stipulates that a railroad safety study must be completed for any proposed school site within 1,500 feet of a railway track easement. The proposed school site is not located within 1,500 feet of a railway track easement.

Tetra Tech evaluated the neighborhood during the Site reconnaissance for facilities or businesses considered likely to emit hazardous air pollutants; none were observed in the Site vicinity; the area is predominantly rural agricultural orchards. Based on observations of surrounding properties, review of the EDR Radius Report (EDR 2015), which tracks the emissions database inventory of the CARB (CARB 2015a), and a check of the California Health Air Pollution Information System (CHAPIS) online mapping tool (CARB 2015b), there are no hazardous air emission sources within 0.25 mile of the Site and it is unlikely that the Site would be impacted by hazardous air emissions.

Senate Bill 352 (January 2004) created a requirement to determine whether a school site is within 500 feet of a freeway or busy traffic corridor would create a health hazard from exposure to high levels of criteria

pollutants. Freeways and busy traffic corridors are defined as roadways with average daily traffic in excess of 50,000 vehicles in rural areas and 100,000 daily vehicles in urban areas. There are no freeways or other busy traffic corridors within 500 feet of the site.

The California Department of Conservation, Division of Oil Gas, and Geothermal Resources (DOGGR) District 2 maps reviewed for this report indicate the Site may be located within the boundaries of an oil or gas field. The Oil and Gas Map No. 213 (DOGGR 1999) and Regional Oil and Gas Map No. W2-1 (DOGGR 2002) indicate that the most of the Site is located just north of the El Rio Oil Field. The approximate 75 feet of the southern portion of the Site may be within the El Rio Oil Field. No active or abandoned oil wells are located onsite. The 2005 PEA indicated that the following oil wells within 0.5 mile of the Site:

- The Chevron WC Donlon No. 2 well is located approximately 700 feet east of the Site was drilled in 1959 and initially abandoned in the early 1960s and re-abandoned in 2004. This well was never commercially produced.

- The Texinia Oil and Gas Campbell/Alger No. 1 well is located approximately 1,300 feet east of the Site was drilled in 1985 and initially abandoned in the late 1980s and re-abandoned in 2004. This well was never commercially produced.

- The Deuel Petroleum California, Inc. Montalvo No. 1 well is located approximately 1,800 feet west of the Site was drilled in 1959 and initially abandoned in 1962 and re-abandoned in 2000. This well was commercially produced.

- The Chevron WC Donlon No. 3 well is located approximately 2,400 feet east of the Site was drilled in 1960 and initially abandoned in 1981 and re-abandoned in 2004. This well was never commercially produced.

- The Chevron Borchard No. 3-1 well is located approximately 2,500 feet southwest of the Site was drilled in 1957 and initially abandoned in 1958. This well was commercially produced.

- The Chevron Standard-Sun Grubb No. 1 well is located approximately 2,600 feet east of the Site was drilled in 1960 and initially abandoned in 1962 and re-abandoned in 2004. This well was commercially produced.

Potential impacts to the Site from nearby oil production activities were evaluated in the 2005 PEA. The DTSC issued a 2006 NFA letter based on review of the 2005 PEA indicating that there were no impacts to the Site from nearby oil production activities (DTSC 2006).

Discussion:

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. The proposed project would not handle or generate large quantities of hazards materials. Potential hazardous materials used onsite include those needed during short term temporary construction activities such as architectural coatings and sealants. During long term operations, potential hazardous materials stored at the school would include cleaners (e.g., disinfectants, bleach) and office supplies (e.g., toner). As is standard for schools, these materials would be kept in cabinets or

supply rooms and therefore, would not be considered a hazard to students, staff, or the public. Therefore, the project impact would be less than significant.

b. Would the project create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?

Less Than Significant Impact. The proposed project would not create a significant hazard to the public or the environment involving the likely release of hazardous materials. As noted in response 3.4.8 a) above; the proposed project would be a public school that would not handle or generate large quantities of hazardous materials. Common hazardous materials needed for routine maintenance and operations would be stored in small quantities in cabinets and supply rooms. Since hazardous materials on campus would be limited and stored away from students and the public, project impact would be less than significant.

c. Would the project emit hazardous emissions or handle hazardous materials or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

Less Than Significant Impact With Mitigation Incorporated. The proposed project is a public school that would not generate hazardous emissions or use materials in hazardous quantities. Therefore, project impact would be less than significant.

Radon is a naturally occurring, odorless, colorless gas produced by certain geologic materials. It is known to be a human carcinogen and can pose a cancer risk greater than one in one million in humans at activities equal to or greater than 4 picocuries per liter (pCi/L). The proposed project site is located in a Radon Zone Level 1 area, which has predicted average indoor radon levels greater than 4 pCi/L. Zone 1 areas have a predicted average indoor screening level greater than 4 pCi/L. The EDR database search reported that of 18 sites listed in the California Radon database that have been tested, one had radon at levels greater than 4 pCi/L. The Federal Area Radon Information database reported 135 sites tested for radon in Ventura County. The average concentration of tested sites was 1.185 pCi/L in first floor living areas with 96 percent less than 4 pCi/L (EDR 2015). Because of this radon zone classification, there is a potential that enclosed areas of the school may contain radon at concentrations that exceed the one-in-one million cancer risk to humans. In open areas of the site, it is unlikely that radon would pose a health risk.

Mitigation Measure HAZ-1 requires that the building design for structures at the Project site use building design methods to mitigate potential radon gas accumulation in buildings. With the implementation of Mitigation Measure HAZ -1; the project would have a less than significant impact.

d. Is the project located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. Based on information provided in the 2005 PEA (ENSR 2005) and Phase I ESA Update (Tetra Tech 2016), the proposed school project would not be located on a site included on a list of hazardous material sites. Therefore, the construction of the school on the subject property would create no impact to the public or the environment.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. There are no airports located within 2 nautical miles of the site. The nearest airport to the project site is Oxnard Airport, located over two miles to the southwest of the project site at 2830 Teal Club Rd, Oxnard, CA 93030. Therefore, no project impact would result.

f. For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The proposed site is not located near a private airstrip. Therefore, there would be no impact on the safety of people residing or working within the project area.

g. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan. Buildout of the site was anticipated in the *RiverPark Specific Plan* (City of Oxnard 2012) and the project would utilize the existing roadway network. Furthermore, the school is designed to ensure adequate emergency access. Therefore, project impact would be less than significant.

h. Would the project expose people or structures to the risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Less Than Significant Impact. While the proposed project is located near the Santa Clara River, the placement of buildings, pavement, and landscaping is less conducive to the spreading of wildland fires. Dense urban areas do not contain large amounts of continuous surface fuels to feed a wildfire. Therefore, these area are generally more resistant to the spread of wildfires than other areas (Matrix 2006). The school and residential neighborhood would be maintained in accordance with the City of Oxnard fire department standards and monitored. Therefore, the project impact would be less than significant.

Mitigation Measures:

The following mitigation measure shall be implemented:

HAZ-1: The building design for structures at the Project site shall use building design measures to mitigate potential radon gas accumulation in buildings. The building design measures shall be in accordance with all relevant regulatory requirements.

3.4.9 HYDROLOGY AND WATER QUALITY

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a.	Violate any water quality standards or waste discharge requirements?			X	
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?		X		
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on site or off site?			X	
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site?			X	
e.	Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f.	Otherwise substantially degrade water quality?			X	
g.	Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map or other flood hazard delineation map?				X

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
h.	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?		X		
i.	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?		X		
j.	Contribute to inundation by seiche, tsunami, or mudflow?				X

Existing Conditions:

The project site is located within the jurisdiction of the Los Angeles Regional Water Quality Control Board (RWQCB).

The project site lies within the Lower Santa Clara River Watershed (Ventura County Resource Management Agency [VCRMA] 2014) of the South Coast Hydrologic Region. Runoff from the site is conveyed to the Santa Clara River (City of Oxnard 2016). Currently the Site is an unpaved and undeveloped vacant lot. Due to the granular nature of the soil at the Site, much of the precipitation that falls onto the Site currently infiltrates into the subsurface. Runoff is conveyed from the Site via a temporary storm drain inlet that drains to the Santa Clara River just northwest of the Site. There are no perennial or ephemeral surface water bodies on the project site.

The project site overlies Oxnard Forebay basin, a subbasin of the larger of the Oxnard Subbasin of the Santa Clara River Valley Groundwater Basin. No water supply wells are located onsite; four water supply wells are located within 1 mile of the site (Fox Canyon Groundwater Management Agency [FCGM] 2016).

The City of Oxnard supplies potable water to the school. The City's water supply consists of imported surface water from the Calleguas Municipal Water District (CMWD), imported groundwater from the United Water Conservation District (UWCD), and local groundwater from City wells. Groundwater from City wells and from UWCD, comprises the greatest portion of the City's water supply (Oxnard Public Works 2015). The City of Oxnard plans to provide reclaimed water to the Project Site area in the future.

The City of Oxnard operates two water systems on the vicinity of the Project Site, a domestic potable water system and reclaimed water system. Currently, the reclaimed water system infrastructure is installed, but is connected to and uses potable water from the potable system. The water pipeline and valves located in the landscaped parking strip adjacent to 2999 North Ventura Road is a temporary connection between the potable and reclaimed water systems. The temporary connection will be removed when reclaimed water is supplied to the reclaimed water system (City of Oxnard 2016c).

Both the potable and reclaimed water system pipelines in the Project Site are constructed of 8-inch diameter schedule 80 PVC. They are located beneath Ventura Road approximately 10 to 15 feet from the Site at a depth of about 6 feet below ground surface and operate at a pressure of approximately 70 pounds per square inch (psi). A capped stub out constructed of 8-inch diameter schedule 80 PVC is routed to the Site boundary for future connection. The pipelines were constructed within the last 10 years and are in good condition (City of Oxnard 2016c).

The Oxnard City Council declared a Stage 2 Water shortage condition within the City and adopted mandatory water conservation measures to address the ongoing severe drought conditions. The City's resolution, prohibits and imposes a range of water conservation measures that are designed to reduce consumption of potable water in a variety of uses. Failure to comply and/or implement the water conservation measures is punishable by a fine of up to one hundred dollars ($100) for a first violation.

The City of Oxnard Wastewater Treatment Plant (OWTP) currently treats domestic wastewater from the school. The OWTP is owned and operated by the City of Oxnard and is located at 6001 South Perkins Road, Oxnard, California. The treatment plant is a secondary treatment facility with an ocean outfall (Oxnard Public Works 2015).

The City of Oxnard operates the domestic sewer system in the Site area. The sewer pipelines are constructed of 8-inch diameter schedule 80 PVC. They are located beneath Ventura Road approximately 10 to 15 feet from the Site at a depth of about 10 feet below ground surface and are gravity fed. A capped stub out constructed of 8-inch diameter schedule 80 PVC is routed to the Site boundary for future connection. The pipelines were constructed within the last 10 years and are in good condition (City of Oxnard 2016d).

The project includes construction of a new school facility in accordance with the approved *2030 General Plan* (City of Oxnard 2011a) that includes by reference the *RiverPark Specific Plan* (City of Oxnard 2012).

Discussion:

a. Would the project violate any water quality standards or waste discharge requirements?

Less than Significant Impact. The project sanitary sewer impacts are anticipated in the approved *2030 General Plan* (City of Oxnard 2011) that includes by reference the *RiverPark Specific Plan* (City of Oxnard 2012). The project would connect to the existing sanitary sewer main which conveys domestic wastewater to the OWTP. The OWTP, owned and operated by the City of Oxnard, is a secondary treatment facility located at 6001 South Perkins Road, Oxnard, California (Oxnard Public Works 2015). The OWTP treats and discharges wastewater pursuant to National Pollutant Discharge Elimination System Order No. R4-2013-0094, adopted by the Los Angeles Regional Water Quality Board on June 6, 2013. The project would generate domestic wastewater from restroom facilities, which would be treated by the OWTP. Therefore, project impact would be less than significant.

b. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

Less than Significant Impact With Mitigation Incorporated. The project water use impacts are anticipated in the approved *2030 General Plan* (City of Oxnard 2011a) that includes by reference the *Riverpark Specific Plan* (City of Oxnard 2012). The City's current water supply consists of four sources:

1. Imported surface water from the Calleguas Municipal Water District (CMWD). CMWD purchases State Water Project (SWP) water from the Metropolitan Water District of Southern California (MWD).

2. Groundwater from the United Water Conservation District (UWCD).

3. Groundwater from City wells subject management of the Fox Canyon Groundwater Management Agency (FCGMA). Groundwater from City wells and from UWCD, comprise the greatest portion of the City's water supply. Local groundwater is extracted from the aquifers of the Oxnard Plain Groundwater Basin, including the Upper Aquifer System and the Lower Aquifer System (Oxnard Public Works Department 2015). As of December 2014, both these aquifer systems were in overdraft (Fox Canyon Groundwater Management Agency 2014).

4. Recycled water from the City's Advanced Water Purification Facility (AWPF). This water supply offsets potable water used for irrigation or is provided to agricultural user in exchange for groundwater allocation.

Additional water sources are becoming available through the implementation of the new Groundwater Recovery Enhancement and Treatment (GREAT) Program. The GREAT Program combines wastewater recycling associated with the AWPF, brackish groundwater desalination, groundwater injection, storage and recovery, and restoration of local wetlands to supplement the City's water supply source to the Oxnard Plain.

The City plans and manages its water supplies according to an Urban Water Management Plan (UWMP), which is updated every five years and currently in the process of being updated (2012). The proposed RiverPark West K-8 STEAM School was anticipated in the City's 2010 UWMP (2012), which accounted for build out under the City's *2030 General Plan* (City of Oxnard 2011a). The *2030 General Plan* includes by reference the *RiverPark Specific Plan* (City of Oxnard 2012) adopted April 12, 2005, updated through August 1, 2012 (City of Oxnard 2012).

The City's *2030 General Plan* (City of Oxnard 2011a) describes a multifaceted strategy that outlines how the City plans to provide an adequate water supply to meet forecast water demands well into the future. It includes policies and measures to address a range of groundwater supply and resource issues. Further, the City is currently updating its Water Master Plan and 2010 UWMP, and actively works with local groundwater managers such as the FCGMA, UWCD, and CMWD on local groundwater management programs, as well as with the CMWD and MWD on regional imported supplies.

The City's water supplies continue to be affected by a recent multiyear drought, and 12 percent monthly demand reductions (as compared to 2013 monthly usage) imposed by the State Water Resources Control Board (SWRCB) under Resolution No. 2014-0038 are anticipated to continue into fiscal year 2016/2017 (2014). As of November 2015, the City had exceeded it water conservation goals primarily reducing its own usage; by adopting and enforcing *Mandatory Water Conservation Measures* applicable to residents, businesses, and institutions (i.e., schools); enhancing public and education related to the drought and ways for the public to conserve water; initiating the AWPF and actively converting irrigation systems located along the Recycled Water Backbone System from potable water to AWPF recycled water (City of Oxnard 2012, 2015).

The new school would include 914 students. The project would include approximately 89,972 square feet of building space, approximately 63, 320 square feet of paved parking and access driveways with 89 parking spaces, 91,893 square feet of paved court areas, 5,045 square feet of rubber surfaced play apparatus area, and 147,370 square feet of turf athletic fields and landscaped area. The project would connect to the City of Oxnard municipal water system. The project will use recycled water for irrigation for all landscape area with drip systems. . The project storm drain system is designed to treat storm water on site via filters prior to discharge to the RiverPark storm drain system. The project includes small bioswales and dry wells for educational purposes.

The RSD institutes a standard educational schedule, resulting in approximately 181 school days. Applying an average demand factor of 5.4 gallons per student per school day (Mays 2001), the project will require an additional 893,344 gallons (2.74 acre-feet) of water annually. Given the long-term management of local groundwater basins by the City of Oxnard, coupled with incorporation of Mitigation Measure HYRDO-1 requiring low-flow flush toilets and urinals, self-closing faucets, and insulated piping; the project would have a less than significant impact.

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on site or off site?

Less Than Significant Impact. The project storm water impacts to the Riverpark and City of Oxnard Storm Water Drainage System are anticipated in the approved *2030 General Plan* (City of Oxnard 2011) that includes by reference the *Riverpark Specific Plan* (City of Oxnard 2012). The project includes development of the new RiverPark West K-8 STEAM School facilities, including grading portions of the school site for construction of approximately 89,972 square feet of building space, approximately 63, 320 square feet of paved parking and access driveways with 89 parking spaces, 91,893 square feet of paved court areas, 5,045 square feet of rubber surfaced play apparatus area, and 147,370 square feet of turf athletic fields and landscaped area. The project is located adjacent to the Santa Clara River Levee, however, the project would not alter the course of a stream or river.

Since the project is anticipated to disturb greater than one acre of land (including laydown and stockpile areas), the project must comply with State Water Resources Control Board Order No. 2009-0009-DWQ, *National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities* (Construction General Permit). Pursuant to the Construction General Permit, prior to terminating permit coverage the project site must be stabilized and not pose any additional sediment discharge risk than it did prior to the commencement of construction activity. The post-construction plans for the site include landscaping and hardscaping that will prevent erosion or siltation; therefore the project would not alter the site in a manner that would result in substantial erosion or siltation on-site or off-site (State Water Resources Control Board 2009). Therefore, the project impact would be less than significant.

d. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site?

Less Than Significant Impact. The project storm water impacts to the Riverpark and City of Oxnard Storm Water Drainage System are anticipated in the approved *2030 General Plan* (City of Oxnard 2011a) that includes by reference the *RiverPark Specific Plan* (City of Oxnard 2012). The project includes construction of a new school facility in accordance with the approved *2030 General Plan* that includes by reference the *RiverPark Specific Plan.* Although the project is located adjacent to the Santa Clara River

Levee and Santa Clara River on the northwest, the project will not alter the existing drainage pattern of the Santa Clara River or the Site area. Storm water flows generated within the RiverPark Specific Plan area, as well as those generated from off-site areas that have historically drained onto the Specific Plan Area, are conveyed to either the Santa Clara River or the preexisting mining pits (referred to as Water Storage/Recharge Basins) depending upon the magnitude of the rainfall event and location of the individual drainage area. Each drainage area will utilize independent collection and conveyance systems to manage their respective stormflows.

A combination of pretreatment dry swales ("dry" because they remain dry most of the year) and of detention basins have been constructed for the management of RiverPark's storm water. These natural BMPs effectively accommodate the runoff retention and contaminant removal needs of the project. This treatment system provides several mechanisms of contaminant removal, including:

- Vegetative filtration during overland flow through the swales;
- Subsurface absorption/filtration during dry swale infiltration and subsurface transport; and,
- Sedimentation of suspended sediments and sediment-associated contaminants during detention basin containment.

Benefits of employing the system for the treatment and control of storm water runoff from the site include:

- Natural systems are used for conveyance and treatment of design storm events;
- Conformance with an EPA declaration, "Runoff from residential areas is generally the least polluted urban runoff flow and should be considered for infiltration," which occurs along dry swales;
- Flows through the system being entirely gravity driven;
- Flood control benefits from ample storage capacity and pervious coverage;
- Aesthetic enrichment of the development; and
- Consistency with design goals of creating an environmentally-conscious community.

The project is in Drainage Area 2a of the *RiverPark Specific Plan* (City of Oxnard 2012). Storm drains from in Drainage Area 2a discharge to either the North Detention Basin or a pretreatment dry swale located between the eastern side of the Santa Clara River levee and the western border of the RiverPark "B" residential area. Flows from these storm drains join with stormflows from Drainage Area #3, which also are routed through the North Detention Basin and the dry swale along the river. This swale conveys stormflows southward to a discharge point to the Santa Clara River located at approximately the RiverPark "A"/"B" boundary.

The project would include approximately 89,972 square feet of building space, approximately 63, 320 square feet of paved parking and access driveways with 89 parking spaces, 91,893 square feet of paved court areas, 5,045 square feet of rubber surfaced play apparatus area, and 147,370 square feet of turf athletic fields and landscaped area. The project storm drain system is designed to treat storm water on

site via filters prior to discharge to the RiverPark storm drain system. The project includes small bioswales and dry wells for educational purposes. Therefore, project impact would be less than significant.

e. Would the project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. The project storm water impacts to the RiverPark and City of Oxnard Storm Water Drainage System are anticipated in the approved *2030 General Plan* (City of Oxnard 2011) that includes by reference the *RiverPark Specific Plan* (City of Oxnard 2012). The storm water drainage plan of the *RiverPark Specific Plan* was designed to include storm water runoff from the Site. The project storm drain system is designed to treat storm water on site via filters prior to discharge to the RiverPark storm drain system. The project includes small bioswales and dry wells for educational purposes. In addition, the storm water system of the *RiverPark Specific Plan* was designed with natural Best Management Practices that effectively accommodate the runoff retention and contaminant removal needs of the RiverPark Specific Plan area, including the Site.

The new school would increase the total impervious surface area of the site by more than 5,000 square feet; therefore, the project must comply with the *Ventura County Technical Guidance Manual for Stormwater Quality Control Measures* (Ventura County Watershed Protection District 2011). The TGM provides guidance for the implementation of storm water management control measures in new development and redevelopment projects in the County of Ventura and the incorporated cities therein. By adhering to the TGM integrated water resource management and low impact development features will be incorporated into the project. The project includes small bioswales and dry wells for educational purposes. In addition, the storm water system of the *Riverpark Specific Plan* (City of Oxnard 2012) was designed with natural BMPs that effectively accommodate the runoff retention and contaminant removal needs of the RiverPark Specific Plan area, including the Site. Therefore, the project would not provide for substantial additional sources of polluted runoff, or create or contribute runoff that would exceed the capacity of the existing drainage system and project impact would be less than significant.

f. Would the project otherwise substantially degrade water quality?

Less Than Significant Impact. The new school would increase the total impervious surface area of the site by more than 5,000 square feet; therefore, the project must comply with the *Ventura County Technical Guidance Manual for Stormwater Quality Control Measures* (Ventura County Watershed Protection District 2011). The TGM provides guidance for the implementation of stormwater management control measures in new development and redevelopment projects in the County of Ventura and the incorporated cities therein. By adhering to the TGM integrated water resource management and low impact development features will be incorporated into the project. One example of this includes the dry wells that are planned for use. These dry wells and other features will infiltrate, reuse, and/or evaporate water on-site; thereby mitigating the effects of the project's new impervious surface. These features will not only limit surface runoff, but will also improve the quality of runoff by way of sedimentation/settling, filtration, plant uptake, ion exchange, adsorption, and microbially-mediated decomposition. Therefore, the project would not provide for substantial additional sources of polluted runoff, or create or contribute runoff that would exceed the capacity of the existing drainage system, and project impact would be less than significant.

g. Would the project place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. No housing is located on the site and no housing is proposed as part of the project. Therefore, no project impact would result.

h. Would the project place within a 100-year floodplain structures that would impede or redirect flood flows?

Less Than Significant with Mitigation Incorporated. As shown in the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) for Ventura County and Incorporated Areas, the Site is located within a Zone X Other Flood Area (FEMA 2010a and 2010b). According to the legend included on FIRM Panels 06111C0910E (FEMA 2010a) and 06111C0770E (FEMA 2010b) for Ventura County and Incorporated Areas the Zone-X Other Flood Areas designation indicates areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than one foot, or with drainage areas less than one square mile; and areas protected by levees from the 1% annual chance flood. The Santa Clara River levee that lines the northwest Site boundary is accredited by FEMA. A note on the FEMA map for the Site area states:

> "Note: this area is shown as being protected from the 1-percent-annual-chance of greater flood hazard by a levee system that has been provisionally accredited. Overtopping or failure of any levee system is possible. For additional information, see the "provisionally accredited levee note" in the Notes to Users."

The "provisionally accredited levee note" in the Notes to Users States:

> "Check with your local community to obtain more information, such as the estimated level of protection provided (which may exceed the 1-percent-annual-chance action level) and Emergency Action Plan, on the levee system(s) shown as providing protection for areas on this panel. To maintain accreditation, the levee owner of community is required to submit the data and documentation necessary to comply with Section 65.10 of the NFIP regulations by December 1, 2009. If the community or owner does not provide the necessary data and documentation or if the data and documentation provided indicate the levee system does not comply with Section 65.10 requirements, FEMA will revise the flood hazard and risk information for this area to reflect de-accreditation of the levee system. To mitigate flood risk in residual risk areas, property owners and residents are encouraged to consider flood insurance and floodproofing or other protective measures."

The project site is located adjacent to the Santa Clara River 1 (SCR-1) Levee System. The SCR-1 levee system is comprised of 4.72 miles of levee including multiple groins, drains, and gates with potential impacts to the City of Oxnard as well as unincorporated areas of Ventura County. The levee system was designed and constructed by the U.S. Army Corps of Engineers (USACE) in 1961 and is currently owned and maintained by the Ventura County Watershed Protection District (VCWPD) (Tetra Tech 2015).

The SCR-1 levee system was originally designed to control the USACE's calculated Standard Project Flood discharge of 225,000 cubic feet per second emanating from the Santa Clara River watershed. The existing levee height varies from approximately four feet to 13 feet. The compacted fill embankment slopes at (2H to 1V) on both the landward and riverward sides of the levee and has a top width of 18 feet. The riverward side of the embankment has a 1.5-foot to 2-foot thick rock revetment, and was grouted with concrete in the vicinity of the highway bridges. The rock revetment extends from the top of the embankment to varying depths (Tetra Tech 2015).

Pursuant to the FEMA Levee Certification program, the SCR-1 levee system does not currently meet requirements under Title 44 of the Code of Federal Regulations (44 CFR) Section 65.10 which outlines the minimum design, operation, and maintenance standards levee systems must meet in order to be recognized as providing protection from the base flood on a Flood Insurance Rate Map. As part of work associated with FEMA Levee Certification, Tetra Tech performed a field investigation that identified deficiencies in the SCR-1 levee system which require rehabilitation (Tetra Tech 2015).

In addition, the most recent USACE periodic inspection report, *Santa Clara River 1 Levee System, Periodic Inspection Report No. 1*, dated August 2011, rated the SCR-1 levee segment/system as "unacceptable", resulting in the levee systems being put on "inactive" status in the USACE PL 84-99 Program. As such, the SCR-1 levee system is currently ineligible for federal funding for repairs if damaged during a flood event. The VCWPD is currently seeking conditional reinstatement of PL 84-99 eligibility by developing and executing a System-Wide Improvement Framework (SWIF) Plan to correct complex deficiencies (Tetra Tech 2015).

MSL Engineering, Inc. (MSL) is the civil engineering firm for the RiverPark West K-8 School project. MSL provided Tetra Tech with a written technical design narrative on the schematic design civil engineering site improvements for the RiverPark West K-8 School. The narrative describes how the proposed building finished floor elevations were established to mitigate potential flooding at the Site that is predicted by the FEMA flood map. The narrative states:

> "The building finished floor elevations were established by reviewing the adjacent Santa Clara River FEMA flood map. The highest river flood elevation adjacent to the property is located at the site northwest corner where the river elevation is measured to be 84 feet above msl and the adjacent levee elevation is 88 above msl at the same location. The building finished floor elevation for each of the five new onsite buildings was set at 85 feet above msl to provide one foot of freeboard above the highest adjacent flood elevation in the river in the event of a levee failure. The existing elevations of the site in the area of the new buildings range from 79 to 84 feet above msl, so there will be a fill condition throughout the main site building and hardscape area" (MSL 2015).

Therefore, Mitigation Measure HYDRO 2 has been added that requires the building finished floor elevation for each of the five new onsite buildings to be at least 85 feet above msl in order to provide one foot of freeboard above the highest adjacent flood elevation in the river in the event of a levee failure.

i. Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less Than Significant Impact with Mitigation Incorporated. As noted in Section 3.4.9 h, the Federal FEMA FIRMs for Ventura County and Incorporated Areas, indicate that the Site is located within a Zone X Other Flood Area (FEMA 2010a and 2010b), and in an area protected from the 1-percent-annual-chance of greater flood hazard by the SCR-1 levee system that has been provisionally accredited by FEMA. Pursuant to the FEMA Levee Certification program, the SCR-1 levee system does not currently meet requirements under Title 44 of the Code of Federal Regulations (44 CFR) Section 65.10 which outlines the minimum design, operation, and maintenance standards levee systems must meet in order to be recognized as providing protection from the base flood on a Flood Insurance Rate Map.

On behalf of the VCWPD, Tetra Tech developed the *Flood Warning and Emergency Evacuation Plan, Santa Clara River Levee (SCR-1) U.S. Highway 101 to Saticoy* (FWEEP) (Tetra Tech 2015) to identify and highlight response activities and strategies that will be utilized in response to a failure along the SCR-

1 Levee System that is adjacent to the Site. The levee system was designed and constructed by the U.S. Army Corps of Engineers (USACE) in 1961 and is currently owned and maintained by the VCWPD. The FWEEP summarizes the broad monitoring, warning and response activities related to a failure of the SCR-1 levee system as it exists along a nearly five mile stretch from U.S. Highway 101 North to Saticoy.

The FWEEP outlines procedures for monitoring, command and control activities, public warning, and evacuation of the Site area to mitigate potential flooding with respect to the current conditions of the along the SCR-1 Levee System that is adjacent to the Site.

Mitigation Measure HYDRO-3 requires RSD to develop and implement a Site specific precipitation event flooding evacuation plan to be implemented in conjunction with the FWEEP (Tetra Tech 2015). Therefore, with compliance with Mitigation Measure HYDRO-3, project impacts from precipitation event flooding would be less than significant.

A dam that stores more than 1,000 acre-feet of water, is higher than 150 feet, and has the potential to cause downstream property damage is classified as a high hazard dam by FEMA. A review of Section 2.11 and Figures 2.11.1 and 2.11.2 of the *Ventura County General Plan, Hazards Appendix* (County of Ventura 2013) and Section 4.3.3.1 and Tables 4-5, 4-6, and, 4-7, and Figure 4-3 of the *Multi-Jurisdictional Hazard Mitigation Plan for Ventura County, California* (County of Ventura 2005) indicates that there are four major reservoirs in the Santa Clara River watershed upstream of the project site that are FEMA high hazard dams that would inundate the Site area in the event of a reservoir failure. Information for each of these dams is summarized below.

Santa Felicia Dam: The Santa Felicia Dam (Lake Piru) is operated by the United Water Conservation District (UWCD), can hold up to 100,000 acre-feet of water, and is located on Piru Creek approximately 32 miles upstream of the Site (Figure 3-4). Data provided by the UWCD indicates that the Site would be inundated by flood waters approximately 6 hours and 41 minutes after the dam failure to maximum depths of five to 10 feet under a "Sunny Day" scenario, and approximately four hours and four minutes after the dam failure to maximum depths of 10 to 20 feet under a "Rainy Day" scenario (UWCD 2015).

Castaic Dam. The Castaic Dam is operated by the California Department of Water Resources (CDWR), can hold up to 325,000 acre-feet of water, and is located on Castaic Creek approximately 42 miles upstream of the Site (Figure 3-4). Data provided by the CDWR indicates that the Site would be inundated by flood waters to depths of 10 to 20 feet approximately 4.8 hours after a failure of the Castaic Dam (CDWR 2015).

Pyramid Dam. The Pyramid Dam is operated by the CDWR, can hold up to 179,000 acre-feet of water, and is located on Piru Creek approximately 20 miles upstream of the Santa Felicia Dam and 52 miles upstream of the Site (Figure 3-4). Data provided by the CDWR indicates that the Site would be inundated by flood waters to depths of 10 to 20 feet approximately 5.7 hours after a failure of the Pyramid Dam (CDWR 2015).

Bouquet Canyon Dam. The Bouquet Canyon Dam is operated by the Los Angeles Department of Water and Power (LADWP), can hold up to 36,500 acre-feet of water, and is located approximately 57 miles upstream of the Site (Figure 3-4). Data provided by the LADWP indicates that the Site would be inundated by flood waters to depths of 15 to 20 feet approximately 4.5 hours after a failure of the Bouquet Canyon Dam (LADWP 2015).

The need for dam failure disaster planning was demonstrated by the midnight collapse in March 1928 of the St. Francis Dam in Los Angeles County, which occurred after the newly constructed cement arched

dam was completely filled for the first time. The ensuing flooding from the dam's total collapse resulted in the loss of over 400 lives in Ventura County as floodwaters washed out homes and structures along the banks of the Santa Clara River. The communities of Piru, Fillmore, Santa Paula, Bardsdale, Saticoy, Montalvo and El Rio sustained extensive life and property loss from the flood (County of Ventura 2013).

More recently, the San Fernando Earthquake in 1971 resulted in ground shaking in the vicinity of the Van Norman Dam in Los Angeles County. As a result of the earthquake, structural damage threatened the dam's immediate collapse. Approximately 80,000 residents in the San Fernando Valley had to be evacuated to areas of safety in the midst of many other earthquake-related emergencies (County of Ventura 2013).

The California's Dam Safety Act (Section 8589.5 California Emergency Services Act) requires the preparation of dam inundation maps showing areas of potential flooding in the event of sudden or total dam failure as well as emergency procedures for notification and evacuation of nearby residents (County of Ventura 2013).

In Ventura County, disaster coordination and planning is the responsibility of the Sheriff's Department through its Office of Emergency Services (OES). Within California's emergency management organizational structure, each county serves as an Operational Area. In this role, Sheriff's OES acts as an agent between Cal OES and the cities (including the City of Oxnard), special districts and unincorporated areas of Ventura County. OES is responsible for countywide disaster planning, mitigation, response and recovery activities. The OES serves as the depository for the County's Dam Inundation Maps and is charged with ongoing maintenance of the County's Dam Failure Response Plan which was adopted by the Board of Supervisors on September 13, 1983. The Dam Failure Response Plan was currently updated by the OES during 2013 (County of Ventura 2013). With compliance with Mitigation Measure HYDRO-4, that requires RSD to develop and implement a Site specific flooding evacuation plan to be implemented in conjunction with the County of Ventura OES Dam Failure Response Plan, project impacts would be less than significant.

j. Would the project contribute to inundation by seiche, tsunami, or mudflow?

No Impact. The project site is located at an average mean sea level elevation of approximately 79 to 83 feet, and there are no enclosed large bodies of water in the immediate vicinity of the property. The project site is located in an area of relatively flat topography and is not near any hills or watercourses that would generate mud flows. The site is located outside areas mapped as subject to Tsunami/Seiche as delineated in the *Ventura County General Plan, Hazards Appendix* (County of Ventura 2013). Therefore, tsunamis and seiche are not considered to be potential hazards to the site and there is no impact.

Mitigation Measures:

The following mitigation measures shall be implemented:

HYDRO-1: The project contractor shall include low-flow flush toilets and urinals, self-closing faucets, and insulated piping to reduce water consumption.

HYDRO-2: Building finished floor elevation for each of the five new onsite buildings shall be constructed to be at least 85' in order to provide one foot of freeboard above the highest adjacent flood elevation in the river in the event of a levee failure.

HYDRO-3: The RSD shall develop and implement a site specific flooding evacuation plan to be implemented in conjunction with the FWEEP.

HYDRO-4: The RSD shall develop and implement a site evacuation plan to be implemented in conjunction with the County of Ventura OES Dam Failure Response Plan.

3.4.10 LAND USE AND PLANNING

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a.	Physically divide an established community?				X
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Existing Conditions:

The project site comprises APN 132-011-001 (10.16 acres) and APN 132-010-026 (1.38 acres) for a total of 11.54 acres. The land use designations for the project site are identified in Table 3-6 below.

Table 3-6
Project Site Land Use Designations

Project Site Assessor's Parcel Numbers	General Plan Land Use Designation	RiverPark Specific Plan Land Use Designation
132-011-001	School (SCH)	Schools/Community Park
132-010-026	Commercial Regional (CR)	Commercial: Office Optional Permitted Use, Open Space: Park Space

The City of Oxnard 2030 General Plan Land Use Map (City of Oxnard 2014) identifies the project site as School (SCH) and Commercial Regional (CR). The SCH designation is for campuses of the elementary and secondary public school districts that serve the City of Oxnard (Oxnard 2011). The CR designation is for major multi-tenant shopping centers that may include offices, hotels, and other services. Within the CR land use designation residential, live/work, work/live and mixed uses are strongly encouraged. The 2030 General Plan (City of Oxnard 2011a) identifies adopted and proposed specific plans that augment the 2030 General Plan within their respective specified geographical areas. Specific Plans may allow

variation in uses and development standards compared to the General Plan and/or Zoning Code. Adopted Specific Plans are incorporated by reference in the General Plan).

The project site is located within the 702 acre RiverPark Specific Plan area (City of Oxnard 2012). Within the Specific Plan, the project site is designated for schools/community park, and commercial office use. (Please refer to Figure 2-3, RiverPark Land Use Plan Permitted Use 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).

Discussion:

a. Would the project physically divide an established community?

No Impact. The proposed project would not physically divide an established community. The project site is planned for development per the *RiverPark Specific Plan* (City of Oxnard 2012) and the proposed project would utilize the existing street network including Ventura Road and Forest Park Boulevard. Therefore, no project impact would result.

b. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. As noted above, The 2030 General Plan (City of Oxnard 2011a) identifies adopted and proposed specific plans that augment the 2030 General Plan within their respective specified geographical areas. Specific Plans may allow variation in uses and development standards compared to the General Plan and/or Zoning Code. The project site is located within the *RiverPark Specific Plan* (City of Oxnard 2012). The *RiverPark Specific Plan* includes 13 Planning Districts. The project site encompasses two parcels with the larger parcel (APN 132-011-001) located within the Village Square Neighborhood District that is designated for schools/community park use. The smaller parcel (APN 132-010-026), is located within the Mixed Use/Office District, and is identified for commercial: office use and has an optional permitted use of open space: park space. The *RiverPark Specific Plan* includes provisions for civic assembly uses. Civic Assembly Uses are considered a specially permitted uses and include religious sanctuaries, educational facilities and public assembly buildings. Governmental and school facilities are allowable in all Planning Districts subject to a Special Use Permit. The Planning Commission must make the following findings before approving a Civic Assembly Use in a specific location:

- The chosen site and/or building elements on the site is visually prominent from public areas. If possible, the site and/or building elements should terminate a special vista.

- Most or all parking can be shared with parking on a nearby site. This can occur when the Civic Assembly site adjoins other uses such as a school, park or commercial facility with its own off-site parking.

- The scale of the Civic Assembly building(s) and parking lots is complementary to that of the surrounding buildings.

- The activities of the Civic Assembly institution will be compatible in terms of any noise, traffic and parking impacts with the surrounding uses.

Since the larger parcel is already identified for school use within the *RiverPark Specific Plan* (City of Oxnard 2012) and educational facilities are allowed in any District subject to a Special Use Permit; project impact would be less than significant.

c. Would the project conflict with any applicable habitat conservation plan or natural communities conservation plan?

No Impact. The project site is not included in any state, regional, or local habitat conservation plans; therefore, no impacts would occur.

Mitigation Measures:

No Mitigation Measures are required.

3.4.11 MINERAL RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X

Existing Conditions:

Minerals

Pursuant to the California Surface Mining and Reclamation Act of 1975 (SMARA), the Mining and Geology Board classifies lands into Mineral Resource Zones (MRZs) based on the known or estimated mineral resource potential of that land. The mineral resources addressed by SMARA are sand, gravel, and crushed rock (aggregate). The main purpose of the mineral land classifications is to ensure that the mineral resource potential of lands is considered in the land use planning process (Matrix Design Group, Inc. 2006 and County of Ventura 2011). The MRZ categories are as follows:

- MRZ-1. Areas where adequate information indicates that no significant mineral deposits are present or where it is judged that little likelihood exists for their presence.
- MRZ-2. Areas where adequate information indicates significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.
- MRZ-3. Areas containing mineral deposits the significance of which cannot be evaluated from available data.
- MRZ-3(a). Areas other than deposits classified MRZ-3, judged on the basis of the limited available geologic data and field work, to have higher potential as sources of aggregate material suitable for use in construction.
- MRZ-4. Areas where available information is inadequate for assignment to any other MRZ.

In the City of Oxnard, important mineral/sand/gravel deposits are identified along the Santa Clara River channel, along the U.S. Route 101 (Ventura Freeway) corridor, and along the eastern edge of the City extending as far west as Oxnard Boulevard in several areas. Areas of significant mineral deposits are identified as MRZ-2 and MRZ-3 areas. The MRZ-2 area encompasses the course of the Santa Clara River through the City and also a corridor of land along U.S. Route 101 from the Santa Clara River eastward to approximately Del Norte Avenue. MRZ-3 areas are located south of the Santa Clara River (west of the Ventura Freeway), and a large area bordering State Route 1 through the center of the City of Oxnard (Matrix Design Group, Inc. 2006). The project site is mapped as being located within an MRZ-2 aggregate resource area (County of Ventura 2011).

An aggregate mining and processing facility was established in the area of the project site in 1942. While mining in this location ended in the 1990s, materials processing still occurred as of 2001. The previous plant facilities included two ready mix concrete batch plants operated by Associated Ready Mix, an asphalt plant operated by Sully Miller, a recycling plant operated by Hanson Aggregates, and related shop areas and offices. Hanson Aggregates removed some facilities and completed other site maintenance activities in accordance with the site-approved Mine Reclamation Plan in 2001. Hanson Aggregates removed the rock and sand plant, various equipment in other locations on the property, an underground asphalt oil tank, and three transformers. In addition, two structures, a tire shop and a quonset hut were also removed.

Petroleum

According to the California Department of Conservation, Division of Oil, Gas, and Geothermal Well Finder (2016), there are five oil and gas fields located within the City of Oxnard boundaries: West Montalvo, El Rio, Santa Clara Avenue, Oxnard, and Cabrillo. The project site is located partially within the El Rio oil field. However, there are no active oil or gas wells located on or near the project site.

Discussion:

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The site for the proposed RiverPark West K-8 STEAM School was graded as part of the mass and final grading for the larger RiverPark Project. Final grading was completed at the site in August/September 2004 in accordance with the grading plan approved by the City of Oxnard. At that time, five to 13 feet of engineered fill material was added at the site (Tetra Tech 2015).

The proposed school site is not currently used for mineral extraction. As noted, the site is located within an MRZ-2 area where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence. However, as the site and site area have been heavily disturbed during mass and final grading for the larger RiverPark Project, involving the import of engineered fill to ensure geotechnical stability, the likelihood that valuable mineral resources still exist at the site is considered low. Project implementation will not impact the availability of valuable sand, gravel, or aggregate supplies.

Although the project site is located within the El Rio Oil Field, it does not contain nor is it located near any active oil wells. Project implementation will, therefore, not affect the production or availability of oil or gas. While proposed project improvements will require the use of sand, gravel, and aggregate during construction, due to the limited size of the proposed campus in comparison to the level of development being experienced in the City of Oxnard and the region, the proposed project would not require such a

substantial portion of the existing mineral resources in the area to create a shortage of supplies for other projects and consumers. Therefore, there would be no project impact.

b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. Buildout of the site has been accounted for in the City's planning documents including the 2030 General Plan (City of Oxnard 2011a) that incorporates the *RiverPark Specific Plan* (City of Oxnard 2012) by reference. The project site and site area have been heavily disturbed during mass and final grading for the larger RiverPark Project. Therefore, the likelihood of important mineral resources still being present onsite is considered low. Further, mineral resource recovery operations are not considered a compatible land use within close proximity to existing residential development, so even if the resource still existed in this location, establishment of a mineral resource recovery operation on the vacant school site would not be recommended. As such, project implementation would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan and no project impact would result.

Mitigation Measures:

No Mitigation Measures are required.

3.4.12 NOISE

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a.	Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?			X	
b.	Expose persons to or generate excessive groundborne vibration or groundborne noise levels?			X	
c.	Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d.	Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
e.	Be located within an airport land use plan area, or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?				X
f.	Be located in the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels?				X

Existing Conditions:

The existing noise environment consists of vehicle noise from local street traffic on North Ventura Road, Forest Park Boulevard, Garonne Street, nature sounds, and community sounds. Adjacent land uses include a commercial development directly to the southwest, and Windrow Park located directly to the northeast. Multifamily residential developments are located approximately 90 feet to the south across North Ventura Road. Single family residential homes are located 350 feet to the northeast adjacent to Windrow Park. No ambient noise monitoring data have been identified for the project vicinity, but existing land use patterns and street patterns as well as the existing noise contours published in Chapter 6,

Section 4 - Noise of the City of Oxnard's General Plan Draft Background Report (City of Oxnard 2006) indicate that the existing ambient noise levels at the proposed project site should be at or below 65A-weighted decibels (dBA) Community Noise Equivalent Level (CNEL).

Discussion:

a. Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact. The City of Oxnard's General Plan Draft Background Report (City of Oxnard 2006) identifies the land use compatibility standard for noise-sensitive land uses as a CNEL of 65 dBA. No ambient noise monitoring data have been identified for the project vicinity, but existing land use patterns and street patterns indicate within the City of Oxnard's Noise Element that the existing ambient noise levels should be well below the CNEL standard of 65 dBA at the project site and adjacent properties. The construction of the proposed school site would have only a minimal impact on daily traffic volumes in the project vicinity, and thus would have minimal impact on traffic noise conditions.

The City of Oxnard's Code of Ordinances Chapter 7 Section 7-185 (City of Oxnard 2015a) limits noise propagation to residential land uses from stationary equipment during the daytime period (7:00 am to 10:00 pm) to 55 dBA L_{eq} and during the nighttime period (10:00 pm to 7:00 am) to 50 dBA L_{eq}. The project is proposing five buildings that are planned to be equipped with outdoor rooftop air handling units, split system heat pumps, exhaust fans, and makeup air units. The five buildings proposed for the project consist of 50 air handling units, 16 split system heat pumps, and 16 exhaust fans. Building E also contains four makeup air units. According to the manufacturers, the sound power levels for the rooftop mechanical equipment range from 78 dBA to 86 dBA for the air handling units, 49 dBA to 53 dBA for the split system heat pumps, 55 dBA to 81 dBA for the exhaust fans, and 72 dBA to 82 dBA for the makeup air units. Given the elevated rooftop height for the mechanical equipment and assuming the rooftop mechanical equipment operates simultaneously, the noise levels from the operation of all the rooftop mechanical equipment would range from 39 dBA L_{eq} at the single family residential homes located 350 feet northeast, to 47 dBA L_{eq} at the multifamily residential homes located 90 feet to the south across North Ventura Road. The noise levels generated by the proposed project will comply with the City of Oxnard's General Plan and Code of Ordinances. Noise impact is, therefore, considered to be less than significant.

The City of Oxnard's Code of Ordinances Chapter 7 Section 7-185 (City of Oxnard 2015a) exempts construction equipment operating between the daytime hours of 7:00 a.m. to 6:00 p.m. on weekdays, including Saturday. The construction of the proposed project would be conducted during weekdays between the hours of 7:00 a.m. to 6:00 p.m. No nighttime or weekend work is expected. Therefore, the noise impacts generated by the construction of the project would comply with the City of Oxnard's Code of Ordinances and is, therefore, considered to be a less than significant impact.

b. Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Operation of the school would not generate vibration; however, construction of the classroom buildings and site grading would require the use of equipment that could generate vibration. Possible sources of vibration may include bulldozers, dump trucks, backhoes, rollers, and other construction equipment that produces vibration. No blasting will be required at the project site.

Project construction activities would occur within approximately 90 feet of multi-family residences. According to the Federal Transit Administration (FTA) guidelines, a vibration level of 65 VdB is the threshold of perceptibility for humans. For a significant impact to occur, vibration levels must exceed 80 VdB during infrequent events (Federal Transit Administration 1995). Based on the levels published by the FTA (Federal Transit Administration 2006) and the type of equipment proposed for use at the proposed project, coupled with the distance to the existing identified noise sensitive receptors, analysis shows that all identified sensitive receptors will be below the maximum vibration level of 80 VdB. This vibration level is considered acceptable for impacts to residential homes and is, therefore, considered to be a less than significant impact.

c. Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. The dominant noise sources in the vicinity of the proposed project site is traffic noise associated with North Ventura Road and Forest Park Boulevard. Based on existing traffic volumes, noise impacts to adjacent residences range from 56 dBA CNEL to 65 dBA CNEL. The project would result in an increase in traffic along North Ventura Road and Forest Park Boulevard during the arrival and departure of students. The project traffic analysis identifies an increase of 471 Average Daily Trips (ADT) for North Venture Road and 453 ADT for Forest Boulevard generated by the project, which represents an increase of less than one dBA at the residences adjacent to the proposed project. According to the CEQA guidelines, an increase in the ambient noise levels of three dBA is considered significant. Since the proposed project is shown to only increase the overall ambient community noise level by less than one dBA, it is considered to be a less than significant impact.

The proposed project buildings are planned to be equipped with outdoor rooftop air handling units, split system heat pumps, exhaust fans, and makeup air units. The five buildings proposed for the project consist of 50 air handling units, 16 split system heat pumps, and 16 exhaust fans. Building E also contains four make-up air units. The noise levels generated from the operation of all the rooftop mechanical equipment would range from 39 dBA L_{eq} at the single family residential homes located 350 feet northeast, to 47 dBA L_{eq} at the multifamily residential homes located 90 feet south across North Ventura Road. Based on the existing noise levels generated by vehicle traffic, the noise impacts from the rooftop mechanical equipment would result in an increase of less than one dBA to the ambient noise levels at the adjacent residential property lines. Since the proposed project is shown to only increase the overall ambient community noise level by less than one dBA, it is considered to be a less than significant impact.

d. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant With Mitigation. Construction of the proposed school is planned to start in the fall of 2016 and last approximately 12 months. The project construction activities are anticipated to occur in phases and include site preparation, grading, building construction, paving, architectural coating, and landscaping. These construction activities would require a variety of equipment. Typical construction equipment would not be expected to generate noise levels above 90 dBA at 50 feet, and most equipment types would typically generate noise levels of less than 85 dBA at 50 feet.

The highest noise levels during construction are normally generated during site grading and foundation work. Grading equipment would be the loudest equipment used at the site. This equipment is expected to generate a maximum instantaneous noise level (L_{max}) of up to 75 - 80 dBA at multifamily homes located at a distance of 90 feet. This would be loud enough to temporarily interfere with speech communication outdoors and indoors with the windows open. Project construction would occur between the hours of 7:00

a.m. and 6:00 p.m., Monday through Friday as well as implement standard noise reduction measures. Due to the infrequent nature of loud construction activities at the site, the limited hours of construction, and the implementation of Mitigation Measure N-1, the temporary increase in noise due to construction is considered to be a less than significant impact.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. There are no public airport or public use airports located within 2 miles of the proposed project site. Therefore, there would be no project impact.

f. For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. There are no private airstrips close enough to the proposed project site to generate a significant noise impact at the proposed site. Therefore, there would be no project impact.

Mitigation Measure:

The following Mitigation Measure shall be implemented:

N-1 Construction noise levels fluctuate depending on the construction phase, equipment type and duration of use; distance between noise source and sensitive receptor; and the presence or absence of barriers between noise source and receptors. Therefore, the project proponent should require construction contractors to limit standard construction activities as follows:

- Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds) wherever feasible.

- Stationary noise sources shall be located as far from adjacent receptors as possible and shall be muffled and enclosed within temporary sheds, incorporate insulation barriers or other measures to the extent feasible.

- Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. However, where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible. This could achieve a reduction of 5 dBA. Quieter procedures shall be used such as drilling rather that impact equipment whenever feasible.

3.4.13 POPULATION AND HOUSING

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a.	Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?			X	
b.	Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?				X
c.	Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?				X

Existing Conditions:

Population

In 2014, the population of the County of Ventura was approximately 842,967, and the population in the City of Oxnard was approximately 203,645 (U.S. Census Bureau 2015a). The population in the City of Oxnard has increased 2.8 percent from 2010 to 2014, which was 0.5 percent higher compared to the population growth for the County of Ventura during that same time period. According to a report prepared by the Ventura County Planning Division (2008), the population in the County of Ventura is estimated to increase by almost 10 percent from 2014 to 2020. The population in the City of Oxnard is estimated to increase by over 13 percent from 2014 to 2020, over three percent more than the expected population growth in Ventura County. Table 3-7 shows existing population and housing numbers in 2010 and 2014 for the City of Oxnard and the County of Ventura for comparison. The site of the proposed RiverPark West K-8 STEAM School is currently vacant land with no associated population.

Table 3-7.
Population and Housing

	2010	2014	2020 Projections*	2010-2014 Percent Change	2014-2020 Percent Change
Population					
Ventura County Population	823,318	842,967	935,452	2.3	9.9
Oxnard City Population	197,899	203,645	234,304	2.8	13.1
Housing Units					
Ventura County Housing Units	281,695	284,489	306,265	1.0	7.1
Oxnard City Housing Units	52,772	53,637	66,944	1.6	19.9

Source: U. S. Census Bureau 2015a, Southern California Association of Governments' (SCAG) 2015a, SCAG 2015b, and *Ventura County Planning Division 2008.
Note: Numbers are rounded.

Housing

As shown in Table 3-7 above, the number of housing units in the City of Oxnard increased by 1.6 percent from 2010 to 2014, 0.6 percent more than for the County of Ventura during that same time period. The Ventura County Planning Division (2008) estimates the number of housing units in the County of Ventura will increase by over 7 percent from 2014 to 2020, and that the number of housing units in the City of Oxnard will increase by almost 20 percent from 2014 to 2020. The growth anticipated for the City of Oxnard is approximately 13 percent more in terms of housing units compared to the County of Ventura.

According to the City of Oxnard's Planning Division Quarterly Project List (October 2015B), several residential projects are in various phases of development within the City of Oxnard. Currently, a total of 631 residential units are proposed, 338 units are approved, 657 units are in the plan check process, and 752 units are under construction (City of Oxnard 2015).

Discussion:

a. Would the project induce substantial population growth in an area, either directly (e.g., by proposing new homes and business) or indirectly (e.g., through extension of roads or other infrastructure)?

Less than Significant Impact. The proposed project is a new K-8 campus with four classroom buildings, a multipurpose building, parking lots, paved play courts, two turf athletic fields, and paved and landscaped central quad and courtyards that are to be built on an existing vacant property in order to accommodate projected student enrollment. No new homes or businesses are being directly proposed as part of this project. The proposed project also does not include the extension of roads or other infrastructure. This has occurred during development of the Specific Plan Area. Establishment of the proposed school would address the current shortage of classrooms for intermediate students enrolled in the District and for projected future students.

The proposed project would require that additional school staff be added at the campus in order to accommodate the projected student population of 914 students maximum. Additional staff would include teachers and administrative or support staff. Most or all of the additional school staff could be hired from the existing qualified applicant pool already residing within or near the District. However, if teachers or other staff are hired outside the District area to fill a specific role, it may result in a few new people and their families moving into surrounding neighborhoods, thus creating a slight increase in the local population. However, the proposed project will not induce substantial population growth in the area. A less than significant impact is anticipated.

b. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project site is vacant undeveloped land that does not contain any housing. Therefore, the proposed project would not displace housing necessitating the construction of replacement housing elsewhere and no project impact would result.

c. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. The project site is vacant undeveloped land that does not contain any housing. Therefore, no people would be displaced requiring replacement housing and no project impact would result.

Mitigation Measures:

No Mitigation Measures are required.

3.4.14 PUBLIC SERVICES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a.	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
	i.) Fire protection?			X	
	ii.) Police protection?			X	
	iii.) Schools?				X
	iv.) Parks?			X	
	v.) Other public facilities?			X	

Existing Conditions:

Fire Protection Services

The Oxnard Fire Department provides a full range of emergency and non-emergency services to the community and is staffed by approximately 103 personnel, including civilian and safety positions. The majority of the safety positions are assigned to the Suppression Division that provides emergency services for City residents. The mission of the Oxnard Fire Department is to serve the public and safeguard the community by preventing or minimizing the impact of emergency situations to life, the environment, and property by responding to both emergency and non-emergency calls for service (City of Oxnard 2011a). There are seven Fire Stations in the City of Oxnard and the nearest Fire Stations to the project site are Stations 4 and 7 (City of Oxnard 2016a). The location of Fire Stations within the City and the approximate distance of the stations to the project site are identified in Table 3-8. 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 (Station 7) and is currently operating (Impact Sciences 2011).

Table 3-8
Fire Station Locations

Station Number	Address	Approximate Distance to Project Site
1	491 South "K" Street, Oxnard, CA 93030	3.9 miles
2	531 East Pleasant Valley Road, Oxnard, CA 93030	7.8 miles
3	150 Hill Street, Oxnard, CA 93030	4.4 miles
4	230 West Vineyard Avenue, Oxnard, CA 93030	1.7 miles
5	1450 Colonia Road, Oxnard, CA 93030	3.7 miles
6	2601 Peninsula Road, Oxnard, CA 93030	7 miles
7	3300 Turnout Park Circle, Oxnard, CA 93036	1.2 miles

Police Protection Services

The Oxnard Police Department provides police protection services to the City of Oxnard including the project site. The Oxnard Police Department employs approximately 254 sworn officers and 158 civilian support personnel under the leadership of Police Chief Jeri Williams (Oxnard PD 2015).

Public Education

RSD serves the unincorporated community of El Rio, the RiverPark development and portions of the City of Oxnard. The District strives to provide world-class education to its more than 4,950 students through five elementary schools, one K-8 school academy, and two middle schools.

Oxnard School District provides kindergarten through eighth grade educational services to the residents of the City of Oxnard and a portion of the City of Port Hueneme. District schools include 16 elementary campuses serving grades K-6, ranging in size from 550 to 1,027, and three intermediate sites serving grades 7-8. In addition to the traditional elementary and intermediate grade levels, the District also offers Pre-K education at seven of the sixteen elementary schools and at San Miguel Preschool (CFW 2013).

Oxnard Union High School District provides public education for grades 9 through 12 and serves the cities of Oxnard, Camarillo and Port Hueneme.

Parks

Within the City of Oxnard there are approximately 552.54 acres of parks. The nearest park to the project site is Windrow Park located adjacent to the project site to the northeast. (Oxnard 2011).

Discussion:

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

i.) Fire Protection

Less Than Significant Impact. The Oxnard Fire Department provides fire protection services to the City of Oxnard including the project site. Buildout of the site has been accounted for in the City's 2030 General Plan that incorporates the *RiverPark Specific Plan* (City of Oxnard 2012) by reference. The proposed project would be designed and constructed to meet required fire protection standards including adequate emergency access. As a public school, the proposed project would be anticipated to generate similar types of calls as the residential and commercial/offices uses located nearby and would not be a source of a substantial number of new calls. Therefore, project impact would be less than significant.

ii.) Police Protection

Less Than Significant Impact. The Oxnard Police Department provides police protection services to the City of Oxnard including the project site. Buildout of the site has been accounted for in the City's 2030 General Plan (City of Oxnard 2011a) that incorporates the *RiverPark Specific Plan* (City of Oxnard 2012) by reference. While the proposed project would generate some increased demand for police protection services, it would not be a substantial increase in demand. Therefore, project impact would be less than significant.

iii.) Schools

No Impact. The proposed project is a new K-8 school needed to accommodate existing and anticipated future enrollment in the RSD. The increased school capacity with the proposed project would have a beneficial impact on public school facilities. Therefore, no adverse project impact on public school facilities would result.

iv.) Parks

Less Than Significant Impact. The proposed project is a new school designed to meet the educational and recreational needs of K-8 students' onsite. Recreational facilities to be provided on campus include paved grades 1-8 play court with apparatus; paved kinder play court with apparatus; and two turf athletic fields. The project site is located adjacent to Windrow Park and intermittent use of the public park may occur but would not occur on a regular/daily basis that could have a negative adverse impact on public recreational facilities. The proposed project is not dependent upon joint-use and no joint-use of Windrow Park is currently proposed. Therefore, project impact would be less than significant (City of Oxnard 2016b).

v.) Other Public Facilities

Less Than Significant Impact. Demand for public services is typically linked to an increase in population growth in the area through the development of new housing units or the generation of new jobs. The proposed project would add new school facilities on the existing campus. The new school is needed to accommodate existing and future enrollment in the District. While the proposed project may generate a few additional jobs, it would not be substantial resulting in the need for new or expanded pubic facilities. Therefore, project impact would be less than significant.

Mitigation Measures:

No Mitigation Measures required.

3.4.15 RECREATION

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a.	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b.	Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?		X		

Existing Conditions:

Within the City of Oxnard there are approximately 552.54 acres of parks. Oxnard residents have access to a variety of City parks and open space areas as well as nearby Federal, State, County of Ventura, and City of Port Hueneme parks and beaches. In addition, the Channel Islands National Park, Santa Monica National Recreation Area, McGrath State Beach, and Point Mugu State Beach are all located close enough for day and weekend use by city residents (Oxnard 2011).

Discussion:

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact. The City of Oxnard Recreation & Community Services Department provides park and recreation services in the City. The nearest park to the project site is Windrow Park located adjacent to the project site to the northeast. This five acre park has a playground, basketball court, restroom, picnic tables, and turf area. Intermittent/occasional use of the public park may occur but would not be on a regular/daily basis that could have a negative adverse impact on public recreational facilities. No joint-use of Windrow Park is currently proposed.

The proposed project is not anticipated to result in a substantial increase in use of area parks since recreational facilities would be provided on campus to support the recreational needs of students and the proposed project would not induce substantial population growth. Demand for park and recreational services is typically linked to an increase in population growth in the area through the development of new housing units or the generation of new jobs. While the proposed project would generate new jobs, it

would not be a substantial increase resulting in the need for new or expanded park and recreational facilities. Therefore, project impact would be less than significant.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

Less Than Significant Impact with Mitigation. The proposed project is a new school designed to meet the educational and recreational needs of K-8 students' onsite. Recreational facilities to be provided on campus include paved grades 1-8 play court with apparatus; paved kinder play court with apparatus; and two turf athletic fields. Potential environmental impacts associated with the proposed project, including proposed recreational areas, are discussed by environmental resources topic throughout this IS/MND. While there are no specific Mitigation Measures for recreation required; mitigation measures were identified for other resources topics to reduce potential impacts associated with construction and operation of the proposed new K-8 school, including associated recreational areas. Therefore, project impact would be considered less than significant with mitigation incorporated.

Mitigation Measures:

No additional specific Mitigation Measures for recreation are required.

3.4.16 TRANSPORTATION/TRAFFIC

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

Existing Conditions:

Stantec prepared a Traffic and Circulation Study for the RiverPark West K-8 STEAM School that is included as Appendix E and summarized in the discussions contained herein. The project study area for the Traffic and Circulation Study is generally bounded by Moss Landing Boulevard to the north,

Vineyard Avenue to the south and east, and Ventura Road to the west. Based on consultation with City staff, the following intersections were included in the traffic analysis:

Table 3-9
Study Area Intersections

Intersections	
1. Ventura Rd/Garonne St	8. Oxnard Blvd/Town Center Dr.
2. Ventura Rd/Forest Park Blvd	9. U.S. 101 NB Ramps/ Oxnard Blvd
3. Ventura Rd/Town Center Dr.	10. U.S. 101 NB Ramps/ Oxnard Blvd
4. Ventura Rd/Wagon Wheel Rd	11. Oxnard Blvd/Wagon Wheel Rd
5. U.S. 101 SB Ramps/ Wagon Wheel	12. Riverpark Blvd/Forest Park Blvd
6. Oxnard Blvd/ Forest Park Blvd	13. Vineyard Ave/Forest Park Blvd
7. Oxnard Blvd/Clyde River Pl	14. Vineyard Ave/Ventura Blvd

Source: Traffic and Circulation Study for the RiverPark West K-8 STEAM School, Stantec, February 2016.

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

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

The traffic analysis focuses on key intersections within the study area during the AM and PM commute periods, when peak traffic volumes typically occur. A level of service (LOS) ranking scale is used to identify the operating condition at intersections. This scale compares traffic volumes to intersection capacity and assigns a letter value to this relationship. The letter scale ranges from A to F, with LOS A representing free flow conditions and LOS F representing congested conditions. The City of Oxnard considers LOS C or better acceptable for intersection operations, with LOS D acceptable at the intersections of Oxnard Boulevard with Gonzales Road, Wooley Road (Five Points) and Vineyard Avenue, the Rose Avenue/Gonzales Road intersection and the Wooley Road/C Street intersection. Caltrans has established the cusp of the LOS C/D range as the target level of service standard for State Highway facilities.

Pursuant to *Oxnard Traffic Study Guidelines*, Stantec used the Intersection Capacity Utilization Methodology (ICU) to determine levels of service for signalized intersections, and the results are shown

as a volume-to-capacity (V/C) ratio. Level of service for the unsignalized intersections in the study area were calculated using the methodologies outlined in the 2010 Highway Capacity Manual (HCM), and the results are presented as seconds of delay. Pursuant to the *Caltrans Guide for the Preparation of Traffic Impact Studies (2002),* levels of service for State intersections were analyzed based on the HCM methodologies.

Existing intersection turning volumes for the AM and PM peak commute periods (7AM to 9AM and 4PM to 6PM) were derived by Stantec from counts collected in May 2015 and March 2014. Levels of service were calculated for the study area intersections based on the level of service methodology. All the study area intersections currently operate at LOS C or better during both AM and PM peak hours, which is considered acceptable based on City and Caltrans standards.

Discussion:

a. Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less than Significant Impact. Three driveways will be located on Ventura Road north of the Ventura Road/Forest Park Boulevard roundabout. These driveways provide access to the one-way drop-off/pick-up loop and parking lot. Stantec recommends that the proposed center driveway be removed or restricted to emergency vehicles only. This would provide a continuous one-way loop system from the dual lane ingress driveway at the northern project boundary to the egress driveway located approximately 150 feet north of the roundabout. This will eliminate potential on-site vehicle conflicts between entering and exiting vehicles at the center driveway, and potential vehicle spill-back from the driveway onto Ventura Road. All traffic movements will be right-turn in-and-out only; no median openings are proposed to allow left-turns from Ventura Road to and from the school driveways. The egress driveway should have one exit lane only as there is one southbound receiving lane only on Ventura Road.

One right-turn in-and-out only driveway is proposed approximately 160 feet south of the roundabout. The driveway is 26 feet wide and provides access to the double lane drop-off loop for Kindergarten students, and parking areas. Given its relative accessibility compared to the driveway north of the roundabout, it is expected that the driveway will also be used by a portion of 1st to 8th grade student drop-off and pick-up. Sufficient curb radii or curb cut width should be provided to allow unobstructed turning maneuvers in and out of the driveway.

Similar traffic patterns to morning drop-off traffic would occur around the 3 PM bell schedule for pick-up; however, traffic on the adjacent streets are expected to be lighter compared to the traffic volumes during the AM commute period. The ingress driveway north of the roundabout would operate with minimal delay, assuming that adequate signing and striping is provided on the loop driveway to restrict stopping within the proximity of the driveway throat. The egress driveway north of the roundabout would experience queuing on the driveway, which is typical for the peak 15 - minute traffic period at elementary and middle schools. The on-site queuing would not affect traffic flow on Ventura Road.

The right-turn in-and-out driveway south of the roundabout would also experience queuing on the driveway. It is noted that Ventura Road contains two southbound lanes adjacent to the driveway and the roundabout will contain one circulating lane only. To minimize any potential conflict between southbound traffic and vehicles turning into the driveway, the exit lane of the roundabout can be striped to direct traffic into the No. 1 southbound lane. Proposed roadway and intersection striping and signing

modifications, are detailed in the RiverPark Traffic and Circulation Study (Appendix E). Pedestrian access is provided via sidewalks along Ventura Road and Forest Park Boulevard, and via the crosswalks at the Ventura Road/Forest Park Boulevard. The CDE has indicated that the existing multi-lane roundabout should be converted to a single-lane roundabout to provide additional safety for crossing students.

The key design metric is to reduce vehicle speeds in the roundabout to 25 miles per hour or less, so that drivers are able to stop before the crosswalk should a student or parent step into the street. The project will include the conversion of the roundabout to have single-lane approaches and one circulating lane to be consistent with the CDE's recommendation. The concept design has been approved by City staff and final design will be completed and implemented prior to project occupation.

The one-way drop-off and pick-up loop proposed north of the roundabout will contain two lanes and will provide approximately 500 feet of curb length for student drop-off and pick-up. The inside lane will be used as curb drop-off and pick-up lane and the outside lane will be used to progress traffic. The length of the loop will provide sufficient storage to accommodate the expected peak traffic movements. Stopping should be restricted on the loop at the ingress driveway for a minimum of 100 feet to prevent drop-off and pick-up adjacent to the driveway throat and potential spill-back onto Ventura Road.

The Kindergarten dual lane drop-off and pick-up loop provides a total of approximately 750 feet of storage (30 vehicles) over two lanes and is expected to accommodate traffic movements generated by Kindergarten drop-off and pick-up. To minimize use of this drop-off and pick-up loop by 1st – 8th grade student parents, the school should direct parents to use the northern loop and implement measures to discourage use of the southern loop if so required.

The proposed project is expected to generate 1,267 ADT, with 436 trips occurring during the AM peak hour and 140 trips occurring during the PM peak hour. Trip generation estimates for the Riverpark West K-8 STEAM School were developed by Stantec based on the rates presented in the 2012 Institute of Transportation Engineers *Trip Generation Manual* for *Land Use #520 – Elementary School* and *Land Use #522 – Middle School/Junior High School.* The project trip distribution anticipated that 23% of project traffic would originate from the Oxnard Village Specific Plan/South Bank area, 20% of project traffic would originate from the RiverPark area, and the remainder of project traffic would originate from the El Rio and Rio Lindo neighborhoods and open enrollment. Project trips were distributed and assigned to the local street network based on the location of the project site, knowledge of the local street network and travel patterns, and the anticipated K-8 student distribution within the RSD. The project added trips are illustrated in Exhibit 6 of the traffic study (Appendix E).

Since the project does not include modification of the existing raised median on Ventura Road, no left-turn movements would be permitted and project access is restricted to right-turn in and out. Project traffic to the ingress driveway located south of Forest Park Boulevard can turn left from Forest Park Boulevard when traveling westbound, or make a U-turn at the roundabout when traveling northbound. Project traffic to the ingress driveway located north of Forest Park Boulevard would need to travel north on Oxnard Boulevard to Garonne Street, and turn left onto Ventura Road to travel southbound to the project site.

Project-generated traffic volumes were added to the existing peak hour traffic volumes, and levels of service was recalculated assuming existing plus project conditions. The project includes the conversion of the Ventura Road/Forest Park Boulevard intersection from a multi-lane to a single-lane roundabout. Associated modifications are the restripe of the northbound and westbound approaches from two lanes to one lane, and lane assignment modifications at the approaches of the Oxnard Boulevard/Forest Park Boulevard roundabout. These roadway and intersection modifications are assumed in the project specific analysis.

All study area intersections would continue to operate at LOS C or better under project specific conditions during the AM and PM peak hours. The project would not generate any project specific impacts based on City of Oxnard or Caltrans impact thresholds.

The traffic study included a cumulative impact analysis. Based on a review of roadway or intersection improvements associated with approved projects included in the cumulative analysis and the City's Five-Year Capital Improvement Plan, indicates that the following improvements are planned within the study area:

- **U.S. 101 Southbound Off-Ramp at Wagon Wheel Road.** The *Oxnard Village Specific Plan*, proposed south of U.S. 101 and west of Oxnard Boulevard, will realign Wagon Wheel Road further south away from U.S. 101, and realign the U.S. 101 Southbound Off-Ramp to intersect with Ventura Road instead of Wagon Wheel Road. The Wagon Wheel Road/U.S. 101 SB Off-Ramp intersection is therefore removed from the cumulative analysis.

- **Wagon Wheel Road/Oxnard Boulevard.** The *Oxnard Village Specific Plan* identified an improvement to widen the southbound approach to provide dual left-turn lanes and a separate right-turn lane to accommodate future traffic volumes. This proposed mitigation for the Oxnard Village Specific Plan is not assumed to be constructed in the following cumulative analysis, but is assumed to be constructed under buildout conditions.

- **Vineyard Avenue Improvement Project.** The segment of Vineyard Avenue from Sycamore Street to Carnegie Street is programmed to be reconstructed to provide three travel lanes in the southbound direction. The widening would turn the existing southbound right-turn lane at Riverpark Boulevard into a shared through/right-turn lane. These improvements are not assumed to be constructed in the following cumulative analysis, but is assumed to be constructed under buildout conditions.

- **Ventura Road/Forest Park Boulevard.** The proposed project includes the conversion of the Ventura Road/Forest Park Boulevard intersection from a multi-lane to a single-lane roundabout. The northbound and westbound approaches will be restriped from two lanes to one lane, and lane assignments at the Oxnard Boulevard/Forest Park Boulevard roundabout will be modified. These modifications are assumed to be in place under cumulative plus project conditions and buildout plus project conditions.

The background (cumulative-added) traffic volumes were developed using a list of pending development projects provided by City of Oxnard staff. A map showing the pending projects within the study area is included in an appendix to the Traffic and Circulation Study. Trip generation estimates were developed for the pending projects based on rates contained in the Institute of Transportation Engineers (ITE) Trip Generation for the respective land uses. The pending projects traffic volumes were distributed onto the study area street network based on each individual project's location, existing traffic patterns, and a general knowledge of the residential and commercial lay-out of the Oxnard area. The pending projects AM and PM peak turning volumes were assigned to the study area intersections and added to the existing peak hour volumes. Intersection levels of service were recalculated assuming cumulative and cumulative traffic conditions. All study area intersections would continue to operate at LOS C or better under cumulative and cumulative plus project conditions during the AM and PM peak hour. The project would not generate any cumulative impacts based on City of Oxnard or Caltrans impact thresholds.

Buildout volumes were developed based on the *Future (2030) Traffic Volumes With Specific Plan Amendment* contained in the *Riverpark Project FEIR Addendum No. 10* (2011 Impact Sciences). The 2030 volumes were updated where required to reflect higher baseline volumes, consideration of the street network in the *RiverPark Specific Plan* (City of Oxnard 2012), and data contained in the traffic study for the Oxnard Village Specific Plan. The proposed project will result in an increase in student population as contained in the RiverPark Project FEIR Addendum No. 10. The addendum included a total of 1,683 elementary/middle school students within the *RiverPark Specific Plan*. With the proposed project, the total number of students within the *RiverPark Specific Plan* will be 2,144 elementary/middle school students.

The proposed project would result in an increase of 461 students compared to student levels assumed in the RiverPark Project FEIR Addendum No. 10. The traffic study included analysis of the potential effects of the student increase under buildout conditions. Project trip generation estimates were developed for the project under buildout conditions based on the proportionate number of elementary school and middle school students. The project would add 638 ADT, with 220 trips during the AM peak hour and 70 trips during the PM peak hour

Intersection levels of service were recalculated assuming buildout and buildout plus project traffic conditions. The calculations assume the intersection improvements that would be constructed under buildout conditions. These include improvements and mitigations included in the RiverPark Project FEIR Addendum No. 10 and the Oxnard Village Specific Plan EIR; and the Vineyard Avenue Improvement Project, which will add a third southbound travel lane on Vineyard Avenue.

All study area intersections would continue to operate at LOS C or better under buildout and buildout plus project conditions specific conditions during the AM and PM peak hours. The project would not generate any cumulative impacts based on City of Oxnard or Caltrans impact thresholds.

~~In conclusion,~~ The project-specific analysis found that all intersections in the study area are forecast to operate at LOS C or better. The project would not generate any project-specific impacts. The cumulative and buildout analyses indicated that all study area intersections would continue to operate in the LOS A - C range. The project would not generate any cumulative or buildout impacts.

In addition to the intersections analzed in the Traffic Study, Ventura County requested that potential impacts also be evaluated for the intersections of Vineyard Avenue (SR 232) with Stroube Street, Collins Drive and Simon Way. Existing and cumulative intersection traffic volumes and intersection levels of service were derived the *Vallarta Supermarket Project Traffic Study* (Penfield & Smith, May 2012). Table 3-10 below shows the intersection levels of service. The cumulative analysis includes the programmed reconstruction of Vineyard Avenue to provide three travel lanes in the southbound direction between Vineyard Avenue and Sycamore Street. The widening project will add one southbound lane at Collins Street and Stroube Street.

Table 3-10
Stroube Street, Collins Drive and Simon Way Peak Hour LOS

Intersection	Traffic Control	AM Peak Hour Existing	AM Peak Hour Cumulative	PM Peak Hour Existing	PM Peak Hour Cumulative
Vineyard Ave/Simon Way	Traffic Signal	0.51/LOS A	0.55/LOS A	0.52/LOS	0.55/LOS A
Vineyard Ave/Collins St.	One-Way Stop	>50.0 sec/LOS F	>50.0 sec/LOS F	>50.0	>50.0 sec/LOS F
Vineyard Ave/Stroube St.	Traffic Signal	0.60/LOS A	0.57/LOS A	0.62/LOS	0.65/LOS B

The project is expected to add a maximum of 37 AM peak hour trips (PMT) and 10 PM PHT in the northbound direction and 30 AM PHT and 10 PM PHT in the southbound direction on Vineyard Avenue. These project additions would not change the LOS designation of the Vineyard Ave/Simon Way and Vineyard Ave/Stroube Street intersections, which are controlled by traffic signals. The project would generate a potential impact at the unsignalized Vineyard Ave/Collins St intersection, which operates in the LOS F range.

The existing plus project AM and PM peak hour volumes do not satisfy peak hour traffic signal warrants, thus installation of a traffic signal is not recommended under project-specific conditions. The improvement previously developed for the intersection includes the restripe of the east and west approaches (Collins St) to a separate left-turn lane and a shared through/right-turn lane. This improvement would reduce delays and queuing on Collins Street to below delays and queuing experienced under existing conditions, and would therefore mitigate the project's impact.

The project-specific mitigation for the intersection (restripe of eastbound and westbound approaches to a separate left-turn lane and a shared through/right-turn lane, would also mitigate the project's cumulative impact by reducing delays and queuing to below delays and queuing experienced under cumulative conditions without the project. No other mitigations are required. However, a traffic signal should be installed when conditions warrant.

The proposed project will not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. Relevant development fees as applicable, would be paid at a later date. Project-specific and cumulative and buildout impacts are all considered to be less than significant.

b. Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

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

Highway U.S. 101, Oxnard Boulevard (S.R. 1) and Vineyard Avenue (S.R. 232) are included in the CMP network. According to the 2009 Ventura County CMP, these facilities operate at LOS D or better during the AM and PM peak hour periods, except Northbound U.S. 101, which operates in the LOS F range during the PM peak hour. The project would add 12 AM peak hour trips and four PM peak hour trips to Northbound U.S. 101, which would increase the peak hour volume by 0.3% and 0.1%, respectively. These increases would not result in a CMP impact based on the impact criteria of an increase in traffic demand on a CMP facility by 2% of capacity. This impact is considered less than significant.

Within the study area, the Oxnard Boulevard/Vineyard Avenue intersection is included in the CMP network. This intersection is forecast to operate at LOS D or better under existing or cumulative conditions. Based on the CMP criteria outlined above (LOS E is considered acceptable), the project would not generate an impact at this intersection.

Therefore, the project would not conflict with an applicable CMP, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways and project impact would be less than significant.

c. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The nearest airport to the project site is Oxnard Airport, located over two miles to the southwest at 2830 Teal Club Road, Oxnard, CA 93030. Establishment of a school on the proposed site would not affect air traffic levels at the Oxnard Airport, or change the location of the flight paths. Therefore, no project impact would result.

d. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact. As noted in the project description and based on direction from the CDE, the project includes the conversion of the Ventura Road/Forest Park Boulevard intersection from a multi-lane to a single-lane roundabout. The key design metric is to reduce vehicle speeds in the roundabout to 25 miles per hour or less, so that drivers are able to stop before the crosswalk should a student or parent step into the street. The project would include the conversion of the roundabout to have single-lane approaches and one circulating lane to be consistent with the CDE's recommendation. Proposed roadway and intersection striping and signing modifications, detailed in the RiverPark Traffic and Circulation Study (Appendix E), were developed in collaboration with the City of Oxnard. The concept design has been approved by City staff, and final design will be completed and implemented prior to project occupation.

The roadway and intersection modifications would increase the safety of the roundabout, thereby having a beneficial impact. This impact is considered to be less than significant.

e. Would the project result in inadequate emergency access?

No Impact. The proposed project would be designed and constructed to meet required standards including adequate emergency access. The proposed project would not result in inadequate emergency access. Therefore, no impact would result.

f. Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No impact. Class II bicycle lanes are provided on all arterial and collector roadways in the RiverPark Specific Plan Area (City of Oxnard 2012). Bus service is provided by Gold Coast Transit Route 17, which provides a connection between the RiverPark Specific Plan Area and Downtown and the Oxnard College. Pedestrian access is provided via sidewalks along Ventura Road and Forest Park Boulevard, and via the crosswalks at the Ventura Road/Forest Park Boulevard. As discussed, the CDE has indicated that the existing multi-lane roundabout should be converted to a single-lane roundabout to provide additional safety for crossing students.

The project would not conflict with adopted policies or plans or programs regarding public transit, bicycle, or pedestrian facilities or otherwise decrease the performance or safety of such facilities. Therefore, no impact would result.

Mitigation Measures:

No Mitigation Measures are required.

3.4.17 UTILITIES AND SERVICE SYSTEMS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a.	Exceed wastewater treatment requirements of the applicable regional water quality control board?			X	
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?			X	
e.	Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g.	Comply with federal, state, and local statutes and regulations related to solid waste?			X	

Existing Conditions:

The City's water supply consists of imported surface water from the CMWD, imported groundwater from the UWCD, and local groundwater from City wells. Groundwater from City wells and from UWCD, comprises the greatest portion of the City's water supply (Oxnard Public Works 2015c).

The City of Oxnard Wastewater Treatment Plant currently treats domestic wastewater from the school. The Oxnard Wastewater Treatment Plant is owned and operated by the City of Oxnard and is located at 6001 South Perkins Road, Oxnard, California. The treatment plant is a secondary treatment facility with an ocean outfall (Oxnard Public Works 2015).

Waste in the City of Oxnard is primarily transported to the Simi Valley Landfill & Recycling Center (SVLRC) and Toland Road Landfill (CalRecycle 2014).

Discussion:

a. Would the project exceed wastewater treatment requirements of the applicable regional water quality control board?

Less Than Significant Impact. The project site is located within the jurisdiction of the Los Angeles RWQCB. The proposed school would not exceed wastewater treatment requirements. Buildout of the site has been accounted for in the *RiverPark Specific Plan* (City of Oxnard 2012). Since the project is anticipated to disturb greater than one acre of land during construction, the project must comply with State Water Resources Control Board Order No. 2009-0009-DWQ, *National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities* (Construction General Permit). Therefore, project impact would be less than significant.

b. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. The proposed project is relatively small and by itself would not warrant the construction of new water or wastewater treatment facilities. Buildout of the site has been accounted for in the City's planning documents including the 2010 Urban Water Management Plan. Therefore, project impact would be less than significant.

c. Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. The project storm water impacts to the RiverPark and City of Oxnard Storm Water Drainage System are anticipated in the approved *2030 General Plan* (City of Oxnard 2011a) that includes by reference the *RiverPark Specific Plan* (City of Oxnard 2012). Therefore, project impact would be less than significant.

d. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact. Buildout of the site has been accounted for in the City's planning documents including the 2030 General Plan (City of Oxnard 2011a) that incorporates the *RiverPark Specific Plan* (City of Oxnard 2012) by reference and the 2010 Urban Water Management Plan. Therefore, project impact would be less than significant.

e. Has the wastewater treatment provider that serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. Buildout of the site has been accounted for in the City's planning documents including the 2030 General Plan (City of Oxnard 2011a) that incorporates the *RiverPark Specific Plan* (City of Oxnard 2012) by reference. The City of Oxnard requires individual building projects to pay the City's sewer connection fees, which provide funds to the City to make improvements identified in utility planning documents. 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 system and conveyance system would be upgraded as necessary to accommodate sewage created by development of the land uses allowed by the RiverPark Specific Plan (including the proposed project) and other projects pursuant to the City's General Plan (Oxnard 2012). Therefore, project impact would be less than significant.

f. Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less than Significant Impact. Waste in the City of Oxnard is primarily transported to the SVLRC and Toland Road Landfill (CalRecycle 2014). The Toland Road Landfill is a permitted and active landfill that can accept mixed municipal, construction/demolition, agricultural, industrial, and sludge (biosolids) waste. As of June 1, 2006 the remaining capacity was 21,983,000 cubic yards with an estimated closure date of May 31, 2027 (CalRecycle 2016). The SVLRC is a fully permitted non-hazardous municipal solid waste landfill and recycling facility. The SVLRC is permitted to accept up to 3,000 tons per day of refuse and can accept 6,250 tons of recyclable materials. The SVLRC, on average, recycles approximately 25% of all tons accepted (Waste Management 2015). As of April 3, 2012 the remaining landfill capacity was 119,600,000 cubic yards and has an estimated closure date of January 31, 2052. Therefore, the proposed project would be served by a landfill with sufficient capacity and project impact would be less than significant.

g. Would the project comply with federal, state, and local statutes and regulations related to solid waste?

Less Than Significant Impact. The proposed project would not generate a substantial amounts of solid waste and the project would comply with applicable federal, state, and local statutes and regulations related to solid waste. Project construction waste would be recycled to the extent feasible. Recycle bins for paper, bottles and cans would be provided on campus as part of long-term school operations. Therefore, project impact would be less than significant.

Mitigation Measures:

No Mitigation Measures are required.

3.4.18 MANDATORY FINDINGS OF SIGNIFICANCE

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

Discussion:

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Less than Significant Impact with Mitigation Incorporated. Buildout of the site was anticipated in the approved *2030 General Plan* (City of Oxnard 2011a) that includes by reference the *RiverPark Specific Plan* (City of Oxnard 2012). The proposed project would be constructed on a property that is currently vacant. The K-8 school site was already completely disturbed during mass grading in 2004, and does not contain fish or wildlife habitat, natural habitat communities, rare or endangered plant or animal ranges, or important examples of the major periods of California history or prehistory. Use of construction

equipment would cause an increase of air emissions during construction activities; however, impacts to air quality would be short-term and reduced to less than significant with implementation of emission control mitigation measures. Noise impacts would also be temporary and less than significant with the implementation of mitigation measures. Therefore, the proposed project would have a less than significant impact on the environment with the implementation of appropriate mitigation measures included previously in this IS/MND and adherence to applicable regulations.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less than Significant Impact with Mitigation Incorporated. Buildout of the site was anticipated in the approved *2030 General Plan* (City of Oxnard 2011) that includes by reference the *RiverPark Specific Plan.* CEQA refers to cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." With the implementation of appropriate mitigation measures included previously in this IS/MND, the proposed project would not generate a cumulatively considerable contribution to a significant cumulative impact.

c. Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant Impact. No environmental effects have been identified in this IS/MND that would cause substantial adverse effects, either directly or indirectly, on human beings. The proposed project does not involve the use of hazardous materials in a manner that pose any unusual risks. Additionally, the proposed project: 1) does not involve operational noise that will interfere with surrounding uses; 2) will not create a traffic hazard; 3) will not create adverse impacts to water bodies; and 4) will not generate any hazardous wastes. The impact is less than significant.

4.0 LIST OF PREPARERS

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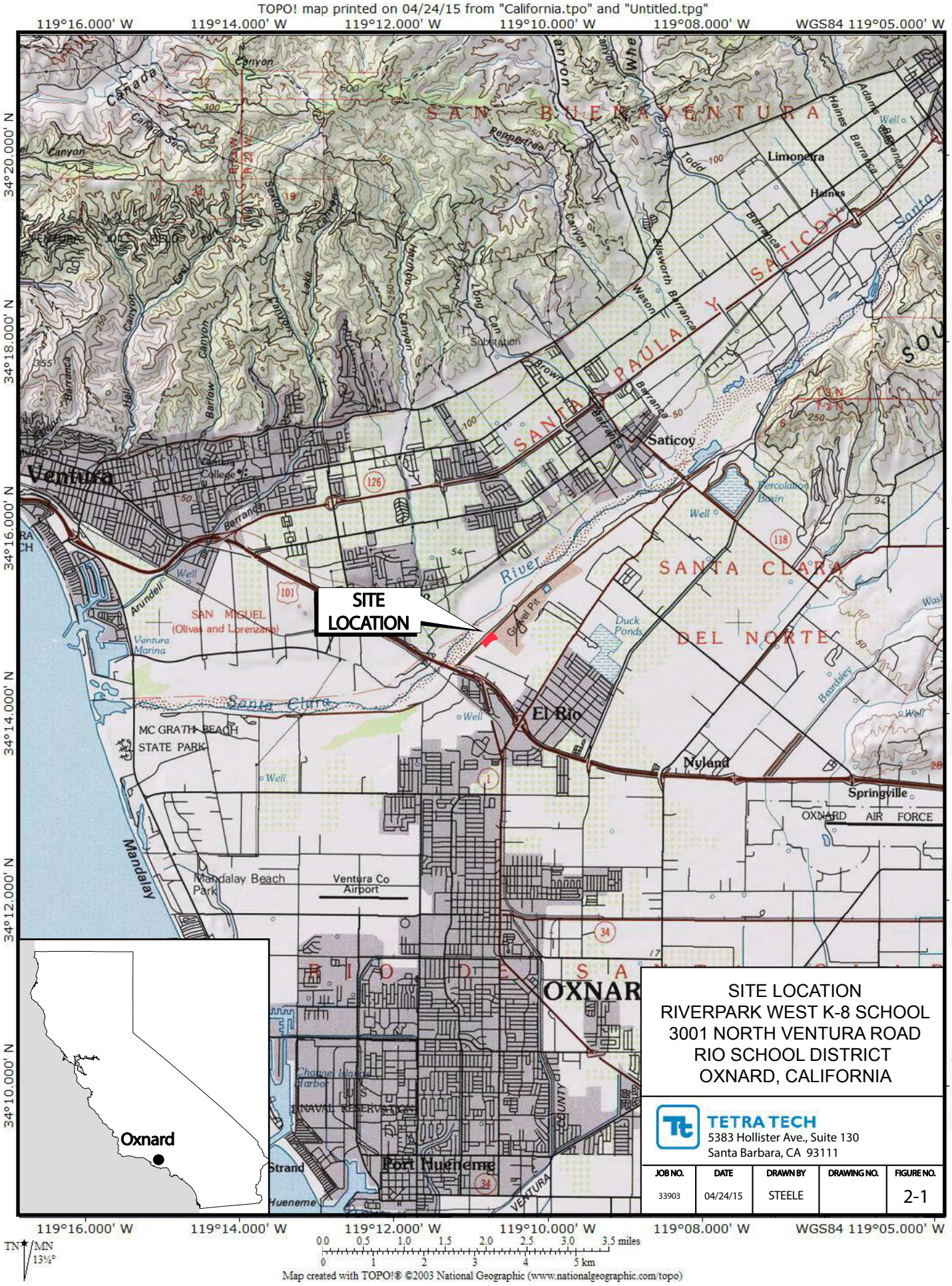
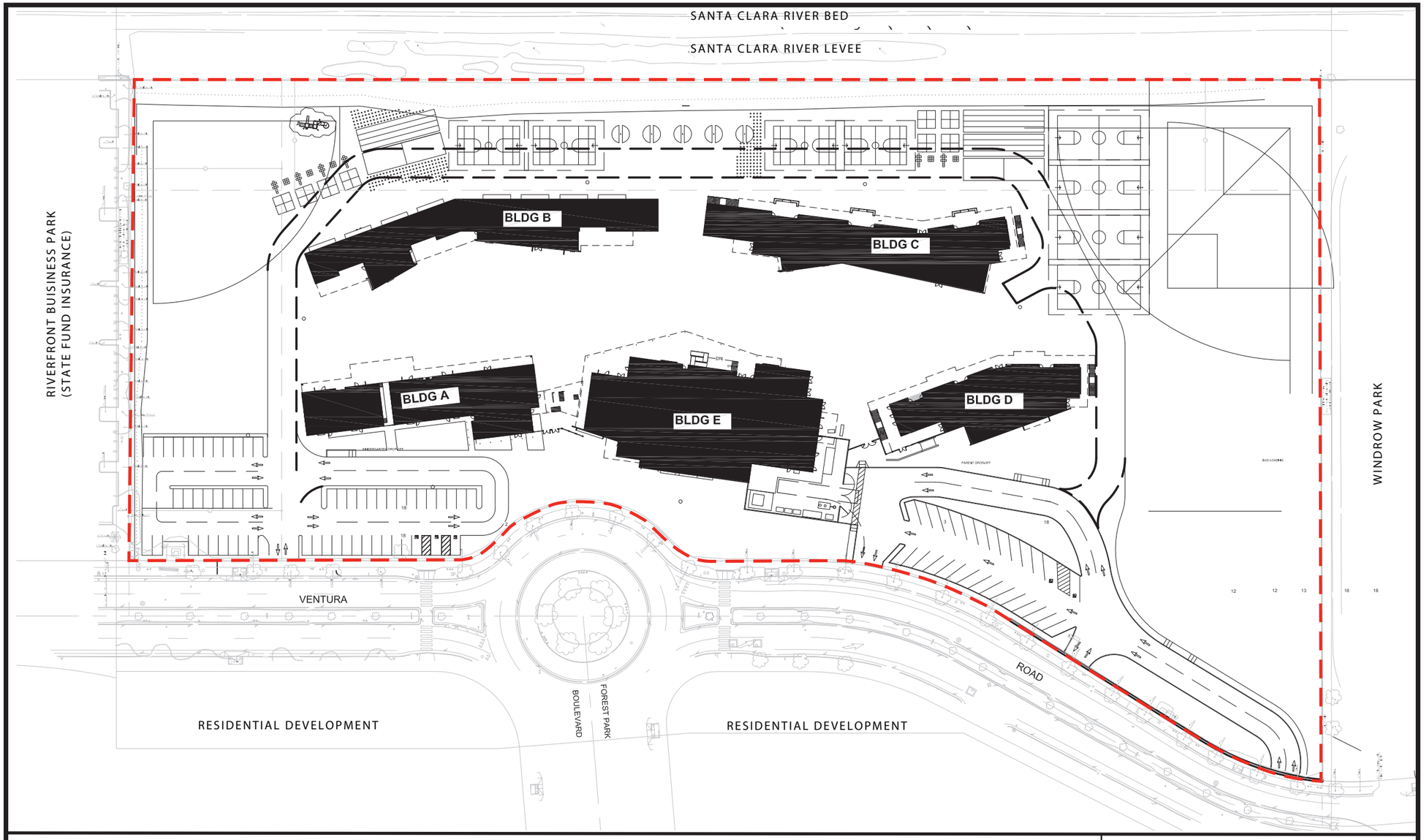
FIGURES



SITE LOCATION
RIVERPARK WEST K-8 SCHOOL
3001 NORTH VENTURA ROAD
RIO SCHOOL DISTRICT
OXNARD, CALIFORNIA

TETRA TECH
5383 Hollister Ave., Suite 130
Santa Barbara, CA 93111

JOB NO.	DATE	DRAWN BY	DRAWING NO.	FIGURE NO.
33903	04/24/15	STEELE		2-1



LEGEND

SITE PROPERTY BOUNDARY

PLANNED SCHOOL FACILITIES

FOUR CLASSROOM BUILDINGS;
- BUILDING A (11,713 FT^2)
- BUILDING B (12,710 FT^2)
- BUILDING C (25,702 FT^2)
- BUILDING D (16,917 FT^2)

BUILDING E, MULTIPURPOSE BUILDING (22,930 FT^2);

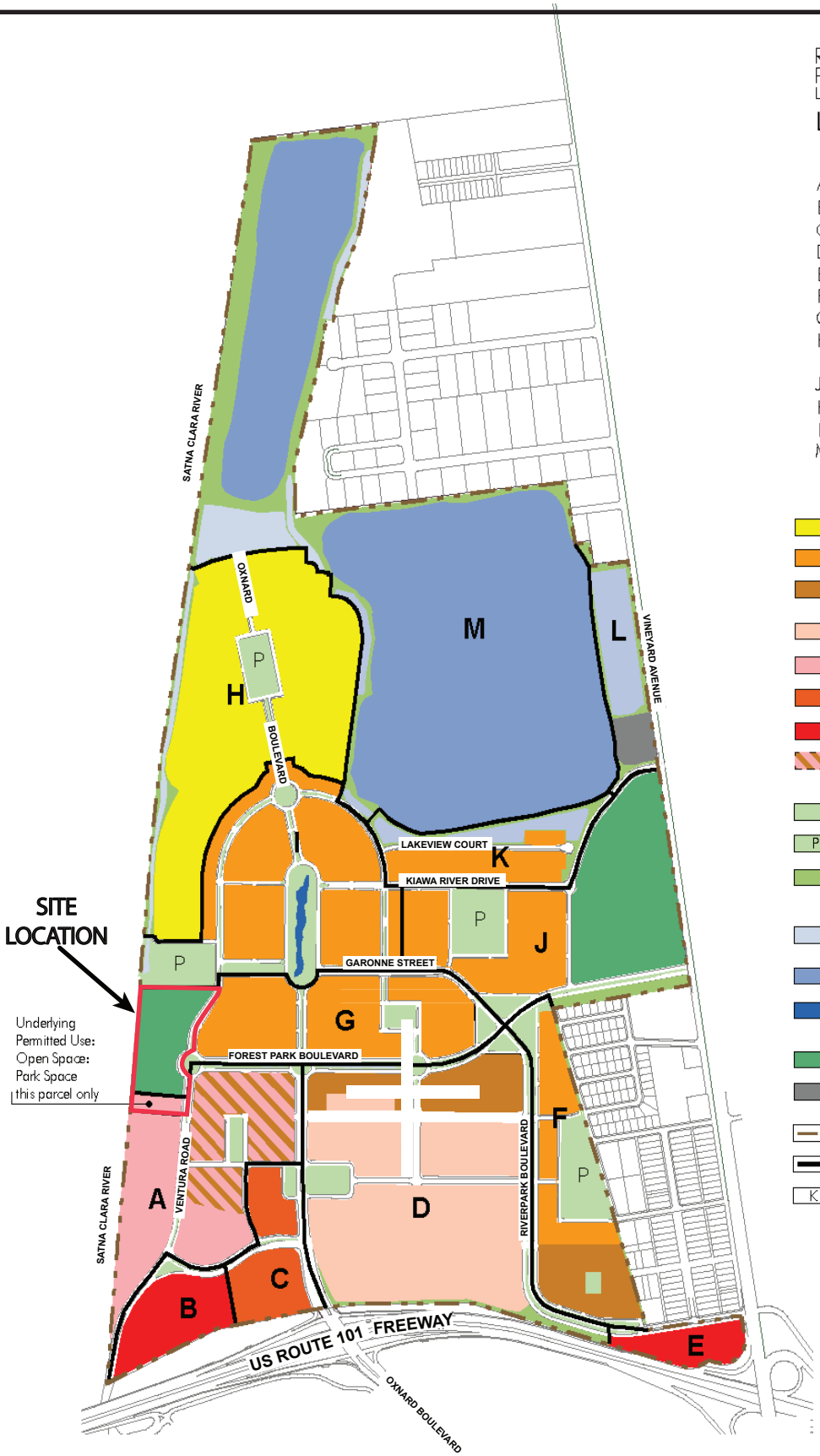
0 50 100
SCALE (feet)

Map Source: Architecture for Education, Inc.November 24, 2015.

SITE MAP
RIVERPARK WEST K-8 SCHOOL
3001 NORTH VENTURA ROAD
RIO SCHOOL DISTRICT
OXNARD, CALIFORNIA

TETRA TECH, INC.
Tetra Tech, Inc.
5383 Hollister Ave., Suite 130
Santa Barbara, CA 93111

TC NO.	DATE	DRAWN BY			FIGURE
33903	12/1/15	STEELE			2-2



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
- 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

N

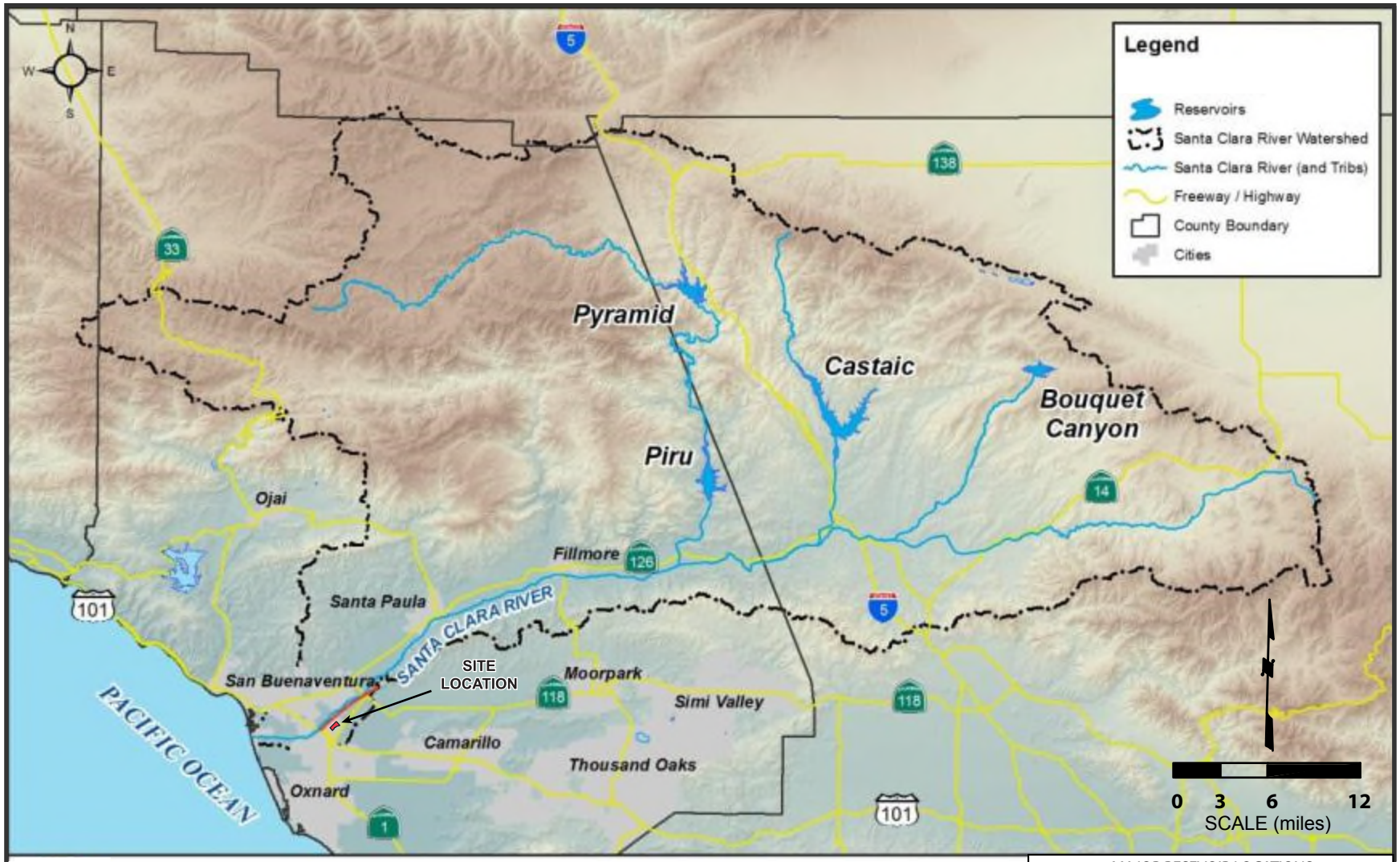
0 200' 400' 800' 1,600 Feet

RIVERPARK LAND USE PLAN
RIVERPARK WEST K-8 SCHOOL
3001 NORTH VENTURA ROAD
RIO SCHOOL DISTRICT
OXNARD, CALIFORNIA

TETRA TECH
5383 Hollister Ave., Suite 130
Santa Barbara, CA 93111

JOB NO.	DATE	DRAWN BY	DRAWING NO.	FIGURE NO.
33903	01/22/16	STEELE		2-3

Map source: Figure 3, Addedum 10 to the RiverPark Project Final Environmental Impact Report (Imapact Sciences 2011).



MAJOR RESEVOIR LOCATIONS
RIVERPARK WEST K-8 SCHOOL
3001 VENTURA ROAD
OXNARD. CALIFORNIA

TETRA TECH
5383 Hollister Ave., Suite 130
Santa Barbara, CA 93111

JOB NO.	DATE	DRAWN BY	DRAWING NO.	FIGURE NO.
333903	07/20/15	STEELE		3-4

A CALIFORNIA EMISSIONS ESTIMATOR MODEL DATA

River Park West K-8 School Phase I

Ventura County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Elementary School	650.00	Student	10.22	64,270.00	0
Junior High School	264.00	Student	0.00	0.00	0
Other Non-Asphalt Surfaces	5.03	1000sqft	0.00	5,032.00	0
Parking Lot	57.50	1000sqft	1.32	57,499.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2018
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase I: Grading, construction of buildings A,B, D, E and all site improvements

Land Use - Square footage buildings is greater than their foot print due to two two-story buildings.
Lot acre based on grading of the entire site estimated at 11.54 acres.
Parking lot acreage (1.32 acre [57,499 sf]) includes access driveways.

Construction Phase - Grading duration estimated at 3 months (or 12 wks or 60 days).

Off-road Equipment -

Off-road Equipment - Equipment amounts and operating hrs as presented.

Off-road Equipment - Equipment amounts and operating hrs as presented.

Off-road Equipment - Equipment amounts and operating hrs as presented.

Off-road Equipment - Minimal site preparation. Equipment amounts and operating hrs as presented.

Trips and VMT - Trip length is estimated at 15 miles round trip. Truck load capacity estimated at 12 CY (No. of trips: 50000/12=4167)

Grading -

Energy Use -

Sequestration -

Construction Off-road Equipment Mitigation - Require off-road vehicles to meet minimum Tier 3 engines to bring emissions down.

Mobile Land Use Mitigation -

Mobile Commute Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
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tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

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tblConstructionPhase	NumDays	300.00	220.00
tblConstructionPhase	NumDays	30.00	60.00
tblGrading	MaterialImported	0.00	50,000.00
tblLandUse	LandUseSquareFeet	54,342.19	64,270.00
tblLandUse	LandUseSquareFeet	31,036.28	0.00
tblLandUse	LandUseSquareFeet	5,030.00	5,032.00
tblLandUse	LandUseSquareFeet	57,500.00	57,499.00
tblLandUse	LotAcreage	1.25	10.22

tblLandUse	LotAcreage	0.71	0.00
tblLandUse	LotAcreage	0.12	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	5.00
tblOffRoadEquipment	UsageHours	8.00	5.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblProjectCharacteristics	OperationalYear	2014	2018
tblSequestration	NumberOfNewTrees	0.00	60.00
tblTripsAndVMT	HaulingTripLength	20.00	15.00
tblTripsAndVMT	HaulingTripNumber	6,250.00	4,167.00

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					
2016	5.5282	65.8321	48.7357	0.0775	8.7404	2.6398	11.3802	3.7752	2.4285	6.2037	0.0000	7,902.5940	7,902.5940	1.2346	0.0000	7,928.5212
2017	82.6723	20.3555	16.0980	0.0268	0.5736	1.1393	1.7005	0.1548	1.0578	1.2125	0.0000	2,546.9062	2,546.9062	0.7045	0.0000	2,561.7002
Total	**88.2005**	**86.1876**	**64.8338**	**0.1043**	**9.3140**	**3.7791**	**13.0807**	**3.9300**	**3.4863**	**7.4162**	**0.0000**	**10,449.5003**	**10,449.5003**	**1.9391**	**0.0000**	**10,490.2214**

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					
2016	1.7586	28.9571	40.0988	0.0775	4.4890	0.2961	4.7850	1.8504	0.2773	2.1277	0.0000	7,902.5940	7,902.5940	1.2346	0.0000	7,928.5212
2017	82.6723	9.8847	17.5106	0.0268	0.5736	0.1740	0.6704	0.1548	0.1740	0.2490	0.0000	2,546.9062	2,546.9062	0.7045	0.0000	2,561.7002
Total	**84.4309**	**38.8418**	**57.6094**	**0.1043**	**5.0625**	**0.4701**	**5.4554**	**2.0051**	**0.4513**	**2.3767**	**0.0000**	**10,449.5003**	**10,449.5003**	**1.9391**	**0.0000**	**10,490.2214**

	ROG	NOx	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	**4.27**	**54.93**	**11.14**	**0.00**	**45.65**	**87.56**	**58.29**	**48.98**	**87.06**	**67.95**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.1742	9.5000e-004	0.1011	1.0000e-005		3.6000e-004	3.6000e-004		3.6000e-004	3.6000e-004		0.2137	0.2137	5.9000e-004		0.2260
Energy	0.0236	0.2142	0.1800	1.2900e-003		0.0163	0.0163		0.0163	0.0163		257.0800	257.0800	4.9300e-003	4.7100e-003	258.6446
Mobile	3.8281	8.1321	35.3058	0.0797	5.9309	0.0978	6.0287	1.5810	0.0902	1.6712		6,542.5171	6,542.5171	0.2574		6,547.9224
Total	**7.0258**	**8.3473**	**35.5868**	**0.0810**	**5.9309**	**0.1145**	**6.0454**	**1.5810**	**0.1068**	**1.6878**		**6,799.8109**	**6,799.8109**	**0.2629**	**4.7100e-003**	**6,806.7930**

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	3.1742	9.5000e-004	0.1011	1.0000e-005		3.6000e-004	3.6000e-004		3.6000e-004	3.6000e-004		0.2137	0.2137	5.9000e-004		0.2260
Energy	0.0236	0.2142	0.1800	1.2900e-003		0.0163	0.0163		0.0163	0.0163		257.0800	257.0800	4.9300e-003	4.7100e-003	258.6446
Mobile	3.7449	7.4836	33.1726	0.0721	5.3461	0.0892	5.4353	1.4251	0.0822	1.5074		5,921.1214	5,921.1214	0.2355		5,926.0665
Total	**6.9427**	**7.6988**	**33.4536**	**0.0734**	**5.3461**	**0.1059**	**5.4519**	**1.4251**	**0.0989**	**1.5240**		**6,178.4151**	**6,178.4151**	**0.2410**	**4.7100e-003**	**6,184.9371**

	ROG	NOx	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	1.18	7.77	5.99	9.33	9.86	7.52	9.82	9.86	7.43	9.71	0.00	9.14	9.14	8.33	0.00	9.14

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	9/1/2016	9/14/2016	5	10	
2	Grading	Grading	9/15/2016	12/7/2016	5	60	
3	Building Construction	Building Construction	12/8/2016	10/11/2017	5	220	
4	Paving	Paving	10/12/2017	11/8/2017	5	20	
5	Architectural Coating	Architectural Coating	11/9/2017	12/6/2017	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 90

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 106,540; Non-Residential Outdoor: 35,513 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	1	5.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	5.00	97	0.37
Grading	Excavators	1	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	1	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	1	7.00	89	0.20
Building Construction	Generator Sets	1	4.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Welders	1	7.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	5	13.00	0.00	4,167.00	10.80	7.30	15.00	LD_Mix	HDT_Mix	HHDT
Building Construction	6	53.00	21.00	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	11.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Clean Paved Roads

3.2 Site Preparation - 2016

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					3.7638	0.0000	3.7638	2.0689	0.0000	2.0689			0.0000			0.0000
Off-Road	0.9868	10.7036	8.0610	7.4900e-003		0.5600	0.5600		0.5152	0.5152		779.4433	779.4433	0.2351		784.3806
Total	**0.9868**	**10.7036**	**8.0610**	**7.4900e-003**	**3.7638**	**0.5600**	**4.3238**	**2.0689**	**0.5152**	**2.5841**		**779.4433**	**779.4433**	**0.2351**		**784.3806**

3.2 Site Preparation - 2016

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
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
Worker	0.0192	0.0219	0.2170	4.7000e-004	0.0411	3.2000e-004	0.0414	0.0109	2.9000e-004	0.0112		38.9398	38.9398	2.0200e-003		38.9822
Total	**0.0192**	**0.0219**	**0.2170**	**4.7000e-004**	**0.0411**	**3.2000e-004**	**0.0414**	**0.0109**	**2.9000e-004**	**0.0112**		**38.9398**	**38.9398**	**2.0200e-003**		**38.9822**

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					1.6937	0.0000	1.6937	0.9310	0.0000	0.9310			0.0000			0.0000
Off-Road	0.1335	2.2971	4.3871	7.4900e-003		0.0122	0.0122		0.0122	0.0122	0.0000	779.4433	779.4433	0.2351		784.3806
Total	**0.1335**	**2.2971**	**4.3871**	**7.4900e-003**	**1.6937**	**0.0122**	**1.7059**	**0.9310**	**0.0122**	**0.9432**	**0.0000**	**779.4433**	**779.4433**	**0.2351**		**784.3806**

3.2 Site Preparation - 2016

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
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
Worker	0.0192	0.0219	0.2170	4.7000e-004	0.0411	3.2000e-004	0.0414	0.0109	2.9000e-004	0.0112		38.9398	38.9398	2.0200e-003		38.9822
Total	**0.0192**	**0.0219**	**0.2170**	**4.7000e-004**	**0.0411**	**3.2000e-004**	**0.0414**	**0.0109**	**2.9000e-004**	**0.0112**		**38.9398**	**38.9398**	**2.0200e-003**		**38.9822**

3.3 Grading - 2016

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					7.7299	0.0000	7.7299	3.4997	0.0000	3.4997			0.0000			0.0000
Off-Road	4.3682	49.5322	32.2749	0.0384		2.4064	2.4064		2.2139	2.2139		3,993.9098	3,993.9098	1.2047		4,019.2086
Total	**4.3682**	**49.5322**	**32.2749**	**0.0384**	**7.7299**	**2.4064**	**10.1363**	**3.4997**	**2.2139**	**5.7136**		**3,993.9098**	**3,993.9098**	**1.2047**		**4,019.2086**

3.3 Grading - 2016

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	1.1101	16.2430	15.8966	0.0379	0.9037	0.2326	1.1363	0.2472	0.2139	0.4611		3,807.4407	3,807.4407	0.0247		3,807.9587
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
Worker	0.0499	0.0569	0.5642	1.2100e-003	0.1068	8.2000e-004	0.1076	0.0283	7.6000e-004	0.0291		101.2435	101.2435	5.2500e-003		101.3538
Total	**1.1600**	**16.2999**	**16.4608**	**0.0391**	**1.0105**	**0.2334**	**1.2439**	**0.2755**	**0.2147**	**0.4901**		**3,908.6842**	**3,908.6842**	**0.0299**		**3,909.3125**

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					3.4785	0.0000	3.4785	1.5749	0.0000	1.5749			0.0000			0.0000
Off-Road	0.5987	12.6572	23.6380	0.0384		0.0627	0.0627		0.0627	0.0627	0.0000	3,993.9098	3,993.9098	1.2047		4,019.2086
Total	**0.5987**	**12.6572**	**23.6380**	**0.0384**	**3.4785**	**0.0627**	**3.5411**	**1.5749**	**0.0627**	**1.6375**	**0.0000**	**3,993.9098**	**3,993.9098**	**1.2047**		**4,019.2086**

3.3 Grading - 2016

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	1.1101	16.2430	15.8966	0.0379	0.9037	0.2326	1.1363	0.2472	0.2139	0.4611		3,807.4407	3,807.4407	0.0247		3,807.9587
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
Worker	0.0499	0.0569	0.5642	1.2100e-003	0.1068	8.2000e-004	0.1076	0.0283	7.6000e-004	0.0291		101.2435	101.2435	5.2500e-003		101.3538
Total	**1.1600**	**16.2999**	**16.4608**	**0.0391**	**1.0105**	**0.2334**	**1.2439**	**0.2755**	**0.2147**	**0.4901**		**3,908.6842**	**3,908.6842**	**0.0299**		**3,909.3125**

3.4 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.2361	18.8648	11.5639	0.0172		1.2139	1.2139		1.1403	1.1403		1,711.3326	1,711.3326	0.4401		1,720.5740
Total	**2.2361**	**18.8648**	**11.5639**	**0.0172**		**1.2139**	**1.2139**		**1.1403**	**1.1403**		**1,711.3326**	**1,711.3326**	**0.4401**		**1,720.5740**

3.4 Building Construction - 2016

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
Vendor	0.2137	2.0869	2.9487	4.6600e-003	0.1381	0.0339	0.1720	0.0392	0.0312	0.0705		465.7363	465.7363	3.1900e-003		465.8034
Worker	0.2033	0.2322	2.3001	4.9400e-003	0.4354	3.3600e-003	0.4388	0.1155	3.0900e-003	0.1186		412.7618	412.7618	0.0214		413.2116
Total	**0.4170**	**2.3191**	**5.2488**	**9.6000e-003**	**0.5735**	**0.0373**	**0.6108**	**0.1547**	**0.0343**	**0.1890**		**878.4982**	**878.4982**	**0.0246**		**879.0150**

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	0.3316	6.8897	11.0827	0.0172		0.0644	0.0644		0.0644	0.0644	0.0000	1,711.3326	1,711.3326	0.4401		1,720.5740
Total	**0.3316**	**6.8897**	**11.0827**	**0.0172**		**0.0644**	**0.0644**		**0.0644**	**0.0644**	**0.0000**	**1,711.3326**	**1,711.3326**	**0.4401**		**1,720.5740**

3.4 Building Construction - 2016

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
Vendor	0.2137	2.0869	2.9487	4.6600e-003	0.1381	0.0339	0.1720	0.0392	0.0312	0.0705		465.7363	465.7363	3.1900e-003		465.8034
Worker	0.2033	0.2322	2.3001	4.9400e-003	0.4354	3.3600e-003	0.4388	0.1155	3.0900e-003	0.1186		412.7618	412.7618	0.0214		413.2116
Total	**0.4170**	**2.3191**	**5.2488**	**9.6000e-003**	**0.5735**	**0.0373**	**0.6108**	**0.1547**	**0.0343**	**0.1890**		**878.4982**	**878.4982**	**0.0246**		**879.0150**

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0293	17.4115	11.2543	0.0172		1.0946	1.0946		1.0279	1.0279		1,691.8301	1,691.8301	0.4318		1,700.8981
Total	**2.0293**	**17.4115**	**11.2543**	**0.0172**		**1.0946**	**1.0946**		**1.0279**	**1.0279**		**1,691.8301**	**1,691.8301**	**0.4318**		**1,700.8981**

3.4 Building Construction - 2017

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
Vendor	0.1887	1.8727	2.7840	4.6600e-003	0.1382	0.0292	0.1673	0.0393	0.0268	0.0661		458.3466	458.3466	2.9900e-003		458.4095
Worker	0.1832	0.2088	2.0597	4.9300e-003	0.4354	3.2500e-003	0.4386	0.1155	3.0000e-003	0.1185		396.7295	396.7295	0.0197		397.1423
Total	**0.3719**	**2.0815**	**4.8437**	**9.5900e-003**	**0.5736**	**0.0324**	**0.6060**	**0.1548**	**0.0298**	**0.1846**		**855.0761**	**855.0761**	**0.0227**		**855.5518**

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	0.3316	6.8897	11.0827	0.0172		0.0644	0.0644		0.0644	0.0644	0.0000	1,691.8301	1,691.8301	0.4318		1,700.8981
Total	**0.3316**	**6.8897**	**11.0827**	**0.0172**		**0.0644**	**0.0644**		**0.0644**	**0.0644**	**0.0000**	**1,691.8301**	**1,691.8301**	**0.4318**		**1,700.8981**

3.4 Building Construction - 2017

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
Vendor	0.1887	1.8727	2.7840	4.6600e-003	0.1382	0.0292	0.1673	0.0393	0.0268	0.0661		458.3466	458.3466	2.9900e-003		458.4095
Worker	0.1832	0.2088	2.0597	4.9300e-003	0.4354	3.2500e-003	0.4386	0.1155	3.0000e-003	0.1185		396.7295	396.7295	0.0197		397.1423
Total	**0.3719**	**2.0815**	**4.8437**	**9.5900e-003**	**0.5736**	**0.0324**	**0.6060**	**0.1548**	**0.0298**	**0.1846**		**855.0761**	**855.0761**	**0.0227**		**855.5518**

3.5 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9074	20.2964	14.7270	0.0223		1.1384	1.1384		1.0473	1.0473		2,281.0588	2,281.0588	0.6989		2,295.7360
Paving	0.1729					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.0803**	**20.2964**	**14.7270**	**0.0223**		**1.1384**	**1.1384**		**1.0473**	**1.0473**		**2,281.0588**	**2,281.0588**	**0.6989**		**2,295.7360**

3.5 Paving - 2017

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
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
Worker	0.0518	0.0591	0.5829	1.4000e-003	0.1232	9.2000e-004	0.1241	0.0327	8.5000e-004	0.0335		112.2819	112.2819	5.5600e-003		112.3988
Total	**0.0518**	**0.0591**	**0.5829**	**1.4000e-003**	**0.1232**	**9.2000e-004**	**0.1241**	**0.0327**	**8.5000e-004**	**0.0335**		**112.2819**	**112.2819**	**5.5600e-003**		**112.3988**

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	0.3281	9.8256	16.9276	0.0223		0.0366	0.0366		0.0366	0.0366	0.0000	2,281.0588	2,281.0588	0.6989		2,295.7360
Paving	0.1729					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5010**	**9.8256**	**16.9276**	**0.0223**		**0.0366**	**0.0366**		**0.0366**	**0.0366**	**0.0000**	**2,281.0588**	**2,281.0588**	**0.6989**		**2,295.7360**

3.5 Paving - 2017

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
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
Worker	0.0518	0.0591	0.5829	1.4000e-003	0.1232	9.2000e-004	0.1241	0.0327	8.5000e-004	0.0335		112.2819	112.2819	5.5600e-003		112.3988
Total	**0.0518**	**0.0591**	**0.5829**	**1.4000e-003**	**0.1232**	**9.2000e-004**	**0.1241**	**0.0327**	**8.5000e-004**	**0.0335**		**112.2819**	**112.2819**	**5.5600e-003**		**112.3988**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	82.3020					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**82.6343**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.6 Architectural Coating - 2017

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
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
Worker	0.0380	0.0433	0.4275	1.0200e-003	0.0904	6.7000e-004	0.0910	0.0240	6.2000e-004	0.0246		82.3401	82.3401	4.0800e-003		82.4258
Total	**0.0380**	**0.0433**	**0.4275**	**1.0200e-003**	**0.0904**	**6.7000e-004**	**0.0910**	**0.0240**	**6.2000e-004**	**0.0246**		**82.3401**	**82.3401**	**4.0800e-003**		**82.4258**

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	82.3020					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**82.6343**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.6 Architectural Coating - 2017

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
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
Worker	0.0380	0.0433	0.4275	1.0200e-003	0.0904	6.7000e-004	0.0910	0.0240	6.2000e-004	0.0246		82.3401	82.3401	4.0800e-003		82.4258
Total	**0.0380**	**0.0433**	**0.4275**	**1.0200e-003**	**0.0904**	**6.7000e-004**	**0.0910**	**0.0240**	**6.2000e-004**	**0.0246**		**82.3401**	**82.3401**	**4.0800e-003**		**82.4258**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Diversity

Implement School Bus Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.7449	7.4836	33.1726	0.0721	5.3461	0.0892	5.4353	1.4251	0.0822	1.5074		5,921.1214	5,921.1214	0.2355		5,926.0665
Unmitigated	3.8281	8.1321	35.3058	0.0797	5.9309	0.0978	6.0287	1.5810	0.0902	1.6712		6,542.5171	6,542.5171	0.2574		6,547.9224

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Elementary School	838.50	0.00	0.00	1,320,601	1,183,731
Junior High School	427.68	0.00	0.00	686,791	625,714
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	1,266.18	0.00	0.00	2,007,392	1,809,445

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Elementary School	9.50	7.30	7.30	65.00	30.00	5.00	63	25	12
Junior High School	9.50	7.30	7.30	72.80	22.20	5.00	63	25	12
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.475011	0.063009	0.180574	0.158011	0.069740	0.010288	0.013503	0.017378	0.000770	0.000675	0.005608	0.000318	0.005113

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0236	0.2142	0.1800	1.2900e-003		0.0163	0.0163		0.0163	0.0163		257.0800	257.0800	4.9300e-003	4.7100e-003	258.6446
NaturalGas Unmitigated	0.0236	0.2142	0.1800	1.2900e-003		0.0163	0.0163		0.0163	0.0163		257.0800	257.0800	4.9300e-003	4.7100e-003	258.6446

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					
Junior High School	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
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
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Elementary School	2185.18	0.0236	0.2142	0.1800	1.2900e-003		0.0163	0.0163		0.0163	0.0163		257.0800	257.0800	4.9300e-003	4.7100e-003	258.6446
Total		**0.0236**	**0.2142**	**0.1800**	**1.2900e-003**		**0.0163**	**0.0163**		**0.0163**	**0.0163**		**257.0800**	**257.0800**	**4.9300e-003**	**4.7100e-003**	**258.6446**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
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
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Elementary School	2.18518	0.0236	0.2142	0.1800	1.2900e-003		0.0163	0.0163		0.0163	0.0163		257.0800	257.0800	4.9300e-003	4.7100e-003	258.6446
Junior High School	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
Total		**0.0236**	**0.2142**	**0.1800**	**1.2900e-003**		**0.0163**	**0.0163**		**0.0163**	**0.0163**		**257.0800**	**257.0800**	**4.9300e-003**	**4.7100e-003**	**258.6446**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	3.1742	9.5000e-004	0.1011	1.0000e-005		3.6000e-004	3.6000e-004		3.6000e-004	3.6000e-004		0.2137	0.2137	5.9000e-004		0.2260
Unmitigated	3.1742	9.5000e-004	0.1011	1.0000e-005		3.6000e-004	3.6000e-004		3.6000e-004	3.6000e-004		0.2137	0.2137	5.9000e-004		0.2260

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4510					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.7135					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.6600e-003	9.5000e-004	0.1011	1.0000e-005		3.6000e-004	3.6000e-004		3.6000e-004	3.6000e-004		0.2137	0.2137	5.9000e-004		0.2260
Total	**3.1742**	**9.5000e-004**	**0.1011**	**1.0000e-005**		**3.6000e-004**	**3.6000e-004**		**3.6000e-004**	**3.6000e-004**		**0.2137**	**0.2137**	**5.9000e-004**		**0.2260**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4510					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.7135					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.6600e-003	9.5000e-004	0.1011	1.0000e-005		3.6000e-004	3.6000e-004		3.6000e-004	3.6000e-004		0.2137	0.2137	5.9000e-004		0.2260
Total	**3.1742**	**9.5000e-004**	**0.1011**	**1.0000e-005**		**3.6000e-004**	**3.6000e-004**		**3.6000e-004**	**3.6000e-004**		**0.2137**	**0.2137**	**5.9000e-004**		**0.2260**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Toilet

Turf Reduction

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Vegetation

River Park West K-8 School Phase I

Ventura County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Elementary School	650.00	Student	10.22	64,270.00	0
Junior High School	264.00	Student	0.00	0.00	0
Other Non-Asphalt Surfaces	5.03	1000sqft	0.00	5,032.00	0
Parking Lot	57.50	1000sqft	1.32	57,499.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2018
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase I: Grading, construction of buildings A,B, D, E and all site improvements

Land Use - Square footage buildings is greater than their foot print due to two two-story buildings.
Lot acre based on grading of the entire site estimated at 11.54 acres.
Parking lot acreage (1.32 acre [57,499 sf]) includes access driveways.

Construction Phase - Grading duration estimated at 3 months (or 12 wks or 60 days).

Off-road Equipment -

Off-road Equipment - Equipment amounts and operating hrs as presented.

Off-road Equipment - Equipment amounts and operating hrs as presented.

Off-road Equipment - Equipment amounts and operating hrs as presented.

Off-road Equipment - Minimal site preparation. Equipment amounts and operating hrs as presented.

Trips and VMT - Trip length is estimated at 15 miles round trip. Truck load capacity estimated at 12 CY (No. of trips: 50000/12=4167)

Grading -

Energy Use -

Sequestration -

Construction Off-road Equipment Mitigation - Require off-road vehicles to meet minimum Tier 3 engines to bring emissions down.

Mobile Land Use Mitigation -

Mobile Commute Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	300.00	220.00
tblConstructionPhase	NumDays	30.00	60.00
tblGrading	MaterialImported	0.00	50,000.00
tblLandUse	LandUseSquareFeet	54,342.19	64,270.00
tblLandUse	LandUseSquareFeet	31,036.28	0.00
tblLandUse	LandUseSquareFeet	5,030.00	5,032.00
tblLandUse	LandUseSquareFeet	57,500.00	57,499.00
tblLandUse	LotAcreage	1.25	10.22

tblLandUse	LotAcreage	0.71	0.00
tblLandUse	LotAcreage	0.12	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	8.00	4.00
tblOffRoadEquipment	UsageHours	8.00	5.00
tblOffRoadEquipment	UsageHours	8.00	5.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblProjectCharacteristics	OperationalYear	2014	2018
tblSequestration	NumberOfNewTrees	0.00	60.00
tblTripsAndVMT	HaulingTripLength	20.00	15.00
tblTripsAndVMT	HaulingTripNumber	6,250.00	4,167.00

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					
2016	0.1909	2.2117	1.5912	2.6000e-003	0.2855	0.0926	0.3781	0.1248	0.0854	0.2102	0.0000	239.0156	239.0156	0.0383	0.0000	239.8189
2017	1.0887	2.2052	1.7684	3.0100e-003	0.0593	0.1275	0.1868	0.0160	0.1196	0.1356	0.0000	260.0391	260.0391	0.0485	0.0000	261.0584
Total	**1.2796**	**4.4168**	**3.3595**	**5.6100e-003**	**0.3448**	**0.2201**	**0.5649**	**0.1408**	**0.2050**	**0.3458**	**0.0000**	**499.0547**	**499.0547**	**0.0868**	**0.0000**	**500.8773**

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					
2016	0.0573	0.9616	1.3096	2.6000e-003	0.1476	9.7900e-003	0.1574	0.0614	9.2000e-003	0.0706	0.0000	239.0154	239.0154	0.0383	0.0000	239.8187
2017	0.9006	1.0325	1.7729	3.0100e-003	0.0593	0.0119	0.0712	0.0160	0.0117	0.0277	0.0000	260.0389	260.0389	0.0485	0.0000	261.0582
Total	**0.9580**	**1.9941**	**3.0825**	**5.6100e-003**	**0.2069**	**0.0217**	**0.2286**	**0.0774**	**0.0209**	**0.0983**	**0.0000**	**499.0543**	**499.0543**	**0.0868**	**0.0000**	**500.8769**

	ROG	NOx	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	**25.14**	**54.85**	**8.24**	**0.00**	**39.99**	**90.14**	**59.53**	**45.04**	**89.82**	**71.58**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.5784	9.0000e-005	9.1000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0175	0.0175	5.0000e-005	0.0000	0.0185
Energy	4.3000e-003	0.0391	0.0328	2.3000e-004		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003	0.0000	184.1306	184.1306	7.3200e-003	2.1300e-003	184.9437
Mobile	0.4628	1.0470	4.3334	0.0104	0.7569	0.0127	0.7696	0.2021	0.0117	0.2137	0.0000	775.8247	775.8247	0.0303	0.0000	776.4611
Waste						0.0000	0.0000		0.0000	0.0000	33.8609	0.0000	33.8609	2.0011	0.0000	75.8845
Water						0.0000	0.0000		0.0000	0.0000	0.7030	26.3709	27.0739	0.0734	1.9600e-003	29.2218
Total	**1.0455**	**1.0861**	**4.3753**	**0.0106**	**0.7569**	**0.0157**	**0.7726**	**0.2021**	**0.0147**	**0.2167**	**34.5639**	**986.3437**	**1,020.9075**	**2.1122**	**4.0900e-003**	**1,066.5295**

2.2 Overall Operational

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	0.5784	9.0000e-005	9.1000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0175	0.0175	5.0000e-005	0.0000	0.0185
Energy	4.3000e-003	0.0391	0.0328	2.3000e-004		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003	0.0000	184.1306	184.1306	7.3200e-003	2.1300e-003	184.9437
Mobile	0.4520	0.9633	4.0557	9.4200e-003	0.6823	0.0115	0.6938	0.1822	0.0106	0.1928	0.0000	702.1677	702.1677	0.0277	0.0000	702.7499
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.6161	9.8445	10.4606	0.0637	1.5900e-003	12.2901
Total	**1.0347**	**1.0025**	**4.0976**	**9.6500e-003**	**0.6823**	**0.0145**	**0.6968**	**0.1822**	**0.0136**	**0.1958**	**0.6161**	**896.1603**	**896.7763**	**0.0988**	**3.7200e-003**	**900.0021**

	ROG	NOx	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	**1.03**	**7.70**	**6.35**	**9.30**	**9.86**	**7.15**	**9.81**	**9.86**	**7.02**	**9.67**	**98.22**	**9.14**	**12.16**	**95.32**	**9.05**	**15.61**

2.3 Vegetation

Vegetation

	CO2e
Category	MT
New Trees	42.4800
Total	**42.4800**

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	9/1/2016	9/14/2016	5	10	
2	Grading	Grading	9/15/2016	12/7/2016	5	60	
3	Building Construction	Building Construction	12/8/2016	10/11/2017	5	220	
4	Paving	Paving	10/12/2017	11/8/2017	5	20	
5	Architectural Coating	Architectural Coating	11/9/2017	12/6/2017	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 90

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 106,540; Non-Residential Outdoor: 35,513 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	1	5.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	5.00	97	0.37
Grading	Excavators	1	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	1	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	1	7.00	89	0.20
Building Construction	Generator Sets	1	4.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Welders	1	7.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	5	13.00	0.00	4,167.00	10.80	7.30	15.00	LD_Mix	HDT_Mix	HHDT
Building Construction	6	53.00	21.00	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	11.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Clean Paved Roads

3.2 Site Preparation - 2016

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					0.0188	0.0000	0.0188	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.9300e-003	0.0535	0.0403	4.0000e-005		2.8000e-003	2.8000e-003		2.5800e-003	2.5800e-003	0.0000	3.5355	3.5355	1.0700e-003	0.0000	3.5579
Total	**4.9300e-003**	**0.0535**	**0.0403**	**4.0000e-005**	**0.0188**	**2.8000e-003**	**0.0216**	**0.0103**	**2.5800e-003**	**0.0129**	**0.0000**	**3.5355**	**3.5355**	**1.0700e-003**	**0.0000**	**3.5579**

3.2 Site Preparation - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-005	1.1000e-004	1.0600e-003	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	6.0000e-005	0.0000	0.1781	0.1781	1.0000e-005	0.0000	0.1782
Total	**9.0000e-005**	**1.1000e-004**	**1.0600e-003**	**0.0000**	**2.0000e-004**	**0.0000**	**2.0000e-004**	**5.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**0.1781**	**0.1781**	**1.0000e-005**	**0.0000**	**0.1782**

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					8.4700e-003	0.0000	8.4700e-003	4.6600e-003	0.0000	4.6600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.7000e-004	0.0115	0.0219	4.0000e-005		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	3.5355	3.5355	1.0700e-003	0.0000	3.5579
Total	**6.7000e-004**	**0.0115**	**0.0219**	**4.0000e-005**	**8.4700e-003**	**6.0000e-005**	**8.5300e-003**	**4.6600e-003**	**6.0000e-005**	**4.7200e-003**	**0.0000**	**3.5355**	**3.5355**	**1.0700e-003**	**0.0000**	**3.5579**

3.2 Site Preparation - 2016

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	9.0000e-005	1.1000e-004	1.0600e-003	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	6.0000e-005	0.0000	0.1781	0.1781	1.0000e-005	0.0000	0.1782
Total	**9.0000e-005**	**1.1000e-004**	**1.0600e-003**	**0.0000**	**2.0000e-004**	**0.0000**	**2.0000e-004**	**5.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**0.1781**	**0.1781**	**1.0000e-005**	**0.0000**	**0.1782**

3.3 Grading - 2016

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					0.2319	0.0000	0.2319	0.1050	0.0000	0.1050	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1311	1.4860	0.9683	1.1500e-003		0.0722	0.0722		0.0664	0.0664	0.0000	108.6964	108.6964	0.0328	0.0000	109.3849
Total	**0.1311**	**1.4860**	**0.9683**	**1.1500e-003**	**0.2319**	**0.0722**	**0.3041**	**0.1050**	**0.0664**	**0.1714**	**0.0000**	**108.6964**	**108.6964**	**0.0328**	**0.0000**	**109.3849**

3.3 Grading - 2016

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	0.0312	0.4903	0.4257	1.1400e-003	0.0267	6.9600e-003	0.0336	7.3100e-003	6.4000e-003	0.0137	0.0000	103.8151	103.8151	6.6000e-004	0.0000	103.8290
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	1.3800e-003	1.6500e-003	0.0165	4.0000e-005	3.1400e-003	2.0000e-005	3.1700e-003	8.4000e-004	2.0000e-005	8.6000e-004	0.0000	2.7775	2.7775	1.4000e-004	0.0000	2.7805
Total	**0.0326**	**0.4919**	**0.4422**	**1.1800e-003**	**0.0298**	**6.9800e-003**	**0.0368**	**8.1500e-003**	**6.4200e-003**	**0.0146**	**0.0000**	**106.5926**	**106.5926**	**8.0000e-004**	**0.0000**	**106.6095**

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					0.1044	0.0000	0.1044	0.0473	0.0000	0.0473	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0180	0.3797	0.7091	1.1500e-003		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	108.6963	108.6963	0.0328	0.0000	109.3848
Total	**0.0180**	**0.3797**	**0.7091**	**1.1500e-003**	**0.1044**	**1.8800e-003**	**0.1062**	**0.0473**	**1.8800e-003**	**0.0491**	**0.0000**	**108.6963**	**108.6963**	**0.0328**	**0.0000**	**109.3848**

3.3 Grading - 2016

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	0.0312	0.4903	0.4257	1.1400e-003	0.0267	6.9600e-003	0.0336	7.3100e-003	6.4000e-003	0.0137	0.0000	103.8151	103.8151	6.6000e-004	0.0000	103.8290
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	1.3800e-003	1.6500e-003	0.0165	4.0000e-005	3.1400e-003	2.0000e-005	3.1700e-003	8.4000e-004	2.0000e-005	8.6000e-004	0.0000	2.7775	2.7775	1.4000e-004	0.0000	2.7805
Total	**0.0326**	**0.4919**	**0.4422**	**1.1800e-003**	**0.0298**	**6.9800e-003**	**0.0368**	**8.1500e-003**	**6.4200e-003**	**0.0146**	**0.0000**	**106.5926**	**106.5926**	**8.0000e-004**	**0.0000**	**106.6095**

3.4 Building Construction - 2016

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	0.0190	0.1604	0.0983	1.5000e-004		0.0103	0.0103		9.6900e-003	9.6900e-003	0.0000	13.1962	13.1962	3.3900e-003	0.0000	13.2675
Total	**0.0190**	**0.1604**	**0.0983**	**1.5000e-004**		**0.0103**	**0.0103**		**9.6900e-003**	**9.6900e-003**	**0.0000**	**13.1962**	**13.1962**	**3.3900e-003**	**0.0000**	**13.2675**

3.4 Building Construction - 2016

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	1.6700e-003	0.0179	0.0219	4.0000e-005	1.1600e-003	2.9000e-004	1.4400e-003	3.3000e-004	2.6000e-004	5.9000e-004	0.0000	3.6085	3.6085	2.0000e-005	0.0000	3.6090
Worker	1.5900e-003	1.9100e-003	0.0191	4.0000e-005	3.6300e-003	3.0000e-005	3.6600e-003	9.6000e-004	3.0000e-005	9.9000e-004	0.0000	3.2084	3.2084	1.7000e-004	0.0000	3.2119
Total	**3.2600e-003**	**0.0198**	**0.0410**	**8.0000e-005**	**4.7900e-003**	**3.2000e-004**	**5.1000e-003**	**1.2900e-003**	**2.9000e-004**	**1.5800e-003**	**0.0000**	**6.8168**	**6.8168**	**1.9000e-004**	**0.0000**	**6.8208**

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	2.8200e-003	0.0586	0.0942	1.5000e-004		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	13.1962	13.1962	3.3900e-003	0.0000	13.2675
Total	**2.8200e-003**	**0.0586**	**0.0942**	**1.5000e-004**		**5.5000e-004**	**5.5000e-004**		**5.5000e-004**	**5.5000e-004**	**0.0000**	**13.1962**	**13.1962**	**3.3900e-003**	**0.0000**	**13.2675**

3.4 Building Construction - 2016

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	1.6700e-003	0.0179	0.0219	4.0000e-005	1.1600e-003	2.9000e-004	1.4400e-003	3.3000e-004	2.6000e-004	5.9000e-004	0.0000	3.6085	3.6085	2.0000e-005	0.0000	3.6090
Worker	1.5900e-003	1.9100e-003	0.0191	4.0000e-005	3.6300e-003	3.0000e-005	3.6600e-003	9.6000e-004	3.0000e-005	9.9000e-004	0.0000	3.2084	3.2084	1.7000e-004	0.0000	3.2119
Total	**3.2600e-003**	**0.0198**	**0.0410**	**8.0000e-005**	**4.7900e-003**	**3.2000e-004**	**5.1000e-003**	**1.2900e-003**	**2.9000e-004**	**1.5800e-003**	**0.0000**	**6.8168**	**6.8168**	**1.9000e-004**	**0.0000**	**6.8208**

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2060	1.7673	1.1423	1.7500e-003		0.1111	0.1111		0.1043	0.1043	0.0000	155.7825	155.7825	0.0398	0.0000	156.6174
Total	**0.2060**	**1.7673**	**1.1423**	**1.7500e-003**		**0.1111**	**0.1111**		**0.1043**	**0.1043**	**0.0000**	**155.7825**	**155.7825**	**0.0398**	**0.0000**	**156.6174**

3.4 Building Construction - 2017

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	0.0177	0.1916	0.2455	4.7000e-004	0.0138	2.9400e-003	0.0167	3.9300e-003	2.7000e-003	6.6400e-003	0.0000	42.4060	42.4060	2.7000e-004	0.0000	42.4117
Worker	0.0171	0.0205	0.2047	5.0000e-004	0.0434	3.3000e-004	0.0437	0.0115	3.0000e-004	0.0118	0.0000	36.8242	36.8242	1.8100e-003	0.0000	36.8622
Total	**0.0348**	**0.2121**	**0.4502**	**9.7000e-004**	**0.0572**	**3.2700e-003**	**0.0605**	**0.0155**	**3.0000e-003**	**0.0185**	**0.0000**	**79.2302**	**79.2302**	**2.0800e-003**	**0.0000**	**79.2739**

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	0.0337	0.6993	1.1249	1.7500e-003		6.5400e-003	6.5400e-003		6.5400e-003	6.5400e-003	0.0000	155.7823	155.7823	0.0398	0.0000	156.6172
Total	**0.0337**	**0.6993**	**1.1249**	**1.7500e-003**		**6.5400e-003**	**6.5400e-003**		**6.5400e-003**	**6.5400e-003**	**0.0000**	**155.7823**	**155.7823**	**0.0398**	**0.0000**	**156.6172**

3.4 Building Construction - 2017

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	0.0177	0.1916	0.2455	4.7000e-004	0.0138	2.9400e-003	0.0167	3.9300e-003	2.7000e-003	6.6400e-003	0.0000	42.4060	42.4060	2.7000e-004	0.0000	42.4117
Worker	0.0171	0.0205	0.2047	5.0000e-004	0.0434	3.3000e-004	0.0437	0.0115	3.0000e-004	0.0118	0.0000	36.8242	36.8242	1.8100e-003	0.0000	36.8622
Total	**0.0348**	**0.2121**	**0.4502**	**9.7000e-004**	**0.0572**	**3.2700e-003**	**0.0605**	**0.0155**	**3.0000e-003**	**0.0185**	**0.0000**	**79.2302**	**79.2302**	**2.0800e-003**	**0.0000**	**79.2739**

3.5 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0191	0.2030	0.1473	2.2000e-004		0.0114	0.0114		0.0105	0.0105	0.0000	20.6934	20.6934	6.3400e-003	0.0000	20.8266
Paving	1.7300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0208**	**0.2030**	**0.1473**	**2.2000e-004**		**0.0114**	**0.0114**		**0.0105**	**0.0105**	**0.0000**	**20.6934**	**20.6934**	**6.3400e-003**	**0.0000**	**20.8266**

3.5 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	5.7000e-004	5.7100e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0268	1.0268	5.0000e-005	0.0000	1.0279
Total	**4.8000e-004**	**5.7000e-004**	**5.7100e-003**	**1.0000e-005**	**1.2100e-003**	**1.0000e-005**	**1.2200e-003**	**3.2000e-004**	**1.0000e-005**	**3.3000e-004**	**0.0000**	**1.0268**	**1.0268**	**5.0000e-005**	**0.0000**	**1.0279**

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	3.2800e-003	0.0983	0.1693	2.2000e-004		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	20.6934	20.6934	6.3400e-003	0.0000	20.8265
Paving	1.7300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.0100e-003**	**0.0983**	**0.1693**	**2.2000e-004**		**3.7000e-004**	**3.7000e-004**		**3.7000e-004**	**3.7000e-004**	**0.0000**	**20.6934**	**20.6934**	**6.3400e-003**	**0.0000**	**20.8265**

3.5 Paving - 2017

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	4.8000e-004	5.7000e-004	5.7100e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0268	1.0268	5.0000e-005	0.0000	1.0279
Total	**4.8000e-004**	**5.7000e-004**	**5.7100e-003**	**1.0000e-005**	**1.2100e-003**	**1.0000e-005**	**1.2200e-003**	**3.2000e-004**	**1.0000e-005**	**3.3000e-004**	**0.0000**	**1.0268**	**1.0268**	**5.0000e-005**	**0.0000**	**1.0279**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.8230					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.3200e-003	0.0219	0.0187	3.0000e-005		1.7300e-003	1.7300e-003		1.7300e-003	1.7300e-003	0.0000	2.5533	2.5533	2.7000e-004	0.0000	2.5589
Total	**0.8263**	**0.0219**	**0.0187**	**3.0000e-005**		**1.7300e-003**	**1.7300e-003**		**1.7300e-003**	**1.7300e-003**	**0.0000**	**2.5533**	**2.5533**	**2.7000e-004**	**0.0000**	**2.5589**

3.6 Architectural Coating - 2017

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	3.5000e-004	4.2000e-004	4.1900e-003	1.0000e-005	8.9000e-004	1.0000e-005	8.9000e-004	2.4000e-004	1.0000e-005	2.4000e-004	0.0000	0.7530	0.7530	4.0000e-005	0.0000	0.7538
Total	**3.5000e-004**	**4.2000e-004**	**4.1900e-003**	**1.0000e-005**	**8.9000e-004**	**1.0000e-005**	**8.9000e-004**	**2.4000e-004**	**1.0000e-005**	**2.4000e-004**	**0.0000**	**0.7530**	**0.7530**	**4.0000e-005**	**0.0000**	**0.7538**

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	0.8230					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.3200e-003	0.0219	0.0187	3.0000e-005		1.7300e-003	1.7300e-003		1.7300e-003	1.7300e-003	0.0000	2.5533	2.5533	2.7000e-004	0.0000	2.5589
Total	**0.8263**	**0.0219**	**0.0187**	**3.0000e-005**		**1.7300e-003**	**1.7300e-003**		**1.7300e-003**	**1.7300e-003**	**0.0000**	**2.5533**	**2.5533**	**2.7000e-004**	**0.0000**	**2.5589**

3.6 Architectural Coating - 2017

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	3.5000e-004	4.2000e-004	4.1900e-003	1.0000e-005	8.9000e-004	1.0000e-005	8.9000e-004	2.4000e-004	1.0000e-005	2.4000e-004	0.0000	0.7530	0.7530	4.0000e-005	0.0000	0.7538
Total	**3.5000e-004**	**4.2000e-004**	**4.1900e-003**	**1.0000e-005**	**8.9000e-004**	**1.0000e-005**	**8.9000e-004**	**2.4000e-004**	**1.0000e-005**	**2.4000e-004**	**0.0000**	**0.7530**	**0.7530**	**4.0000e-005**	**0.0000**	**0.7538**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Diversity

Implement School Bus Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4520	0.9633	4.0557	9.4200e-003	0.6823	0.0115	0.6938	0.1822	0.0106	0.1928	0.0000	702.1677	702.1677	0.0277	0.0000	702.7499
Unmitigated	0.4628	1.0470	4.3334	0.0104	0.7569	0.0127	0.7696	0.2021	0.0117	0.2137	0.0000	775.8247	775.8247	0.0303	0.0000	776.4611

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Elementary School	838.50	0.00	0.00	1,320,601	1,183,731
Junior High School	427.68	0.00	0.00	686,791	625,714
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	1,266.18	0.00	0.00	2,007,392	1,809,445

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Elementary School	9.50	7.30	7.30	65.00	30.00	5.00	63	25	12
Junior High School	9.50	7.30	7.30	72.80	22.20	5.00	63	25	12
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.475011	0.063009	0.180574	0.158011	0.069740	0.010288	0.013503	0.017378	0.000770	0.000675	0.005608	0.000318	0.005113

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	141.5681	141.5681	6.5100e-003	1.3500e-003	142.1222
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	141.5681	141.5681	6.5100e-003	1.3500e-003	142.1222
NaturalGas Mitigated	4.3000e-003	0.0391	0.0328	2.3000e-004		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003	0.0000	42.5625	42.5625	8.2000e-004	7.8000e-004	42.8215
NaturalGas Unmitigated	4.3000e-003	0.0391	0.0328	2.3000e-004		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003	0.0000	42.5625	42.5625	8.2000e-004	7.8000e-004	42.8215

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					
Junior High School	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
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
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Elementary School	797591	4.3000e-003	0.0391	0.0328	2.3000e-004		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003	0.0000	42.5625	42.5625	8.2000e-004	7.8000e-004	42.8215
Total		**4.3000e-003**	**0.0391**	**0.0328**	**2.3000e-004**		**2.9700e-003**	**2.9700e-003**		**2.9700e-003**	**2.9700e-003**	**0.0000**	**42.5625**	**42.5625**	**8.2000e-004**	**7.8000e-004**	**42.8215**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
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
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Elementary School	797591	4.3000e-003	0.0391	0.0328	2.3000e-004		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003	0.0000	42.5625	42.5625	8.2000e-004	7.8000e-004	42.8215
Junior High School	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**4.3000e-003**	**0.0391**	**0.0328**	**2.3000e-004**		**2.9700e-003**	**2.9700e-003**		**2.9700e-003**	**2.9700e-003**	**0.0000**	**42.5625**	**42.5625**	**8.2000e-004**	**7.8000e-004**	**42.8215**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Elementary School	444106	127.0884	5.8400e-003	1.2100e-003	127.5857
Junior High School	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	50599.1	14.4798	6.7000e-004	1.4000e-004	14.5365
Total		**141.5681**	**6.5100e-003**	**1.3500e-003**	**142.1222**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Elementary School	444106	127.0884	5.8400e-003	1.2100e-003	127.5857
Junior High School	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	50599.1	14.4798	6.7000e-004	1.4000e-004	14.5365
Total		**141.5681**	**6.5100e-003**	**1.3500e-003**	**142.1222**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5784	9.0000e-005	9.1000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0175	0.0175	5.0000e-005	0.0000	0.0185
Unmitigated	0.5784	9.0000e-005	9.1000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0175	0.0175	5.0000e-005	0.0000	0.0185

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0823					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4952					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	8.7000e-004	9.0000e-005	9.1000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0175	0.0175	5.0000e-005	0.0000	0.0185
Total	**0.5784**	**9.0000e-005**	**9.1000e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**	**0.0000**	**0.0175**	**0.0175**	**5.0000e-005**	**0.0000**	**0.0185**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0823					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4952					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	8.7000e-004	9.0000e-005	9.1000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0175	0.0175	5.0000e-005	0.0000	0.0185
Total	**0.5784**	**9.0000e-005**	**9.1000e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**	**0.0000**	**0.0175**	**0.0175**	**5.0000e-005**	**0.0000**	**0.0185**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Toilet

Turf Reduction

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	10.4606	0.0637	1.5900e-003	12.2901
Unmitigated	27.0739	0.0734	1.9600e-003	29.2218

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Elementary School	1.57576 / 4.05194	19.2539	0.0522	1.3900e-003	20.7814
Junior High School	0.639999 / 1.64571	7.8200	0.0212	5.6000e-004	8.4404
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**27.0739**	**0.0734**	**1.9500e-003**	**29.2218**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Elementary School	1.38099 / 1.53998	10.4800	0.0455	1.1600e-003	11.7930
Junior High School	0.560895 / -0.719469	-0.0195	0.0183	4.3000e-004	0.4971
Other Non-Asphalt Surfaces	0 / -0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / -0	0.0000	0.0000	0.0000	0.0000
Total		**10.4606**	**0.0637**	**1.5900e-003**	**12.2901**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	33.8609	2.0011	0.0000	75.8845

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Elementary School	118.63	24.0808	1.4231	0.0000	53.9667
Junior High School	48.18	9.7801	0.5780	0.0000	21.9178
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**33.8609**	**2.0011**	**0.0000**	**75.8845**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Elementary School		0.0000	0.0000	0.0000	0.0000
Junior High School		0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces		0.0000	0.0000	0.0000	0.0000
Parking Lot		0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

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

10.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	42.4800	0.0000	0.0000	42.4800

10.2 Net New Trees

Species Class

	Number of Trees	Total CO2	CH4	N2O	CO2e
		MT			
Miscellaneous	60	42.4800	0.0000	0.0000	42.4800
Total		**42.4800**	**0.0000**	**0.0000**	**42.4800**

River Park West K-8 School Phase II

Ventura County APCD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Elementary School	25.70	1000sqft	0.59	25,700.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2018
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot acreage accounted for in Phase I.

Construction Phase - Total construction period estimated at 6 months (6mo x 4wk/mo x 5d/w = 120 days)

Vehicle Trips - Trips associated with the operation of the Project are accounted for in Phase I.

Construction Off-road Equipment Mitigation - Mitigation measures as stated.

Mobile Land Use Mitigation -

Area Mitigation -

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	5.00	20.00
tblProjectCharacteristics	OperationalYear	2014	2018
tblVehicleTrips	WD_TR	15.43	0.00

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					
2017	1.3479	13.0739	8.9973	0.0132	0.1167	0.8616	0.9782	0.0315	0.7926	0.8241	0.0000	1,329.1752	1,329.1752	0.3599	0.0000	1,336.7337
2018	30.0848	11.3211	8.6206	0.0132	0.1167	0.7113	0.8280	0.0315	0.6544	0.6859	0.0000	1,305.3771	1,305.3771	0.3593	0.0000	1,312.9227
Total	**31.4327**	**24.3950**	**17.6179**	**0.0265**	**0.2334**	**1.5729**	**1.8063**	**0.0629**	**1.4471**	**1.5100**	**0.0000**	**2,634.5523**	**2,634.5523**	**0.7192**	**0.0000**	**2,649.6564**

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					
2017	0.3113	4.8626	8.8870	0.0132	0.1167	0.0247	0.1414	0.0315	0.0243	0.0557	0.0000	1,329.1752	1,329.1752	0.3599	0.0000	1,336.7337
2018	29.8406	4.8259	8.8259	0.0132	0.1167	0.0244	0.1411	0.0315	0.0239	0.0554	0.0000	1,305.3771	1,305.3771	0.3593	0.0000	1,312.9227
Total	**30.1519**	**9.6884**	**17.7129**	**0.0265**	**0.2334**	**0.0491**	**0.2825**	**0.0629**	**0.0481**	**0.1111**	**0.0000**	**2,634.5523**	**2,634.5523**	**0.7192**	**0.0000**	**2,649.6564**

	ROG	NOx	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	**4.07**	**60.29**	**-0.54**	**0.00**	**0.00**	**96.88**	**84.36**	**0.00**	**96.67**	**92.65**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.7134	2.0000e-005	2.6600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		5.6200e-003	5.6200e-003	2.0000e-005		5.9500e-003
Energy	9.4200e-003	0.0857	0.0720	5.1000e-004		6.5100e-003	6.5100e-003		6.5100e-003	6.5100e-003		102.8000	102.8000	1.9700e-003	1.8800e-003	103.4256
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.7228**	**0.0857**	**0.0746**	**5.1000e-004**	**0.0000**	**6.5200e-003**	**6.5200e-003**	**0.0000**	**6.5200e-003**	**6.5200e-003**		**102.8056**	**102.8056**	**1.9900e-003**	**1.8800e-003**	**103.4316**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.6723	2.0000e-005	2.6600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		5.6200e-003	5.6200e-003	2.0000e-005		5.9500e-003
Energy	9.4200e-003	0.0857	0.0720	5.1000e-004		6.5100e-003	6.5100e-003		6.5100e-003	6.5100e-003		102.8000	102.8000	1.9700e-003	1.8800e-003	103.4256
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.6817**	**0.0857**	**0.0746**	**5.1000e-004**	**0.0000**	**6.5200e-003**	**6.5200e-003**	**0.0000**	**6.5200e-003**	**6.5200e-003**		**102.8056**	**102.8056**	**1.9900e-003**	**1.8800e-003**	**103.4316**

	ROG	NOx	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	**5.69**	**0.00**	**0.00**	**0.00**	**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	Building Construction	Building Construction	12/7/2017	4/25/2018	5	100	
2	Architectural Coating	Architectural Coating	4/26/2018	5/23/2018	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 38,550; Non-Residential Outdoor: 12,850 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37

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
Building Construction	5	11.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	2.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Clean Paved Roads

3.2 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869		1,159.5310	1,159.5310	0.3553		1,166.9919
Total	**1.2740**	**12.6738**	**8.0395**	**0.0113**		**0.8553**	**0.8553**		**0.7869**	**0.7869**		**1,159.5310**	**1,159.5310**	**0.3553**		**1,166.9919**

3.2 Building Construction - 2017

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
Vendor	0.0360	0.3567	0.5303	8.9000e-004	0.0263	5.5500e-003	0.0319	7.4800e-003	5.1100e-003	0.0126		87.3041	87.3041	5.7000e-004		87.3161
Worker	0.0380	0.0433	0.4275	1.0200e-003	0.0904	6.7000e-004	0.0910	0.0240	6.2000e-004	0.0246		82.3401	82.3401	4.0800e-003		82.4258
Total	**0.0740**	**0.4000**	**0.9578**	**1.9100e-003**	**0.1167**	**6.2200e-003**	**0.1229**	**0.0315**	**5.7300e-003**	**0.0372**		**169.6442**	**169.6442**	**4.6500e-003**		**169.7419**

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	0.2373	4.4625	7.9292	0.0113		0.0185	0.0185		0.0185	0.0185	0.0000	1,159.5310	1,159.5310	0.3553		1,166.9919
Total	**0.2373**	**4.4625**	**7.9292**	**0.0113**		**0.0185**	**0.0185**		**0.0185**	**0.0185**	**0.0000**	**1,159.5310**	**1,159.5310**	**0.3553**		**1,166.9919**

3.2 Building Construction - 2017

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
Vendor	0.0360	0.3567	0.5303	8.9000e-004	0.0263	5.5500e-003	0.0319	7.4800e-003	5.1100e-003	0.0126		87.3041	87.3041	5.7000e-004		87.3161
Worker	0.0380	0.0433	0.4275	1.0200e-003	0.0904	6.7000e-004	0.0910	0.0240	6.2000e-004	0.0246		82.3401	82.3401	4.0800e-003		82.4258
Total	**0.0740**	**0.4000**	**0.9578**	**1.9100e-003**	**0.1167**	**6.2200e-003**	**0.1229**	**0.0315**	**5.7300e-003**	**0.0372**		**169.6442**	**169.6442**	**4.6500e-003**		**169.7419**

3.2 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0786	10.9578	7.7239	0.0113		0.7055	0.7055		0.6491	0.6491		1,140.2487	1,140.2487	0.3550		1,147.7032
Total	**1.0786**	**10.9578**	**7.7239**	**0.0113**		**0.7055**	**0.7055**		**0.6491**	**0.6491**		**1,140.2487**	**1,140.2487**	**0.3550**		**1,147.7032**

3.2 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0335	0.3240	0.5104	8.9000e-004	0.0263	5.1800e-003	0.0315	7.4800e-003	4.7600e-003	0.0123		85.8746	85.8746	5.6000e-004		85.8864
Worker	0.0346	0.0393	0.3863	1.0200e-003	0.0904	6.6000e-004	0.0910	0.0240	6.1000e-004	0.0246		79.2538	79.2538	3.7800e-003		79.3331
Total	**0.0681**	**0.3634**	**0.8967**	**1.9100e-003**	**0.1167**	**5.8400e-003**	**0.1225**	**0.0315**	**5.3700e-003**	**0.0368**		**165.1284**	**165.1284**	**4.3400e-003**		**165.2195**

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	0.2373	4.4625	7.9292	0.0113		0.0185	0.0185		0.0185	0.0185	0.0000	1,140.2487	1,140.2487	0.3550		1,147.7032
Total	**0.2373**	**4.4625**	**7.9292**	**0.0113**		**0.0185**	**0.0185**		**0.0185**	**0.0185**	**0.0000**	**1,140.2487**	**1,140.2487**	**0.3550**		**1,147.7032**

3.2 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0335	0.3240	0.5104	8.9000e-004	0.0263	5.1800e-003	0.0315	7.4800e-003	4.7600e-003	0.0123		85.8746	85.8746	5.6000e-004		85.8864
Worker	0.0346	0.0393	0.3863	1.0200e-003	0.0904	6.6000e-004	0.0910	0.0240	6.1000e-004	0.0246		79.2538	79.2538	3.7800e-003		79.3331
Total	**0.0681**	**0.3634**	**0.8967**	**1.9100e-003**	**0.1167**	**5.8400e-003**	**0.1225**	**0.0315**	**5.3700e-003**	**0.0368**		**165.1284**	**165.1284**	**4.3400e-003**		**165.2195**

3.3 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	29.7799					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
Total	**30.0785**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.0102**

3.3 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	6.2900e-003	7.1500e-003	0.0702	1.9000e-004	0.0164	1.2000e-004	0.0166	4.3600e-003	1.1000e-004	4.4700e-003		14.4098	14.4098	6.9000e-004		14.4242
Total	**6.2900e-003**	**7.1500e-003**	**0.0702**	**1.9000e-004**	**0.0164**	**1.2000e-004**	**0.0166**	**4.3600e-003**	**1.1000e-004**	**4.4700e-003**		**14.4098**	**14.4098**	**6.9000e-004**		**14.4242**

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	29.7799					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4485	281.4485	0.0267		282.0102
Total	**29.8344**	**1.0598**	**1.8324**	**2.9700e-003**		**3.9600e-003**	**3.9600e-003**		**3.9600e-003**	**3.9600e-003**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.0102**

3.3 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	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
Worker	6.2900e-003	7.1500e-003	0.0702	1.9000e-004	0.0164	1.2000e-004	0.0166	4.3600e-003	1.1000e-004	4.4700e-003		14.4098	14.4098	6.9000e-004		14.4242
Total	**6.2900e-003**	**7.1500e-003**	**0.0702**	**1.9000e-004**	**0.0164**	**1.2000e-004**	**0.0166**	**4.3600e-003**	**1.1000e-004**	**4.4700e-003**		**14.4098**	**14.4098**	**6.9000e-004**		**14.4242**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Elementary School	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Elementary School	9.50	7.30	7.30	65.00	30.00	5.00	63	25	12

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.475011	0.063009	0.180574	0.158011	0.069740	0.010288	0.013503	0.017378	0.000770	0.000675	0.005608	0.000318	0.005113

4.4 Fleet Mix

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	9.4200e-003	0.0857	0.0720	5.1000e-004		6.5100e-003	6.5100e-003		6.5100e-003	6.5100e-003		102.8000	102.8000	1.9700e-003	1.8800e-003	103.4256
NaturalGas Unmitigated	9.4200e-003	0.0857	0.0720	5.1000e-004		6.5100e-003	6.5100e-003		6.5100e-003	6.5100e-003		102.8000	102.8000	1.9700e-003	1.8800e-003	103.4256

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					
Elementary School	873.8	9.4200e-003	0.0857	0.0720	5.1000e-004		6.5100e-003	6.5100e-003		6.5100e-003	6.5100e-003		102.8000	102.8000	1.9700e-003	1.8800e-003	103.4256
Total		**9.4200e-003**	**0.0857**	**0.0720**	**5.1000e-004**		**6.5100e-003**	**6.5100e-003**		**6.5100e-003**	**6.5100e-003**		**102.8000**	**102.8000**	**1.9700e-003**	**1.8800e-003**	**103.4256**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Elementary School	0.8738	9.4200e-003	0.0857	0.0720	5.1000e-004		6.5100e-003	6.5100e-003		6.5100e-003	6.5100e-003		102.8000	102.8000	1.9700e-003	1.8800e-003	103.4256
Total		**9.4200e-003**	**0.0857**	**0.0720**	**5.1000e-004**		**6.5100e-003**	**6.5100e-003**		**6.5100e-003**	**6.5100e-003**		**102.8000**	**102.8000**	**1.9700e-003**	**1.8800e-003**	**103.4256**

6.0 Area Detail

6.1 Mitigation Measures Area

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	0.6723	2.0000e-005	2.6600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		5.6200e-003	5.6200e-003	2.0000e-005		5.9500e-003
Unmitigated	0.7134	2.0000e-005	2.6600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		5.6200e-003	5.6200e-003	2.0000e-005		5.9500e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1632					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.5500					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.5000e-004	2.0000e-005	2.6600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		5.6200e-003	5.6200e-003	2.0000e-005		5.9500e-003
Total	**0.7134**	**2.0000e-005**	**2.6600e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**5.6200e-003**	**5.6200e-003**	**2.0000e-005**		**5.9500e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1632					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.5089					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.5000e-004	2.0000e-005	2.6600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		5.6200e-003	5.6200e-003	2.0000e-005		5.9500e-003
Total	**0.6723**	**2.0000e-005**	**2.6600e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**5.6200e-003**	**5.6200e-003**	**2.0000e-005**		**5.9500e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Toilet

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Vegetation

River Park West K-8 School Phase II

Ventura County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Elementary School	25.70	1000sqft	0.59	25,700.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2018
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot acreage accounted for in Phase I.

Construction Phase - Total construction period estimated at 6 months (6mo x 4wk/mo x 5d/w = 120 days)

Vehicle Trips - Trips associated with the operation of the Project are accounted for in Phase I.

Construction Off-road Equipment Mitigation - Mitigation measures as stated.

Mobile Land Use Mitigation -

Area Mitigation -

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	5.00	20.00
tblProjectCharacteristics	OperationalYear	2014	2018
tblVehicleTrips	WD_TR	15.43	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.0114	0.1111	0.0758	1.1000e-004	9.7000e-004	7.3200e-003	8.3000e-003	2.6000e-004	6.7400e-003	7.0000e-003	0.0000	10.2577	10.2577	2.7800e-003	0.0000	10.3160
2018	0.3482	0.4900	0.3739	5.8000e-004	4.9200e-003	0.0310	0.0359	1.3300e-003	0.0287	0.0300	0.0000	51.8696	51.8696	0.0138	0.0000	52.1589
Total	**0.3596**	**0.6012**	**0.4497**	**6.9000e-004**	**5.8900e-003**	**0.0384**	**0.0442**	**1.5900e-003**	**0.0354**	**0.0370**	**0.0000**	**62.1273**	**62.1273**	**0.0166**	**0.0000**	**62.4749**

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					
2017	2.6000e-003	0.0413	0.0749	1.1000e-004	9.7000e-004	2.1000e-004	1.1800e-003	2.6000e-004	2.1000e-004	4.7000e-004	0.0000	10.2577	10.2577	2.7800e-003	0.0000	10.3160
2018	0.3109	0.2110	0.3822	5.8000e-004	4.9200e-003	1.0500e-003	5.9700e-003	1.3300e-003	1.0300e-003	2.3600e-003	0.0000	51.8695	51.8695	0.0138	0.0000	52.1588
Total	**0.3135**	**0.2523**	**0.4570**	**6.9000e-004**	**5.8900e-003**	**1.2600e-003**	**7.1500e-003**	**1.5900e-003**	**1.2400e-003**	**2.8300e-003**	**0.0000**	**62.1272**	**62.1272**	**0.0166**	**0.0000**	**62.4748**

	ROG	NOx	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	**12.84**	**58.03**	**-1.64**	**0.00**	**0.00**	**96.71**	**83.84**	**0.00**	**96.50**	**92.35**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1302	0.0000	2.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.6000e-004	4.6000e-004	0.0000	0.0000	4.9000e-004
Energy	1.7200e-003	0.0156	0.0131	9.0000e-005		1.1900e-003	1.1900e-003		1.1900e-003	1.1900e-003	0.0000	67.8392	67.8392	2.6600e-003	8.0000e-004	68.1417
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	6.7819	0.0000	6.7819	0.4008	0.0000	15.1987
Water						0.0000	0.0000		0.0000	0.0000	0.2364	8.8693	9.1057	0.0247	6.6000e-004	9.8281
Total	**0.1319**	**0.0156**	**0.0134**	**9.0000e-005**	**0.0000**	**1.1900e-003**	**1.1900e-003**	**0.0000**	**1.1900e-003**	**1.1900e-003**	**7.0184**	**76.7090**	**83.7273**	**0.4282**	**1.4600e-003**	**93.1690**

2.2 Overall Operational

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	0.1227	0.0000	2.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.6000e-004	4.6000e-004	0.0000	0.0000	4.9000e-004
Energy	1.7200e-003	0.0156	0.0131	9.0000e-005		1.1900e-003	1.1900e-003		1.1900e-003	1.1900e-003	0.0000	67.8392	67.8392	2.6600e-003	8.0000e-004	68.1417
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	6.7819	0.0000	6.7819	0.4008	0.0000	15.1987
Water						0.0000	0.0000		0.0000	0.0000	0.2072	8.5261	8.7333	0.0217	5.8000e-004	9.3690
Total	**0.1244**	**0.0156**	**0.0134**	**9.0000e-005**	**0.0000**	**1.1900e-003**	**1.1900e-003**	**0.0000**	**1.1900e-003**	**1.1900e-003**	**6.9891**	**76.3657**	**83.3549**	**0.4251**	**1.3800e-003**	**92.7099**

	ROG	NOx	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	**5.69**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.42**	**0.45**	**0.44**	**0.71**	**5.48**	**0.49**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Building Construction	Building Construction	12/7/2017	4/25/2018	5	100	
2	Architectural Coating	Architectural Coating	4/26/2018	5/23/2018	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 38,550; Non-Residential Outdoor: 12,850 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37

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
Building Construction	5	11.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	2.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Clean Paved Roads

3.2 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0108	0.1077	0.0683	1.0000e-004		7.2700e-003	7.2700e-003		6.6900e-003	6.6900e-003	0.0000	8.9412	8.9412	2.7400e-003	0.0000	8.9988
Total	**0.0108**	**0.1077**	**0.0683**	**1.0000e-004**		**7.2700e-003**	**7.2700e-003**		**6.6900e-003**	**6.6900e-003**	**0.0000**	**8.9412**	**8.9412**	**2.7400e-003**	**0.0000**	**8.9988**

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	2.8000e-004	3.0600e-003	3.9200e-003	1.0000e-005	2.2000e-004	5.0000e-005	2.7000e-004	6.0000e-005	4.0000e-005	1.1000e-004	0.0000	0.6764	0.6764	0.0000	0.0000	0.6765
Worker	3.0000e-004	3.6000e-004	3.5600e-003	1.0000e-005	7.5000e-004	1.0000e-005	7.6000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6400	0.6400	3.0000e-005	0.0000	0.6407
Total	**5.8000e-004**	**3.4200e-003**	**7.4800e-003**	**2.0000e-005**	**9.7000e-004**	**6.0000e-005**	**1.0300e-003**	**2.6000e-004**	**5.0000e-005**	**3.2000e-004**	**0.0000**	**1.3165**	**1.3165**	**3.0000e-005**	**0.0000**	**1.3172**

3.2 Building Construction - 2017

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	2.0200e-003	0.0379	0.0674	1.0000e-004		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004	0.0000	8.9412	8.9412	2.7400e-003	0.0000	8.9988
Total	**2.0200e-003**	**0.0379**	**0.0674**	**1.0000e-004**		**1.6000e-004**	**1.6000e-004**		**1.6000e-004**	**1.6000e-004**	**0.0000**	**8.9412**	**8.9412**	**2.7400e-003**	**0.0000**	**8.9988**

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	2.8000e-004	3.0600e-003	3.9200e-003	1.0000e-005	2.2000e-004	5.0000e-005	2.7000e-004	6.0000e-005	4.0000e-005	1.1000e-004	0.0000	0.6764	0.6764	0.0000	0.0000	0.6765
Worker	3.0000e-004	3.6000e-004	3.5600e-003	1.0000e-005	7.5000e-004	1.0000e-005	7.6000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6400	0.6400	3.0000e-005	0.0000	0.6407
Total	**5.8000e-004**	**3.4200e-003**	**7.4800e-003**	**2.0000e-005**	**9.7000e-004**	**6.0000e-005**	**1.0300e-003**	**2.6000e-004**	**5.0000e-005**	**3.2000e-004**	**0.0000**	**1.3165**	**1.3165**	**3.0000e-005**	**0.0000**	**1.3172**

3.2 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0448	0.4548	0.3205	4.7000e-004		0.0293	0.0293		0.0269	0.0269	0.0000	42.9283	42.9283	0.0134	0.0000	43.2089
Total	**0.0448**	**0.4548**	**0.3205**	**4.7000e-004**		**0.0293**	**0.0293**		**0.0269**	**0.0269**	**0.0000**	**42.9283**	**42.9283**	**0.0134**	**0.0000**	**43.2089**

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	1.2900e-003	0.0136	0.0183	4.0000e-005	1.0800e-003	2.1000e-004	1.2900e-003	3.1000e-004	2.0000e-004	5.0000e-004	0.0000	3.2485	3.2485	2.0000e-005	0.0000	3.2489
Worker	1.3200e-003	1.5800e-003	0.0157	4.0000e-005	3.6800e-003	3.0000e-005	3.7100e-003	9.8000e-004	3.0000e-005	1.0000e-003	0.0000	3.0078	3.0078	1.4000e-004	0.0000	3.0108
Total	**2.6100e-003**	**0.0151**	**0.0341**	**8.0000e-005**	**4.7600e-003**	**2.4000e-004**	**5.0000e-003**	**1.2900e-003**	**2.3000e-004**	**1.5000e-003**	**0.0000**	**6.2563**	**6.2563**	**1.6000e-004**	**0.0000**	**6.2597**

3.2 Building Construction - 2018

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	9.8500e-003	0.1852	0.3291	4.7000e-004		7.7000e-004	7.7000e-004		7.7000e-004	7.7000e-004	0.0000	42.9282	42.9282	0.0134	0.0000	43.2089
Total	**9.8500e-003**	**0.1852**	**0.3291**	**4.7000e-004**		**7.7000e-004**	**7.7000e-004**		**7.7000e-004**	**7.7000e-004**	**0.0000**	**42.9282**	**42.9282**	**0.0134**	**0.0000**	**43.2089**

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	1.2900e-003	0.0136	0.0183	4.0000e-005	1.0800e-003	2.1000e-004	1.2900e-003	3.1000e-004	2.0000e-004	5.0000e-004	0.0000	3.2485	3.2485	2.0000e-005	0.0000	3.2489
Worker	1.3200e-003	1.5800e-003	0.0157	4.0000e-005	3.6800e-003	3.0000e-005	3.7100e-003	9.8000e-004	3.0000e-005	1.0000e-003	0.0000	3.0078	3.0078	1.4000e-004	0.0000	3.0108
Total	**2.6100e-003**	**0.0151**	**0.0341**	**8.0000e-005**	**4.7600e-003**	**2.4000e-004**	**5.0000e-003**	**1.2900e-003**	**2.3000e-004**	**1.5000e-003**	**0.0000**	**6.2563**	**6.2563**	**1.6000e-004**	**0.0000**	**6.2597**

3.3 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2978					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9900e-003	0.0201	0.0185	3.0000e-005		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003	0.0000	2.5533	2.5533	2.4000e-004	0.0000	2.5584
Total	**0.3008**	**0.0201**	**0.0185**	**3.0000e-005**		**1.5100e-003**	**1.5100e-003**		**1.5100e-003**	**1.5100e-003**	**0.0000**	**2.5533**	**2.5533**	**2.4000e-004**	**0.0000**	**2.5584**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	7.0000e-005	6.9000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1318	0.1318	1.0000e-005	0.0000	0.1319
Total	**6.0000e-005**	**7.0000e-005**	**6.9000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1318**	**0.1318**	**1.0000e-005**	**0.0000**	**0.1319**

3.3 Architectural Coating - 2018

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	0.2978					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.4000e-004	0.0106	0.0183	3.0000e-005		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	2.5533	2.5533	2.4000e-004	0.0000	2.5584
Total	**0.2983**	**0.0106**	**0.0183**	**3.0000e-005**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**2.5533**	**2.5533**	**2.4000e-004**	**0.0000**	**2.5584**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	7.0000e-005	6.9000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1318	0.1318	1.0000e-005	0.0000	0.1319
Total	**6.0000e-005**	**7.0000e-005**	**6.9000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1318**	**0.1318**	**1.0000e-005**	**0.0000**	**0.1319**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Elementary School	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Elementary School	9.50	7.30	7.30	65.00	30.00	5.00	63	25	12

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.475011	0.063009	0.180574	0.158011	0.069740	0.010288	0.013503	0.017378	0.000770	0.000675	0.005608	0.000318	0.005113

4.4 Fleet Mix

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	50.8195	50.8195	2.3400e-003	4.8000e-004	51.0184
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	50.8195	50.8195	2.3400e-003	4.8000e-004	51.0184
NaturalGas Mitigated	1.7200e-003	0.0156	0.0131	9.0000e-005		1.1900e-003	1.1900e-003		1.1900e-003	1.1900e-003	0.0000	17.0197	17.0197	3.3000e-004	3.1000e-004	17.1233
NaturalGas Unmitigated	1.7200e-003	0.0156	0.0131	9.0000e-005		1.1900e-003	1.1900e-003		1.1900e-003	1.1900e-003	0.0000	17.0197	17.0197	3.3000e-004	3.1000e-004	17.1233

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					
Elementary School	318937	1.7200e-003	0.0156	0.0131	9.0000e-005		1.1900e-003	1.1900e-003		1.1900e-003	1.1900e-003	0.0000	17.0197	17.0197	3.3000e-004	3.1000e-004	17.1233
Total		**1.7200e-003**	**0.0156**	**0.0131**	**9.0000e-005**		**1.1900e-003**	**1.1900e-003**		**1.1900e-003**	**1.1900e-003**	**0.0000**	**17.0197**	**17.0197**	**3.3000e-004**	**3.1000e-004**	**17.1233**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Elementary School	318937	1.7200e-003	0.0156	0.0131	9.0000e-005		1.1900e-003	1.1900e-003		1.1900e-003	1.1900e-003	0.0000	17.0197	17.0197	3.3000e-004	3.1000e-004	17.1233
Total		**1.7200e-003**	**0.0156**	**0.0131**	**9.0000e-005**		**1.1900e-003**	**1.1900e-003**		**1.1900e-003**	**1.1900e-003**	**0.0000**	**17.0197**	**17.0197**	**3.3000e-004**	**3.1000e-004**	**17.1233**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Elementary School	177587	50.8195	2.3400e-003	4.8000e-004	51.0184
Total		**50.8195**	**2.3400e-003**	**4.8000e-004**	**51.0184**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Elementary School	177587	50.8195	2.3400e-003	4.8000e-004	51.0184
Total		**50.8195**	**2.3400e-003**	**4.8000e-004**	**51.0184**

6.0 Area Detail

6.1 Mitigation Measures Area

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	0.1227	0.0000	2.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.6000e-004	4.6000e-004	0.0000	0.0000	4.9000e-004
Unmitigated	0.1302	0.0000	2.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.6000e-004	4.6000e-004	0.0000	0.0000	4.9000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0298					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	2.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.6000e-004	4.6000e-004	0.0000	0.0000	4.9000e-004
Total	**0.1302**	**0.0000**	**2.4000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**4.6000e-004**	**4.6000e-004**	**0.0000**	**0.0000**	**4.9000e-004**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0298					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0929					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	2.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.6000e-004	4.6000e-004	0.0000	0.0000	4.9000e-004
Total	**0.1227**	**0.0000**	**2.4000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**4.6000e-004**	**4.6000e-004**	**0.0000**	**0.0000**	**4.9000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Toilet

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	8.7333	0.0217	5.8000e-004	9.3690
Unmitigated	9.1057	0.0247	6.6000e-004	9.8281

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Elementary School	0.745221 / 1.91628	9.1057	0.0247	6.6000e-004	9.8281
Total		**9.1057**	**0.0247**	**6.6000e-004**	**9.8281**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Elementary School	0.653111 / 1.91628	8.7333	0.0217	5.8000e-004	9.3690
Total		**8.7333**	**0.0217**	**5.8000e-004**	**9.3690**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	6.7819	0.4008	0.0000	15.1987
Unmitigated	6.7819	0.4008	0.0000	15.1987

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Elementary School	33.41	6.7819	0.4008	0.0000	15.1987
Total		**6.7819**	**0.4008**	**0.0000**	**15.1987**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Elementary School	33.41	6.7819	0.4008	0.0000	15.1987
Total		**6.7819**	**0.4008**	**0.0000**	**15.1987**

9.0 Operational Offroad

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

10.0 Vegetation

B CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM DATA

South Central Coastal Information Center
California State University, Fullerton
Department of Anthropology MH-426
800 North State College Boulevard
Fullerton, CA 92834-6846
657.278.5395 / FAX 657.278.5542
sccic@fullerton.edu
California Historical Resources Information System
Orange, Los Angeles, and Ventura Counties

12/21/2015 Records Search File No.: 15888.1944

Jenna Farrell
TetraTech, Inc
2969 Prospect Park Dr, Ste. 100
Rancho Cordova CA 95670

Re: River Park School District, 3001 North Ventura Road, Oxnard, CA

The South Central Coastal Information Center received your records search request for the project area referenced above, located on the Oxnard, CA and Saticoy, CA USGS 7.5' quadrangle. The following reflects the results of the records search for the project area and a 1-mile radius:

As indicated on the data request form, the locations of reports and resources are provided in the following format: ☐ custom GIS maps ☒ shape files

Resources within project area: 0	None
Resources within 1-mile radius: 9	SEE ATTACHED LIST
Reports within project area: 2	VN458, VN2933
Reports within 1-mile radius: 39	SEE ATTACHED LIST

Resource Database Printout (list):	☒ enclosed	☐ not requested	☐ nothing listed
Resource Database Printout (details):	☒ enclosed	☐ not requested	☐ nothing listed
Resource Digital Database (spreadsheet):	☐ enclosed	☒ not requested	☐ nothing listed
Report Database Printout (list):	☒ enclosed	☐ not requested	☐ nothing listed
Report Database Printout (details):	☒ enclosed	☐ not requested	☐ nothing listed
Report Digital Database (spreadsheet):	☐ enclosed	☒ not requested	☐ nothing listed
Resource Record Copies:	☐ enclosed	☒ not requested	☐ nothing listed
Report Copies:	☐ enclosed	☒ not requested	☐ nothing listed
OHP Historic Properties Directory:	☒ enclosed	☐ not requested	☐ nothing listed
Archaeological Determinations of Eligibility:	☐ enclosed	☐ not requested	☒ nothing listed

Historical Maps: ☐ enclosed ☒ not requested ☐ nothing listed

Ethnographic Information: ☒ not available at SCCIC

Historical Literature: ☒ not available at SCCIC

GLO and/or Rancho Plat Maps: ☒ not available at SCCIC

Caltrans Bridge Survey: ☒ not available at SCCIC; please go to http://www.dot.ca.gov/hq/structur/strmaint/historic.htm

Shipwreck Inventory: ☒ not available at SCCIC; please go to http://shipwrecks.slc.ca.gov/ShipwrecksDatabase/Shipwrecks_Database.asp

Soil Survey Maps: (see below) ☒ not available at SCCIC; please go to http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the California Historical Resources Information System,

Lindsey Noyes
Lead Staff Researcher

Enclosures:

(X) GIS Shapefiles – 50 shapes

(X) Resource Database Printout (list) – 1 pdf page

(X) Resource Database Printout (details) – 10 pdf pages

(X) Report Database Printout (list) – 5 pdf pages

(X) Report Database Printout (details) – 44 pdf pages

(X) OHP Historic Properties Directory – 3 pdf pages

(X) National Register Status Codes – 1 pdf page

(X) Invoice #15888.1944

C NATIVE AMERICAN HERITAGE COMMISSION CONTACT INFORMATION

From: Farrell, Jenna
To: "nahc@nahc.ca.gov"
Subject: Sacred Lands File Request-River Park School District Project
Date: Wednesday, January 13, 2016 5:00:00 PM
Attachments: River Park Project.pdf

To NAHC Staff:

Please find attached a request for a sacred lands file search for the River Park School District Project, Ventura County, California. Please let me know if you have any questions or comments.

Thank you,

Jenna Farrell

Jenna Farrell | **Archaeologist**
Direct: 916.853.4575 | Main: 916.852.8300 | Fax: 916.852.0307 | Cell: 916.206.8705
Jenna.Farrell@tetratech.com

Tetra Tech, Inc. | **Sciences**
2969 Prospect Park Drive, Suite 100 | Rancho Cordova, CA 95670 | www.tetratech.com

Sacred Lands File & Native American Contacts List Request

NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Blvd, Suite 100
West Sacramento, CA 95501
(916) 373-3710
(916) 373-5471 – Fax
nahc@nahc.ca.gov

Information Below is Required for a Sacred Lands File Search

Project: River Park School District Project

County: Ventura County

USGS Quadrangle

Name: Oxnard, CA. No Township or Range on quad map or PLSS, UTM for cente

Township: n/a Range: n/a Section(s):

Company/Firm/Agency:

Tetra Tech, Inc.

Contact Person: Jenna Farrell

Street Address: 2969 Prospect Park Dr. Ste. 100

City: Rancho Cordova, CA Zip: 95670

Phone: 916-206-8705 Extension:

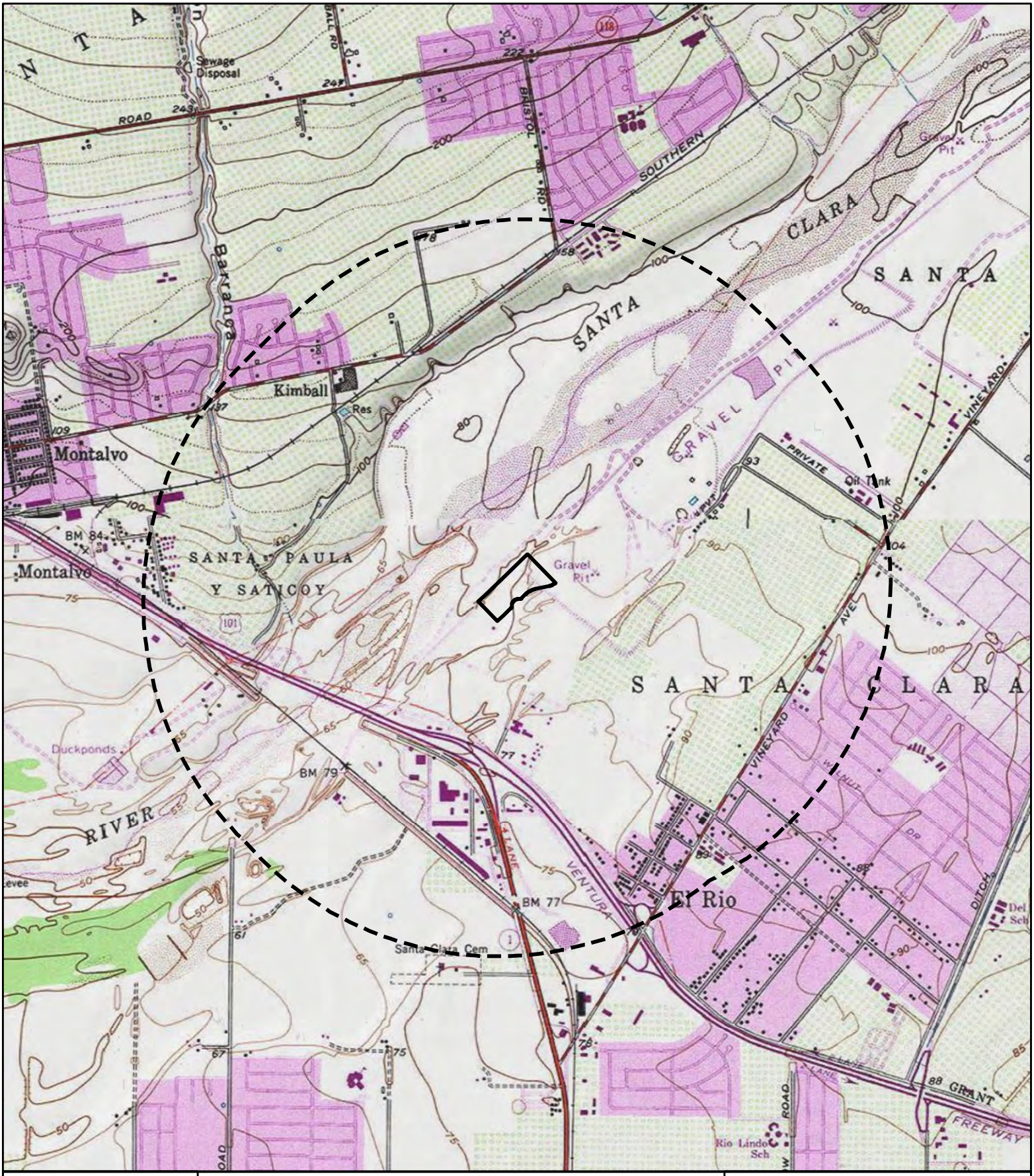
Fax: 916.852.0307

Email: jenna.farrell@tetratech.com

Project Description:

The Project is a proposed new school within an existing school location. The existing school building site is proposed on a currently vacant lot that has been recently disturbed during the grading for the surrounding River Park development.

☑ Project Location Map is attached



Legend

Project Area

1-mile Project Buffer

N

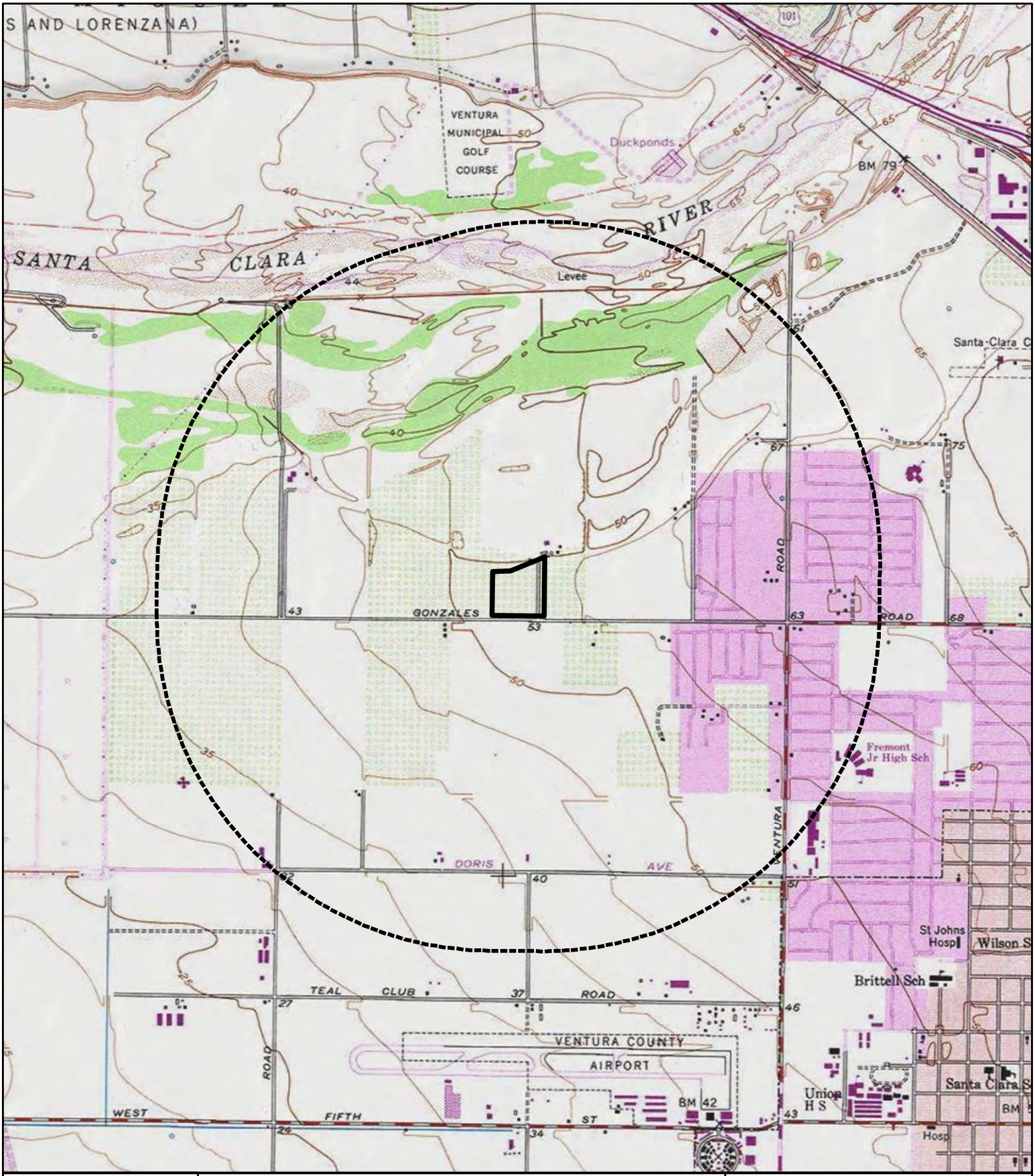
0 0.25 0.5

Miles

River Park School Project Location

Oxnard, CA


N
0 50 100 200
Feet
APN: 132011001
APN: 132010026



Legend

Project Area

Project Area 1-mile Radius

N

0 0.25 0.5

Miles

Marshall School Project Location

STATE OF CALIFORNIA Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Blvd., ROOM 100
West SACRAMENTO, CA 95691
(916) 373-3710
Fax (916) 373-5471

January 25, 2016

Jenna Farrell
Tetra Tech, Inc.
2969 Prospect Park Dr., Suite 100
Rancho Cordova, CA 95670

Email to: jenna.farrell@tetratech.com

Re: Thurgood Marshall Elementary School Project; River Park School District Project

Dear Ms. Farrell,

A record search of the sacred land file has failed to indicate the presence of Native American cultural resources in the immediate project areas. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 373-3712.

Sincerely,

Joshua Standing Horse
Associate Governmental Program Analyst

Native American Contact List
Ventura County
January 26, 2016

Barbareno/Ventureno Band of Mission Indians
Julie Lynn Tumamait-Stennslie, Chair
365 North Poli Ave Chumash
Ojai , CA 93023
jtumamait@hotmail.com
(805) 646-6214

Coastal Band of the Chumash Nation
Mia Lopez, Chairperson
, Chumash
cbcn.nahc.sb@gmail.com
(805) 324-0135

Barbareno/Ventureno Band of Mission Indians
Kathleen Pappo
2762 Vista Mesa Drive Chumash
Rancho Pales Verdes, CA 90275
(310) 831-5295

Coastal Band of the Chumash Nation
Gino Altarmirano
, Chumash
cbcn.nahc.slo@gmail.com
(510) 862-7615

Barbareno/Ventureno Band of Mission Indians
Raudel Joe Banuelos, Jr.
331 Mira Flores Court Chumash
Camarillo , CA 93012
(805) 987-5314

Coastal Band of the Chumash Nation
Isabel Ayala
, Chumash
cbcn.nahc.ventura@gmail.com
(661) 340-6997

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed Thurgood Marshall Elementary School Project & River Park School District Project, Ventura County.

Native American Contact List
Ventura County
January 26, 2016

San Luis Obispo County Chumash Council
Chief Mark Steven Vigil
1030 Ritchie Road Chumash
Grover Beach CA 93433
(805) 481-2461

(805) 474-4729 Fax

Santa Ynez Tribal Elders Council
Antonio Flores, Chairperson
P.O. Box 365 Chumash
Santa Ynez , CA 93460
elders@santaynezchumash.org
(805) 688-7997

(805) 693-1768 Fax

Santa Ynez Band of Mission Indians
Vincent Armenta, Chairperson
P.O. Box 517 Chumash
Santa Ynez , CA 93460
varmenta@santaynezchumash.
(805) 688-7997

(805) 686-9578 Fax

Santa Ynez Tribal Elders Council
Freddie Romero, Cultural Resources Coordinator
P.O. Box 365 Chumash
Santa Ynez , CA 93460
freddyromero1959@yahoo.com
(805) 688-7997, Ext 37

Santa Ynez Band of Mission Indians
Tribal Admin/Counsel Sam Cohen
P.O. Box 517 Chumash
Santa Ynez , CA 93460
info@santaynezchumash.org
(805) 688-7997

(805) 686-9578 Fax

This list is current only as of the date of this document.

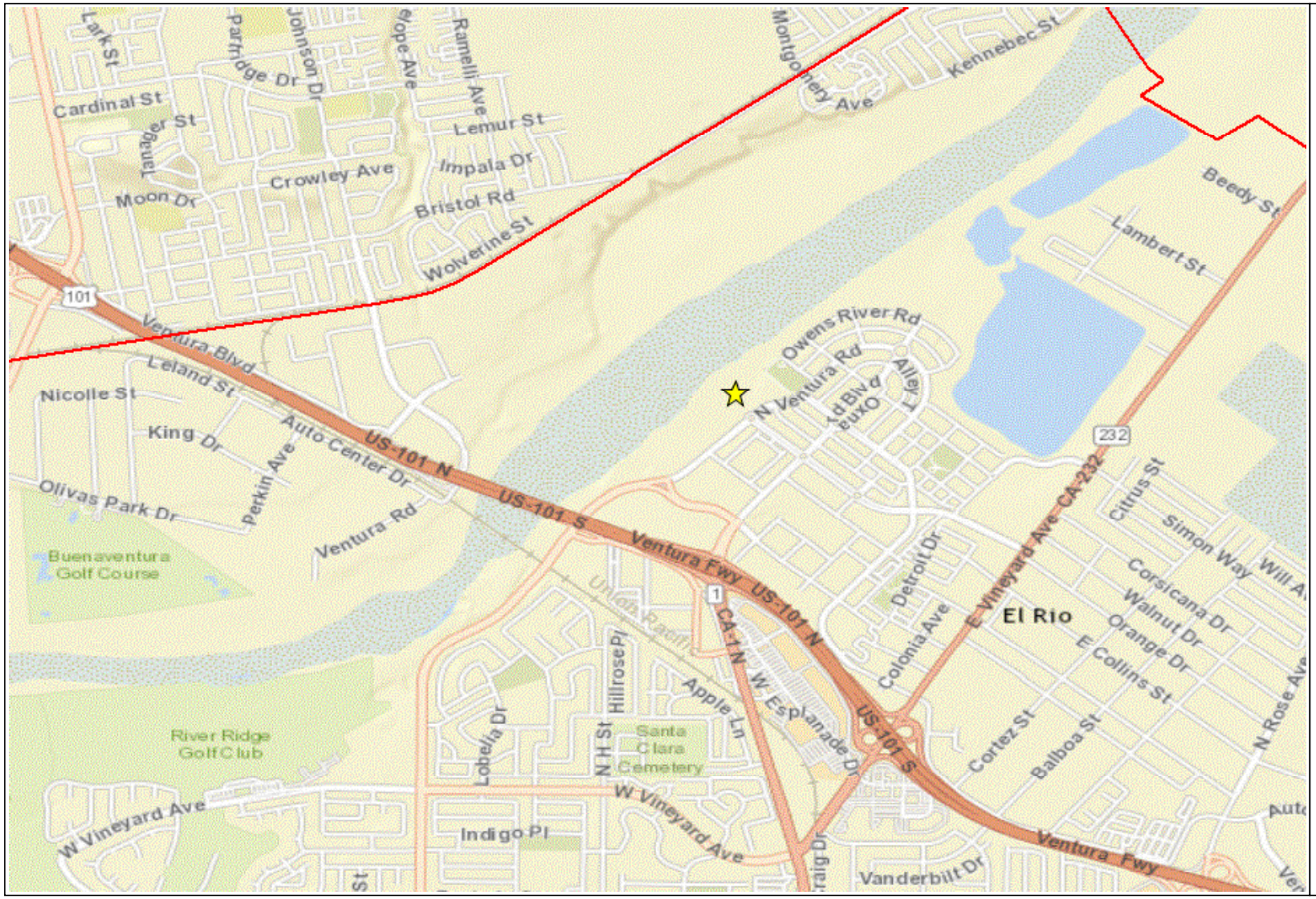
Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed Thurgood Marshall Elementary School Project & River Park School District Project, Ventura County.

D NATIONAL PIPELINE MAPPING SYSTEM DATABASE OUTPUT

Pipeline and Hazardous Materials Safety Administration

NATIONAL PIPELINE MAPPING SYSTEM



Legend

- Gas Transmission Pipelines
- Hazardous Liquid Pipelines

0 0.2 Miles

Pipelines depicted on this map represent gas transmission and hazardous liquid lines only. Gas gathering and gas distribution systems are not represented.

This map should never be used as a substitute for contacting a one-call center prior to excavation activities. Please call 811 before any digging occurs.

Questions regarding this map or its contents can be directed to npms-nr@mbakercorp.com.

Projection: Geographic

Datum: NAD83

Map produced by the NPMS Public Viewer at www.npms.phmsa.dot.gov

Date Printed: May 07, 2015

811 Know what's below. Call before you dig.

E TRAFFIC AND CIRCULATION STUDY

RIVERPARK WEST K-8 STEAM SCHOOL
Traffic and Circulation Study

City of Oxnard, CA

February 16, 2016

W.O. 2064113300

Prepared By:

Stantec

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

TABLE OF CONTENTS

LIST OF TABLES

TABLE OF EXHIBITS

TECHNICAL APPENDIX

INTRODUCTION

Stantec has prepared the following traffic and circulation study for the Riverpark West K-8 STEAM School. The traffic and circulation study provides an assessment of the existing and future traffic conditions within the study area, determines the trip generation and trip distribution for the proposed development, evaluates the potential traffic impacts to the vicinity roadways and intersections, and provides feasible mitigations where applicable. A discussion of the site access and circulation plan is also provided.

STUDY AREA

The project site is located in the Riverpark Specific Plan Area in the northern portion of the City of Oxnard. The project study area is generally bounded by Moss Landing Boulevard to the north, Vineyard Avenue to the south and east and Ventura Road to the west. The study area and the location of the project site are illustrated in Exhibit 1. Based on consultation with City staff, the following intersections were included in the traffic analysis.

Table 1
Study Area Intersections

Intersections	
1. Ventura Rd/Garonne St	8. Oxnard Blvd/Town Center Dr
2. Ventura Rd/Forest Park Blvd	9. U.S. 101 NB Ramps/ Oxnard Blvd
3. Ventura Rd/Town Center Dr	10. U.S. 101 NB Ramps/ Oxnard Blvd
4. Ventura Rd/Wagon Wheel Rd	11. Oxnard Blvd/Wagon Wheel Rd
5. U.S. 101 SB Ramps/ Wagon Wheel Rd	12. Riverpark Blvd/Forest Park Blvd
6. Oxnard Blvd/ Forest Park Blvd	13. Vineyard Ave/Forest Park Blvd
7. Oxnard Blvd/Clyde River Pl	14. Vineyard Ave/Ventura Blvd

PROJECT DESCRIPTION

The Rio School District proposes to construct a K-8 school on the currently vacant site located at 3001 North Ventura Road. The maximum number of students at buildout would be 650 elementary (K-5 grade) students and 264 middle school (grades 6-8) students, for a total of 914 students. Exhibit 2 shows the conceptual site plan.

Access is proposed via two ingress driveways and one egress driveway north of Forest Park Boulevard and one ingress/egress driveway south of Forest Park Boulevard. All driveways will be right-turn in and out only. The project also includes the conversion of the Ventura Road/Forest Park Boulevard intersection from a multi-lane to a single-lane roundabout per California Department of Education (CDE) direction. The proposed striping and signing modifications associated with the Ventura Road/Forest Park Boulevard intersection conversion to a single-lane roundabout are illustrated in Exhibit 3.

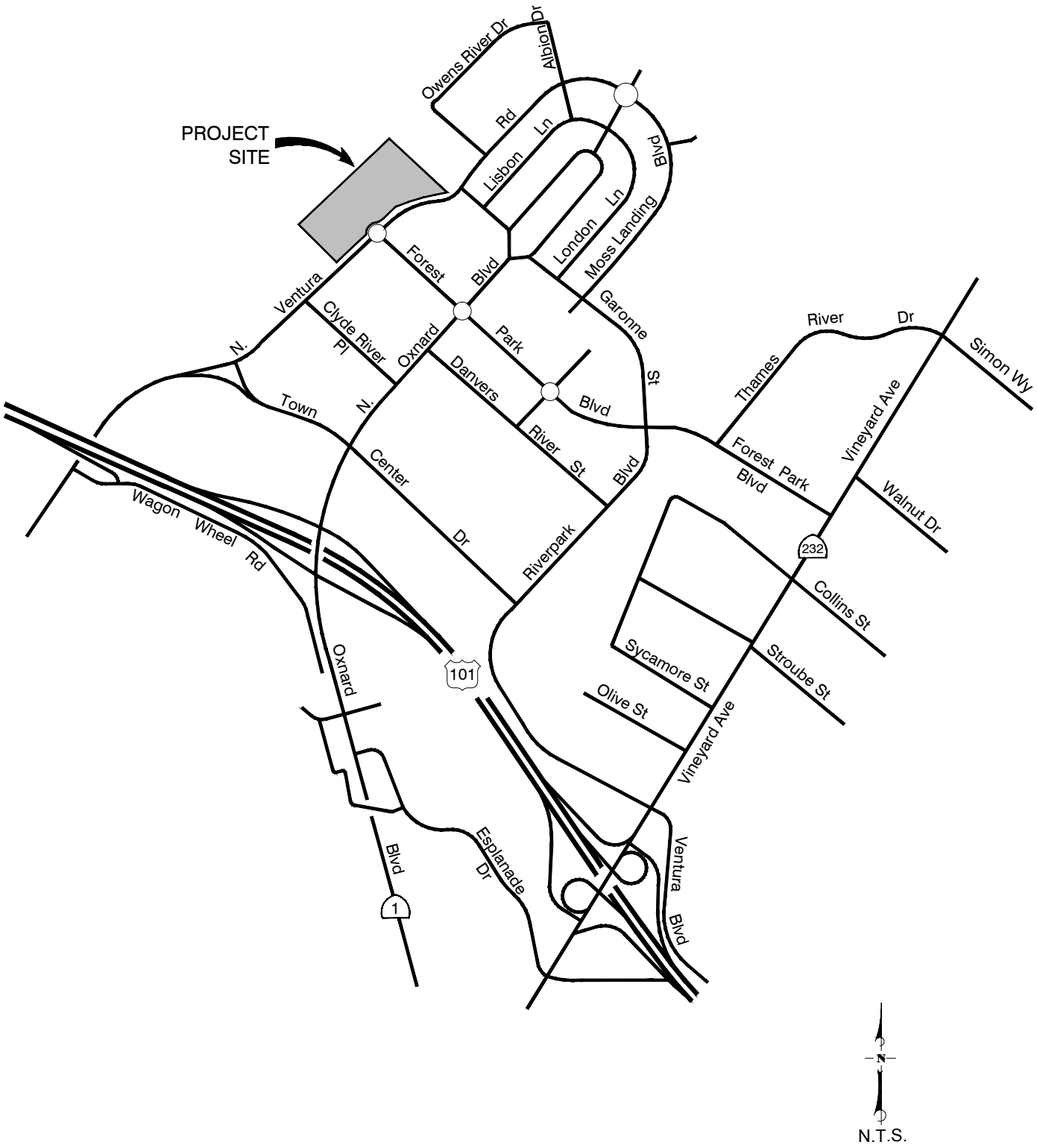


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EXHIBIT 1
STUDY AREA STREET NETWORK AND PROJECT LOCATION

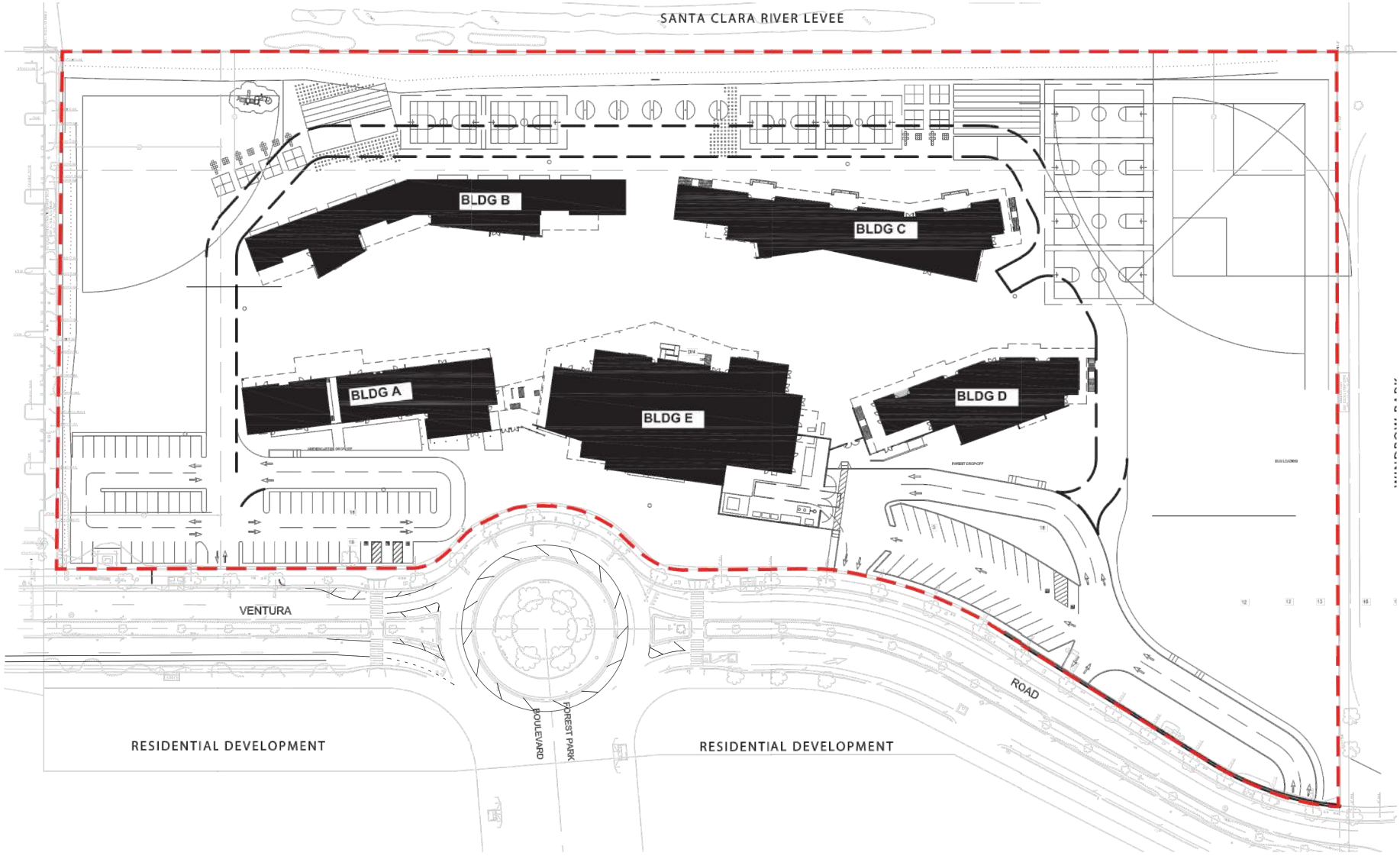

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EXHIBIT 2
CONCEPTUAL PROJECT SITE PLAN

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EXHIBIT 3
PROPOSED ROADWAY AND INTERSECTION STRIPING AND SIGNING MODIFICATIONS

STUDY METHODOLOGY

Traffic Analysis Scenarios

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

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

Level of Service Criteria

The traffic analysis focuses on key intersections within the study area during the AM and PM commute periods, when peak traffic volumes typically occur. A level of service (LOS) ranking scale is used to identify the operating condition at intersections. This scale compares traffic volumes to intersection capacity and assigns a letter value to this relationship. The letter scale ranges from A to F with LOS A representing free flow conditions and LOS F representing congested conditions. The level of service criteria are summarized in Table 2. The City of Oxnard considers LOS C or better acceptable for intersection operations, with LOS D acceptable at the intersections of Oxnard Boulevard with Gonzales Road, Wooley Road (Five Points) and Vineyard Avenue, the Rose Avenue/Gonzales Road intersection and the Wooley Road/C Street intersection. Caltrans has established the cusp of the LOS C/D range as the target level of service standard for State Highway facilities.

Level of Service Calculation Methodology

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

Caltrans. Pursuant to the *Caltrans Guide for the Preparation of Traffic Impact Studies (2002),* levels of service for State intersections were analyzed based on the HCM methodologies. Freeway segment levels of service were calculated using *HCS software*[3]. Intersection levels of service were calculated using Synchro[4] software, which implements the HCM methodology to determine intersection levels of service, control delays and queue lengths for each approach.

[1] Highway Capacity Manual, Transportation Research Board, 2010.
[2] Highway Capacity Software 2010 Unsignal, Version 5.6, McTrans, 2012.
[3] Highway Capacity Software 2010 Freeways, Version 6.65, McTrans, 2014.
[4] Synchro plus SimTraffic, Version 8, Trafficware Ltd., 2013.

Table 2
Intersection Level of Service Criteria

LOS	Signalized Intersections (V/C Ratio)	Signalized Intersections (Sec. of Delay)	Unsignalized Intersections (Sec. of Delay)	Definition
A	< 0.60	≤ 10	≤ 10	Conditions of free unobstructed flow, no delays and all signal phases sufficient in duration to clear all approaching vehicles.
B	0.61 – 0.70	> 10 and ≤ 20	> 10 and ≤ 15	Conditions of stable flow, very little delay, a few phases are unable to handle all approaching vehicles.
C	0.71- 0.80	> 20 and ≤ 35	> 15 and ≤ 25	Conditions of stable flow, delays are low to moderate, full use of peak direction signal phases is experienced.
D	0.81 – 0.90	> 35 and ≤ 55	> 25 and ≤ 35	Conditions approaching unstable flow, delays are moderate to heavy, significant signal time deficiencies are experienced for short durations during the peak traffic period.
E	0.91 – 1.00	> 55 and ≤ 80	> 35 and ≤ 50	Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, congestion exists for extended duration throughout the peak period.
F	> 1.00	> 80	> 50	Conditions of forced flow, travel speeds are low and volumes are well above capacity. This condition is often caused when vehicles released by an upstream signal are unable to proceed because of back-ups from a downstream signal

Source: Highway Capacity Manual, 2010 Edition.

EXISTING CONDITIONS

Roadway Network

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

U.S. Highway 101 (U.S. 101) extends along the Pacific Coast between Los Angeles and San Francisco. Within the City of Oxnard, the six to eight-lane freeway is the principal route between Oxnard and the cities of Ventura and Santa Barbara to the north, and the cities of Camarillo, Thousand Oaks and Los Angeles to the south. Regional access from U.S. Highway 101 to the project site is provided via the interchanges with Ventura Road and Oxnard Boulevard.

Vineyard Avenue (S.R. 232) is a four- to six-lane arterial roadway in the study area that extends north from Oxnard Boulevard to Los Angeles Avenue (SR 118) in Ventura County. The roadway provides access to the site via the intersections with Forest Park Boulevard and Riverpark Boulevard.

Oxnard Boulevard is a four- to six-lane divided arterial roadway which extends south from U.S. 101 to Pleasant Valley Road in the southeast portion of Oxnard. It serves as a major north-south route within the City, and provides a connection between Downtown Oxnard and the project site.

Ventura Road is a four-lane divided arterial roadway that extends north-south through the western portion of Oxnard until it terminates at Oxnard Boulevard north of the project site. The roadway provides direct access to the project site.

Forest Park Boulevard is a four-lane divided secondary arterial that extends east from Ventura Road to Vineyard Avenue. The roadway provides a connection between the El Rio neighborhood and the project site.

Alternative Transportation

Class II bicycle lanes are provided on all arterial and collector roadways in the Riverpark Specific Plan Area. Bus service is provided by Gold Coast Transit Route 17, which provides a connection between the Riverpark Specific Plan Area and Downtown and the Oxnard College.

Existing Intersection Operations

Existing intersection turning volumes for the AM and PM peak commute periods (7AM to 9AM and 4PM to 6PM) were derived from counts collected in May 2015 and March 2014. Intersection turning counts are included in the Technical Appendix for reference. The existing lane geometry and control for the intersections within the study area are shown in Exhibit 4 and the AM and PM peak hour volumes are illustrated in Exhibit 5.

Levels of service were calculated for the study-area intersections based on the level of service methodology outlined previously. The existing intersection levels of service are summarized in Table 3. As shown, all the study area intersections currently operate at LOS C or better during both peak hours, which is considered acceptable based on City and Caltrans standards.

Table 3
Existing Peak Hour Levels of Service

Intersection	AM Peak Hour		PM Peak Hour	
	ICU V/C Ratio	HCM Delay	ICU V/C Ratio	HCM Delay
1. Ventura Rd/Garonne St	-	7.9/LOS A	-	7.9/LOS A
2. Ventura Rd/Forest Park Blvd	-	4.6/LOS A	-	4.7/LOS A
3. Ventura Rd/Town Center Dr	0.25/LOS A	-	0.36/LOS A	-
4. Ventura Rd/Wagon Wheel Rd	0.46/LOS A	-	0.48/LOS A	-
5. U.S. 101 SB Ramps/ Wagon Wheel Rd	0.40/LOS A	5.9/LOS A	0.69/LOS B	4.8/LOS A
6. Oxnard Blvd/ Forest Park Blvd	-	5.1/LOS A	-	5.4/LOS A
7. Oxnard Blvd/Clyde River Pl	0.30/LOS A	-	0.44/LOS A	-
8. Oxnard Blvd/Town Center Dr	0.63/LOS B	-	0.37/LOS A	-
9. U.S. 101 NB Ramps/ Oxnard Blvd	0.42/LOS A	22.4/LOS C	0.53/LOS A	25.2/LOS C
10. U.S. 101 NB Ramps/ Oxnard Blvd	0.31/LOS A	16.7/LOS B	0.37/LOS A	18.3/LOS B
11. Oxnard Blvd/Wagon Wheel Rd	0.43/LOS A	-	0.61/LOS B	-
12. Riverpark Blvd/Forest Park Blvd	0.26/LOS A	-	0.26/LOS A	-
13. Vineyard Ave/Forest Park Blvd	0.49/LOS A	-	0.51/LOS A	-
14. Vineyard Ave/Ventura Blvd	0.47/LOS A	-	0.54/LOS A	-

Levels of service for unsignalized intersections based on delay.

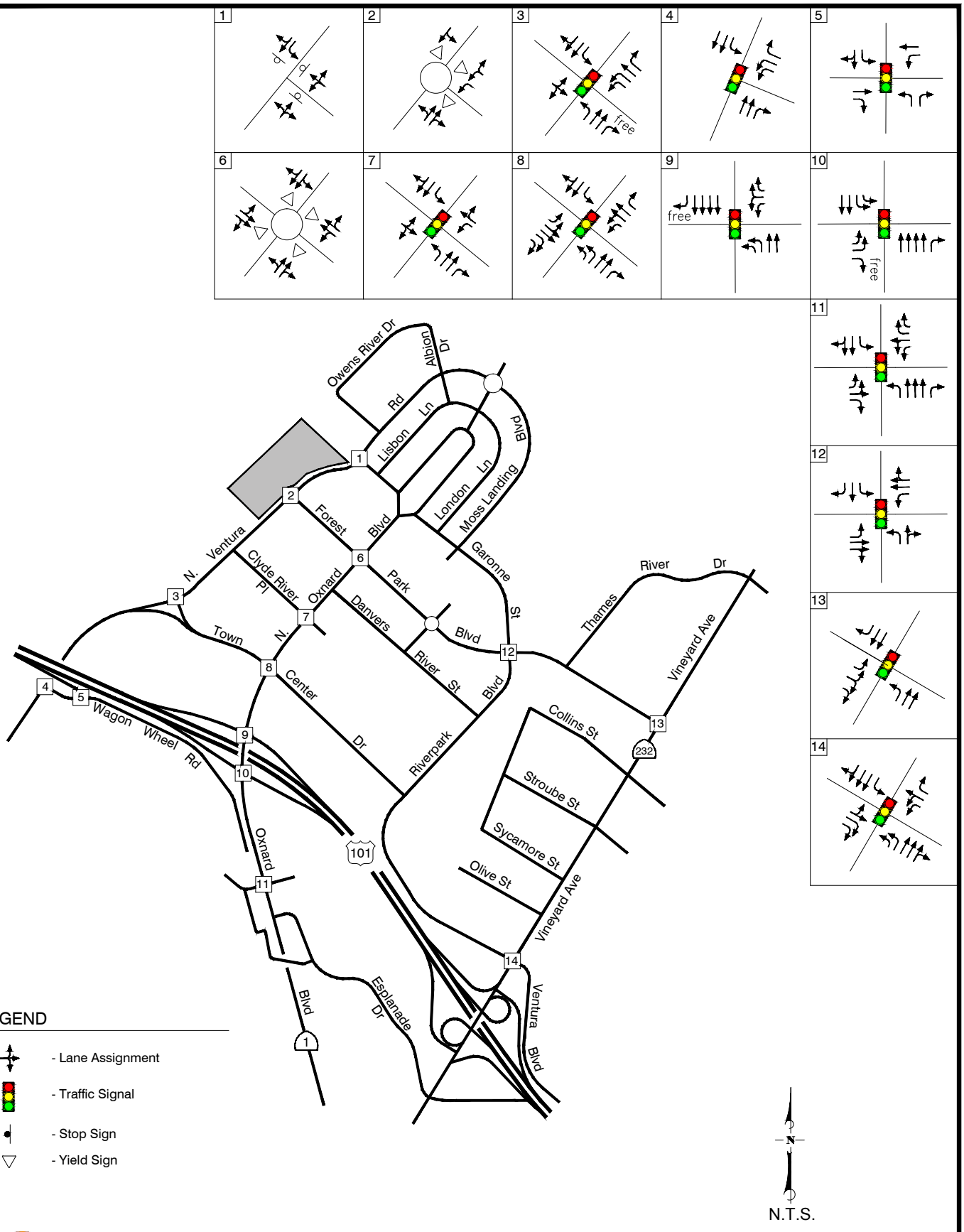

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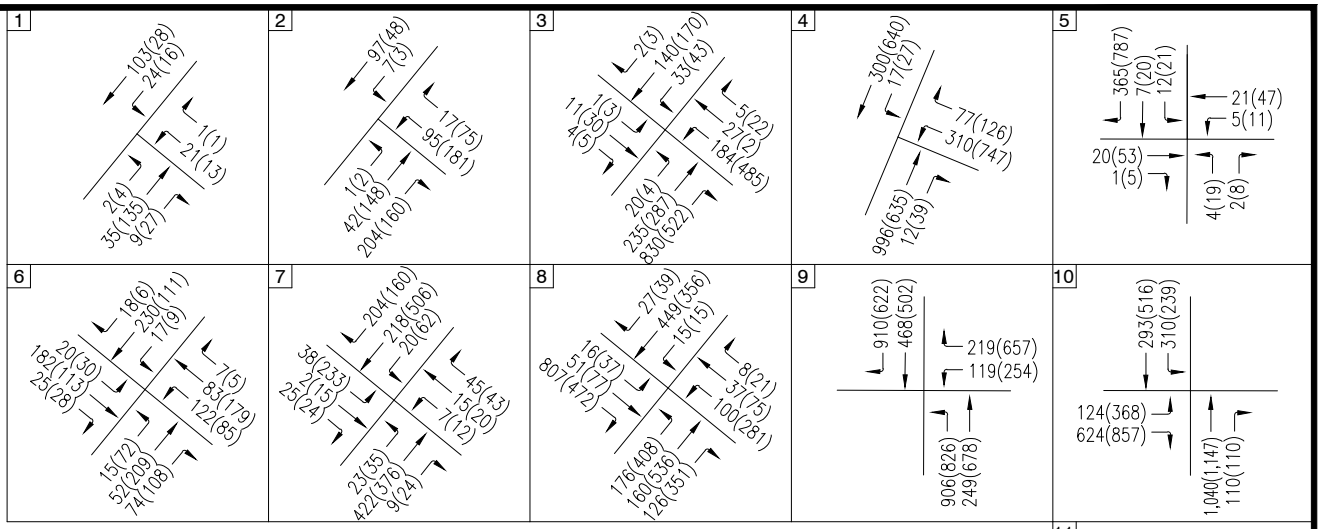
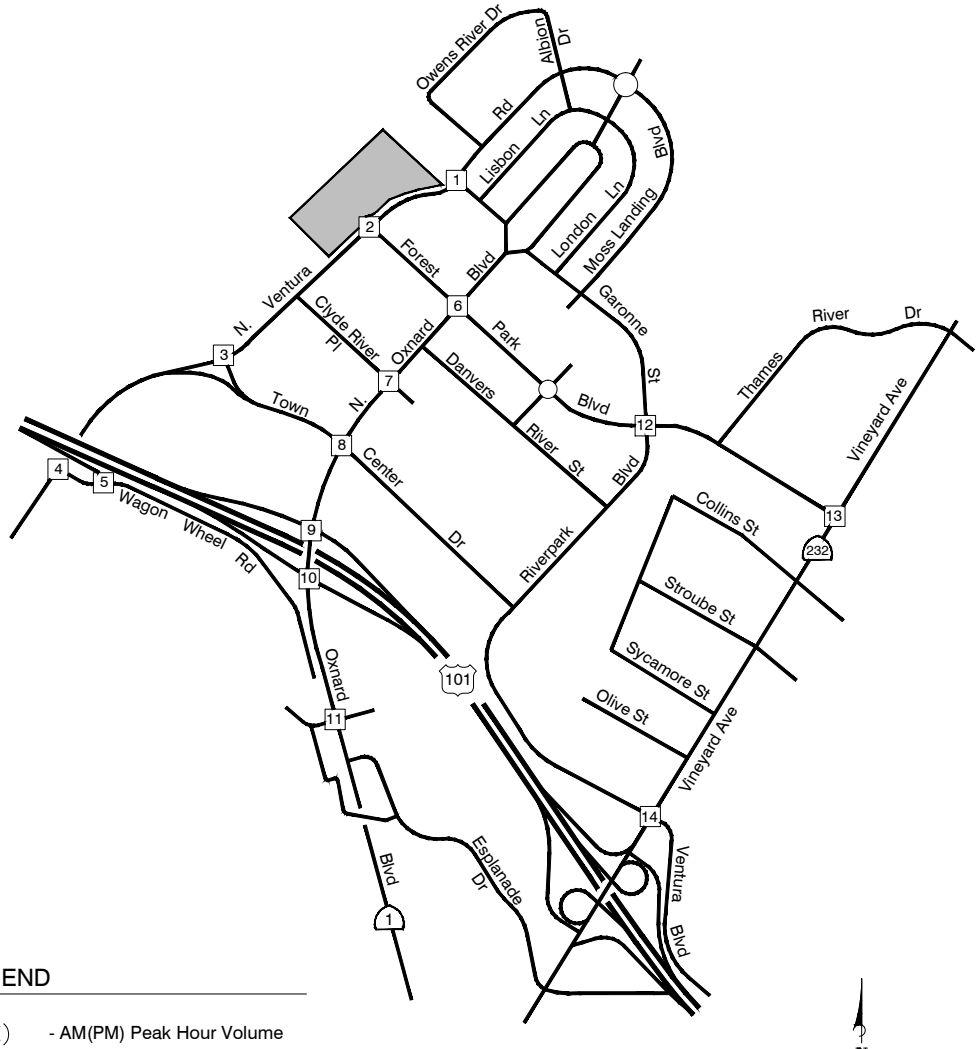
EXHIBIT 4
EXISTING INTERSECTION GEOMETRY





LEGEND

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

- Traffic Movement

N

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EXHIBIT 5

EXISTING AM AND PM PEAK HOUR INTERSECTION TRAFFIC VOLUMES

PROJECT SPECIFIC CONDITIONS

Traffic Impact Thresholds

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

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

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

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

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

Caltrans. Caltrans has established the cusp of the LOS C/D range as the target level of service standard for State Highway intersections. If an existing State Highway facility is operating at less than the target LOS, the existing Measure of Effectiveness (MOE) should be maintained.

Project Trip Generation and Distribution

Project Trip Generation. Trip generation estimates for the Riverpark West K-8 STEAM School were developed based on the rates presented in the Institute of Transportation Engineers *Trip Generation Manual*[5] for *Land Use #520 – Elementary School* and *Land Use #522 – Middle School/Junior High School.* Table 3 shows the trip generation estimates for the project.

[5] Trip Generation, Institute of Transportation Engineers, 9th Edition, 2012.

Table 4
Project Trip Generation

Land Use	Size	ADT		A.M. PHT		P.M. PHT	
		Rate	Trips	Rate	Trips	Rate	Trips
Elementary School	650 students	1.29	839	0.45	293 (161/132)	0.15	98 (48/50)
Junior High School	264 students	1.62	428	0.54	143 (79/64)	0.16	42 (21/21)
Total	**914 students**		**1,267**		**436 (240/196)**		**140 (69/71)**

ADT = average daily trips.
PHT = peak hour trips.
(X/X) = inbound trips/outbound trips.

Table 4 indicates that the project is expected to generate 1,267 ADT, with 436 trips occurring during the AM peak hour and 140 trips occurring during the PM peak hour.

Project Trip Distribution. Project trips were distributed and assigned to the local street network based on the location of the project site, knowledge of the local street network and travel patterns and the anticipated K-8 student distribution within the Rio School District. The trip distribution percentages are shown in Table 5 and the project added trips are illustrated in Exhibit 6.

Because the project does not include modification of the existing raised median on Ventura Road, no left-turn movements will be permitted and project access is restricted to right-turn in and out. Project traffic to the ingress driveway located south of Forest Park Boulevard can turn left from Forest Park Boulevard when traveling westbound, or make a U-turn at the roundabout when traveling northbound. Project traffic to the ingress driveway located north of Forest Park Boulevard will need to travel north on Oxnard Boulevard to Garonne Street, and turn left onto Ventura Road to travel southbound to the project site.

Table 5
Project Trip Distribution

Street (to/from)	Direction	Percentage of Project Trips
U.S. 101	East	5%
	West	2%
Vineyard Ave	North	5%
Riverpark Neighborhood	Local	15%
El Rio Neighborhood	East	30%
El Rio West Neighborhood	East	5%
South Bank Neighborhood	South	23%
Rio Lindo Neighborhood	Southeast	15%
Total		**100%**

Existing plus Project Intersection Operations

Project generated traffic volumes were added to the existing peak hour traffic volumes and levels of service were recalculated assuming existing plus project conditions. As discussed in the Project Description, the project includes the conversion of the Ventura Road/Forest Park Boulevard intersection from a multi-lane to a single-lane roundabout. Associated modifications are the restripe of the northbound and westbound approaches from two lanes to one lane and lane assignment modifications at the approaches of the Oxnard Boulevard/Forest Park Boulevard roundabout. These roadway and intersection modifications are assumed in the project specific analysis. The existing plus project traffic volumes are illustrated in Exhibit 7 and Tables 6 and 7 summarize the LOS calculations.

Table 6
AM Peak Hour
Existing plus Project Intersection Levels of Service

Intersection	Existing AM Peak Hour		Existing + Project AM Peak Hour		Change in V/C or Delay	Impact?
	ICU V/C Ratio	HCM Delay	ICU V/C Ratio	HCM Delay		
1. Ventura Rd/Garonne St	-	7.9/LOS A	-	8.7/LOS A	0.8 sec.	No
2. Ventura Rd/Forest Park Blvd	-	4.6/LOS A		6.3/LOS A	1.7 sec.	No
3. Ventura Rd/Town Center Dr	0.35/LOS A	-	0.36/LOS A	-	0.01	No
4. Ventura Rd/Wagon Wheel Rd	0.56/LOS A	-	0.57/LOS A	-	0.01	No
5. U.S. 101 SB Ramps/ Wagon Wheel Rd	0.50/LOS A	5.9/LOS A	0.51/LOS A	5.9/LOS A	0.01/0.0 sec.	No
6. Oxnard Blvd/ Forest Park Blvd	-	5.1/LOS A	-	5.7/LOS A	0.6 sec.	No
7. Oxnard Blvd/Clyde River Pl	0.40/LOS A	-	0.43/LOS A	-	0.03	No
8. Oxnard Blvd/Town Center Dr	0.57/LOS A	-	0.58/LOS A	-	0.01	No
9. U.S. 101 NB Ramps/ Oxnard Blvd	0.52/LOS A	22.4/LOS C	0.53/LOS A	25.7/LOS C	0.01/3.3 sec.	No
10. U.S. 101 SB Ramps/ Oxnard Blvd	0.41/LOS A	16.7/LOS B	0.42/LOS A	18.3/LOS B	0.01/1.6 sec.	No
11. Oxnard Blvd/Wagon Wheel Rd	0.53/LOS A	-	0.54/LOS A	-	0.01	No
12. Riverpark Blvd/Forest Park Blvd	0.36/LOS A	-	0.40/LOS A	-	0.04	No
13. Vineyard Ave/Forest Park Blvd	0.59/LOS A	-	0.62/LOS B	-	0.03	No
14. Vineyard Ave/Ventura Blvd	0.57/LOS A	-	0.58/LOS A	-	0.01	No

Levels of service for unsignalized intersections based on delay.

As shown in Table 6, all study area intersections would continue to operate at LOS C or better under project specific conditions during the AM peak hour. The project would not generate any project specific impacts based on City of Oxnard or Caltrans impact thresholds.

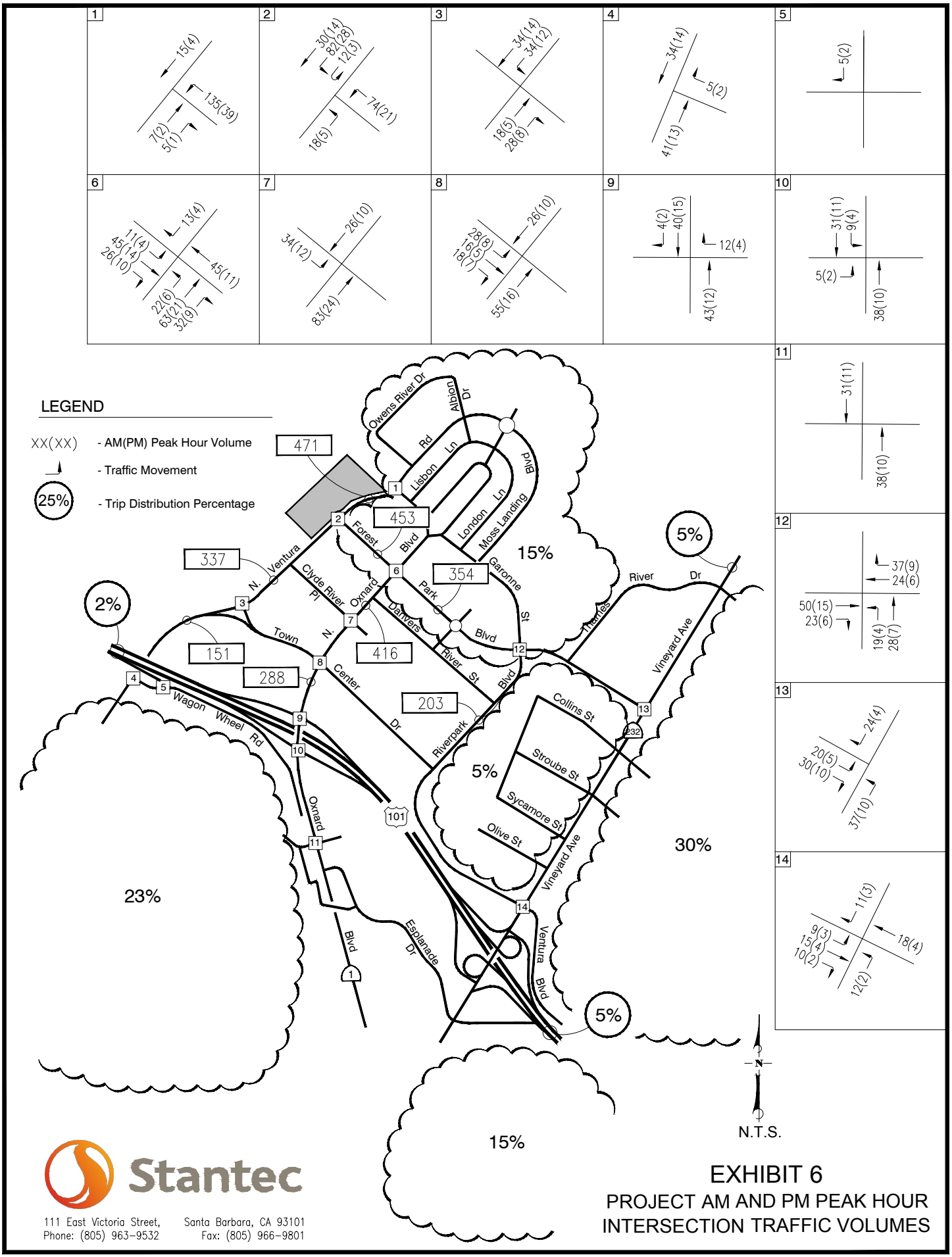

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EXHIBIT 6

PROJECT AM AND PM PEAK HOUR INTERSECTION TRAFFIC VOLUMES

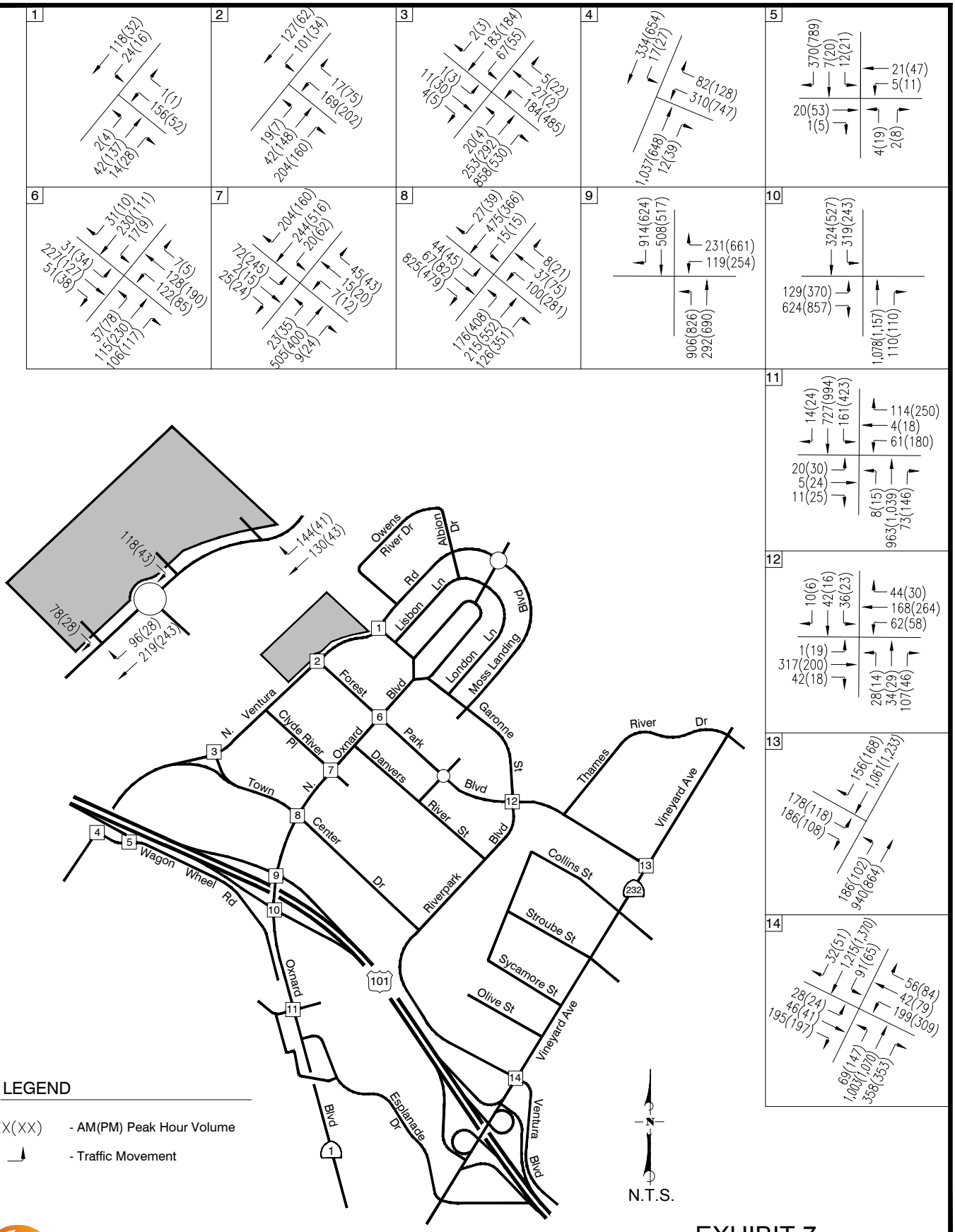

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EXHIBIT 7

EXISTING + PROJECT AM AND PM PEAK HOUR INTERSECTION TRAFFIC VOLUMES

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

Intersection	Existing PM Peak Hour		Existing + Project PM Peak Hour		Change in V/C or Delay	Impact?
	ICU V/C Ratio	HCM Delay	ICU V/C Ratio	HCM Delay		
1. Ventura Rd/Garonne St	-	7.9/LOS A	-	8.1/LOS A	0.2 sec.	No
2. Ventura Rd/Forest Park Blvd	-	4.7/LOS A	-	6.6/LOS A	1.9 sec.	No
3. Ventura Rd/Town Center Dr	0.46/LOS A	-	0.46/LOS A	-	0.01	No
4. Ventura Rd/Wagon Wheel Rd	0.58/LOS A	-	0.58/LOS A	-	0.01	No
5. U.S. 101 SB Ramps/ Wagon Wheel Rd	0.79/LOS C	4.8/LOS A	0.80/LOS C	4.8/LOS A	0.01/0.0 sec.	No
6. Oxnard Blvd/ Forest Park Blvd	-	5.4/LOS A	-	5.8/LOS A	0.4 sec.	No
7. Oxnard Blvd/Clyde River Pl	0.58/LOS A	-	0.59/LOS A	-	0.01	No
8. Oxnard Blvd/Town Center Dr	0.49/LOS A	-	0.50/LOS A	-	0.01	No
9. U.S. 101 NB Ramps/ Oxnard Blvd	0.63/LOS B	25.2/LOS C	0.63/LOS B	25.2/LOS C	0.00/0.0 sec.	No
10. U.S. 101 SB Ramps/ Oxnard Blvd	0.47/LOS A	18.3/LOS B	0.48/LOS A	19.0/LOS B	0.01/0.7 sec.	No
11. Oxnard Blvd/Wagon Wheel Rd	0.71/LOS C	-	0.72/LOS C	-	0.01	No
12. Riverpark Blvd/Forest Park Blvd	0.36/LOS A	-	0.36/LOS A	-	0.00	No
13. Vineyard Ave/Forest Park Blvd	0.61/LOS B	-	0.62/LOS B	-	0.01	No
14. Vineyard Ave/Ventura Blvd	0.64/LOS B	-	0.64/LOS B	-	0.00	No

Levels of service for unsignalized intersections based on delay.

Table 7 indicates that all study area intersections would continue to operate at LOS C or better under project specific conditions during the PM peak hour. The project would not generate any project specific impacts based on City of Oxnard or Caltrans impact thresholds.

CUMULATIVE CONDITIONS

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

Street Network Improvements

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

U.S. 101 Southbound Off-Ramp at Wagon Wheel Road. The *Oxnard Village Specific Plan*[6], proposed south of U.S. 101 and west of Oxnard Boulevard, will realign Wagon Wheel Road further south away from U.S. 101 and realign the U.S. 101 Southbound Off-Ramp to intersect with Ventura Road instead of Wagon Wheel Road. The Wagon Wheel Road/U.S. 101 SB Off-Ramp intersection is therefore removed from the cumulative analysis.

Wagon Wheel Road/Oxnard Boulevard. The *Oxnard Village Specific Plan* identified an improvement to widen the southbound approach to provide dual left-turn lanes and a separate right-turn lane to accommodate future traffic volumes. This proposed mitigation for the Specific Plan is not assumed to be constructed in the following cumulative analysis, but is assumed to be constructed under buildout conditions.

Vineyard Avenue Improvement Project. The segment of Vineyard Avenue from Sycamore Street to Carnegie Street is programmed to be reconstructed to provide three travel lanes in the southbound direction. The widening would turn the existing southbound right-turn lane at Riverpark Boulevard into a shared through/right-turn lane. This improvements is not assumed to be constructed in the following cumulative analysis, but is assumed to be constructed under buildout conditions.

Ventura Road/Forest Park Boulevard. The proposed project includes the conversion of the Ventura Road/Forest Park Boulevard intersection from a multi-lane to a single-lane roundabout. The northbound and westbound approaches will be restriped from two lanes to one lane, and lane assignments at the Oxnard Boulevard/Forest Park Boulevard roundabout will be modified. These modifications are assumed to be in place under cumulative plus project conditions and buildout plus project conitions.

Cumulative Traffic Volumes

The background (cumulative-added) traffic volumes were developed using a list of pending development projects provided by City staff. A map showing the pending projects within the study area is included in the Technical Appendix.

Trip generation estimates were developed for the pending projects based on rates contained in the Institute of Transportation Engineers (ITE) *Trip Generation* for the respective land uses. A trip generation worksheet is also included in the Technical Appendix. The pending projects traffic volumes were distributed onto the study-area street network based on each individual project's location, existing traffic patterns, and a general knowledge of the residential and commercial lay-out of the Oxnard area. The pending projects AM and PM peak turning volumes were assigned to the study area intersections and added to the existing peak hour volumes. The resulting cumulative peak hour volumes are shown in Exhibit 8 and the cumulative plus project peak hour volumes are illustrated in Exhibit 9.

Cumulative plus Project Intersection Operations

Intersection levels of service were recalculated assuming cumulative and cumulative traffic conditions. The calculations are summarized in Tables 8 and 9.

[6] Oxnard Village Specific Plan Traffic Impact Analysis, RBF Consulting, November 2014.

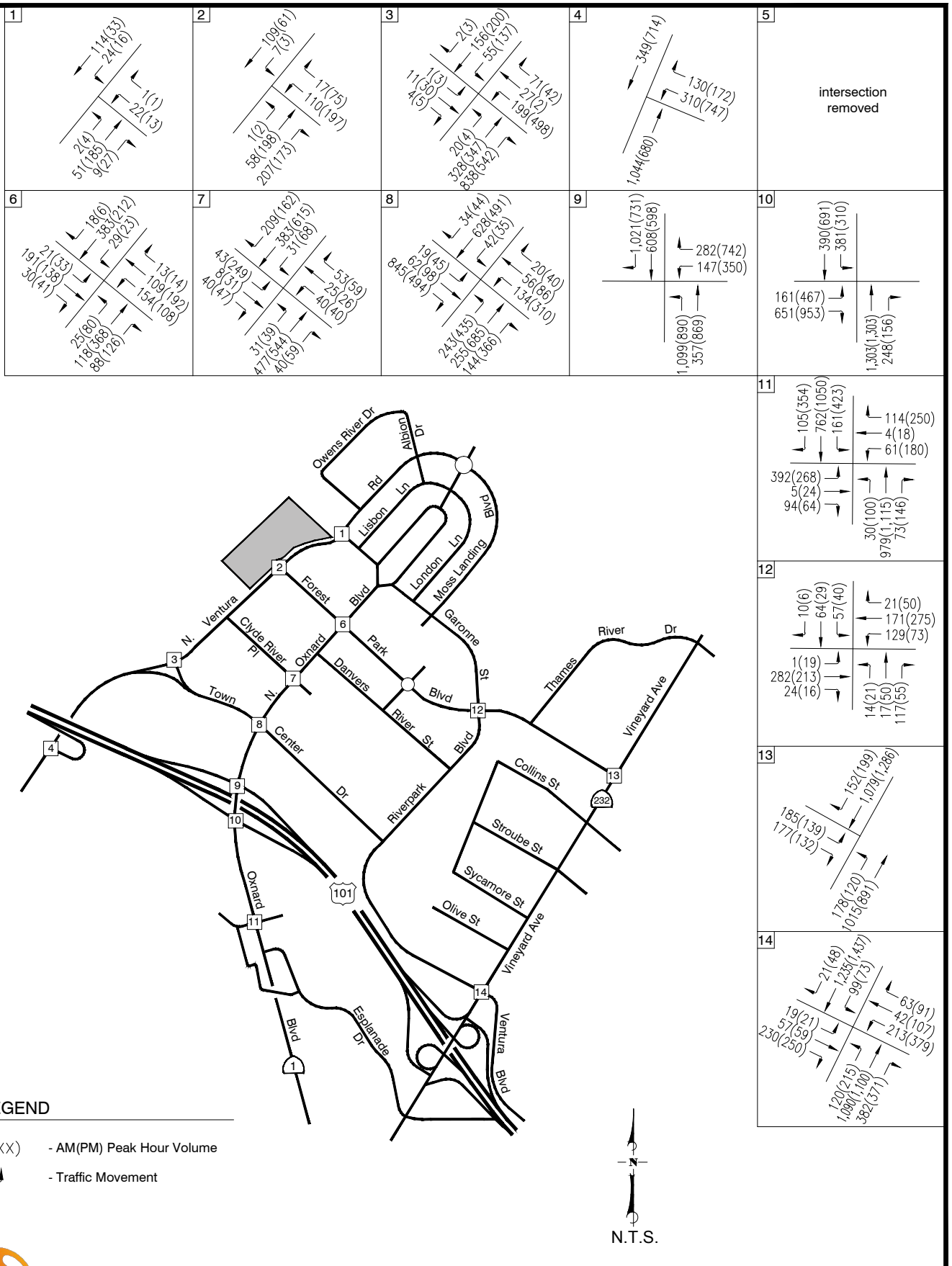

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EXHIBIT 8

CUMULATIVE AM AND PM PEAK HOUR INTERSECTION TRAFFIC VOLUMES

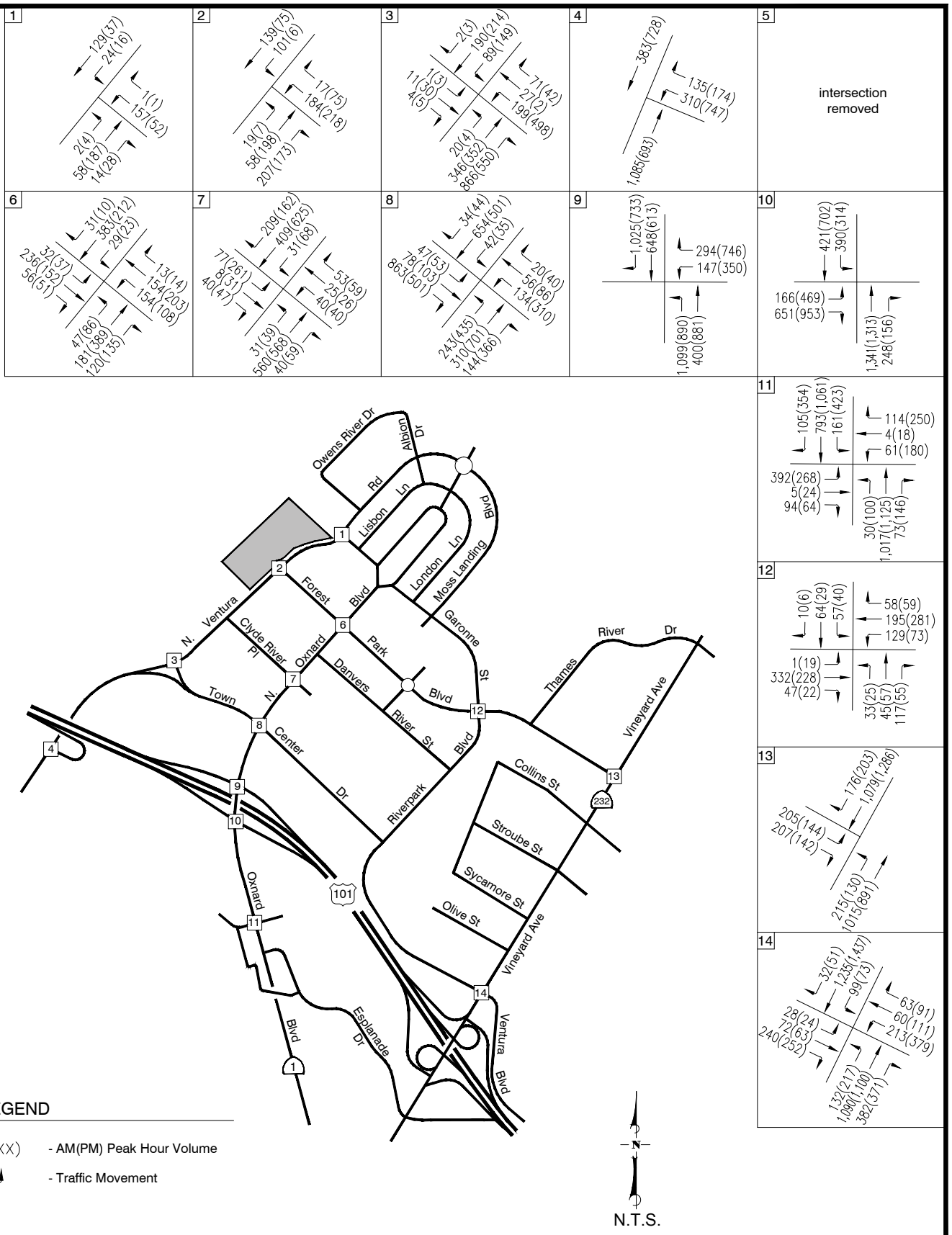

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EXHIBIT 9

CUMULATIVE + PROJECT AM AND PM PEAK HOUR INTERSECTION TRAFFIC VOLUMES

Table 8
AM Peak Hour
Cumulative plus Project Intersection Levels of Service

Intersection	Cumulative AM Peak Hour		Cumulative + Project AM Peak Hour		Change in V/C or Delay	Impact?
	ICU V/C Ratio	HCM Delay	ICU V/C Ratio	HCM Delay		
1. Ventura Rd/Garonne St	-	7.9/LOS A	-	8.7/LOS A	0.8 sec.	No
2. Ventura Rd/Forest Park Blvd	-	4.6/LOS A		6.5/LOS A	1.5 sec.	No
3. Ventura Rd/Town Center Dr	0.37/LOS A	-	0.40/LOS A	-	0.03	No
4. Ventura Rd/U.S. 101 SB Ramps	0.53/LOS A	-	0.54/LOS A	-	0.01	No
5. U.S. 101 SB Ramps/ Wagon Wheel Rd	Removed					
6. Oxnard Blvd/ Forest Park Blvd	-	6.1/LOS A	-	8.1/LOS A	2.0 sec.	No
7. Oxnard Blvd/Clyde River Pl	0.46/LOS A	-	0.47/LOS A	-	0.01	No
8. Oxnard Blvd/Town Center Dr	0.66/LOS B	-	0.67/LOS B	-	0.01	No
9. U.S. 101 NB Ramps/ Oxnard Blvd	0.63/LOS B	22.9/LOS C	0.63/LOS B	23.3/LOS C	0.00/0.4 sec.	No
10. U.S. 101 SB Ramps/ Oxnard Blvd	0.47/LOS A	16.9/LOS B	0.48/LOS A	17.7/LOS B	0.01/0.8 sec.	No
11. Oxnard Blvd/Wagon Wheel Rd	0.61/LOS B	-	0.62/LOS B	-	0.01	No
12. Riverpark Blvd/Forest Park Blvd	0.42/LOS A	-	0.45/LOS A	-	0.03	No
13. Vineyard Ave/Forest Park Blvd	0.63/LOS B	-	0.66/LOS B	-	0.03	No
14. Vineyard Ave/Ventura Blvd	0.61/LOS B	-	0.63/LOS B	-	0.02	No

Levels of service for unsignalized intersections based on delay.

Table 8 indicates that all study area intersections would continue to operate at LOS C or better under cumulative and cumulative plus project conditions during the AM peak hour. The project would not generate any cumulative impacts based on City of Oxnard or Caltrans impact thresholds.

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

Intersection	Cumulative PM Peak Hour		Cumulative + Project PM Peak Hour		Change in V/C or Delay	Impact?
	ICU V/C Ratio	HCM Delay	ICU V/C Ratio	HCM Delay		
1. Ventura Rd/Garonne St	-	8.3/LOS A	-	8.4/LOS A	0.1 sec.	No
2. Ventura Rd/Forest Park Blvd	-	4.9/LOS A	-	7.2/LOS A	2.3 sec.	No
3. Ventura Rd/Town Center Dr	0.53/LOS A	-	0.53/LOS A	-	0.00	No
4. Ventura Rd/ U.S. 101 SB Ramps	0.54/LOS A	-	0.55/LOS A	-	0.01	No
5. U.S. 101 SB Ramps/ Wagon Wheel Rd	Removed					
6. Oxnard Blvd/ Forest Park Blvd	-	6.6/LOS A	-	8.6/LOS A	2.0 sec.	No
7. Oxnard Blvd/Clyde River Pl	0.64/LOS B	-	0.65/LOS B	-	0.01	No
8. Oxnard Blvd/Town Center Dr	0.55/LOS A	-	0.55/LOS A	-	0.00	No
9. U.S. 101 NB Ramps/ Oxnard Blvd	0.66/LOS B	32.6/LOS C	0.67/LOS B	32.8/LOS C	0.01/0.2 sec.	No
10. U.S. 101 SB Ramps/ Oxnard Blvd	0.55/LOS A	21.1/LOS C	0.56/LOS A	22.8/LOS C	0.01/1.7 sec.	No
11. Oxnard Blvd/Wagon Wheel Rd	0.76/LOS C	-	0.76/LOS C	-	0.00	No
12. Riverpark Blvd/Forest Park Blvd	0.37/LOS A	-	0.37/LOS A	-	0.00	No
13. Vineyard Ave/Forest Park Blvd	0.65/LOS B	-	0.65/LOS B	-	0.00	No
14. Vineyard Ave/Ventura Blvd	0.70/LOS B	-	0.70/LOS B	-	0.00	No

Levels of service for unsignalized intersections based on delay.

Table 9 shows that all study area intersections would continue to operate at LOS C or better under cumulative and cumulative plus project conditions during the PM peak hour. The project would not generate any cumulative impacts based on City of Oxnard or Caltrans impact thresholds.

BUILDOUT CONDITIONS

Buildout Traffic Volumes

Buildout volumes were developed based on the *Future (2030) Traffic Volumes With Specific Plan Amendment* contained in the *Riverpark Project FEIR Adddendum No. 10*[7]. The 2030 volumes were updated where required to reflect higher baseline volumes, consideration of the street network in the Riverpark Specific Plan and data contained in the traffic study for the Oxnard Village Specific Plan. The Buildout AM and PM peak hour intersection volumes are illustrated in Exhibit 10.

[7] Adddendum No. 10 to the Riverpark Project, Final Environmental Impact Report, Impact Sciences, June 2011.

The proposed project will result in an increase in student population as contained in the Riverpark Project FEIR Addendum No. 10. The addendum included a total of 1,683 elementary/middle school students within the Riverpark Specific Plan. With the proposed project, the total number of students within the Riverpark Specific Plan will be 2,144 elementary/middle school students, as outlined in Table 10.

Table 10
Riverpark Specific Plan Student Population

Riverpark School	Number of Students
Rio Vista Middle School	740 students
Rio Del Mar Elementary School	490 students
Riverpark West K-8 STEAM School (proposed project)	914 students
Total	*2,144 students*
Riverpark FEIR Addendum No. 10	*1,683 students*
Difference	**+ 461 students**

As shown in Table 10, the proposed project will result in an increase of 461 students compared to student levels assumed in the Riverpark Project FEIR Addendum No. 10. The following analysis assesses the potential effects of the student increase under buildout conditions.

Project Trip Generation

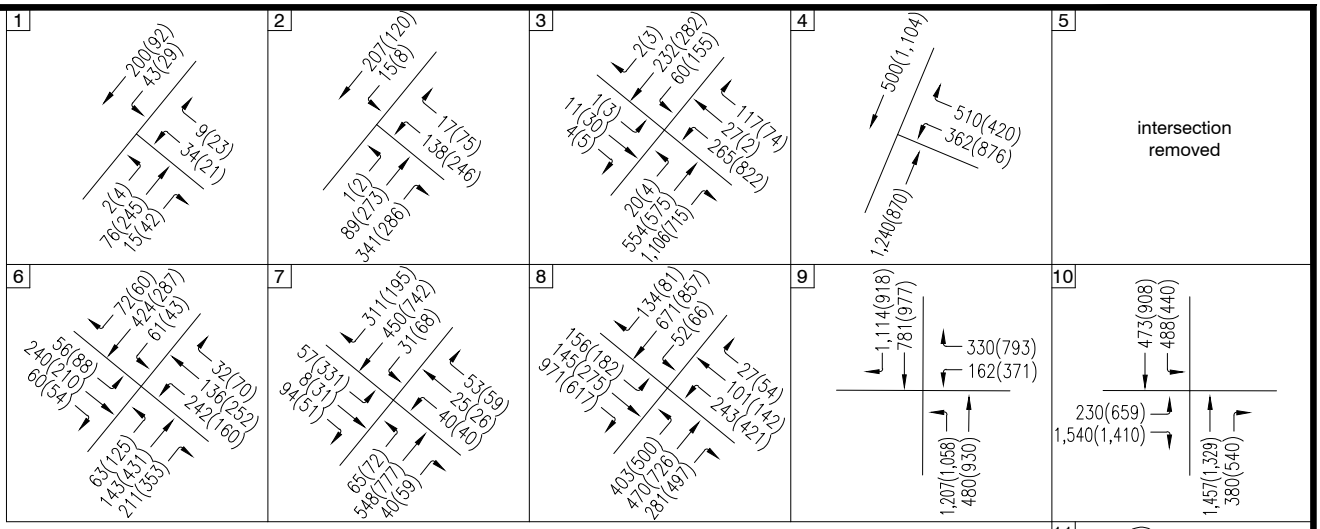
Project trip generation estimates were developed for the project under buildout conditions based on the proportionate number of elementary school and middle school students. Table 11 shows the trip generation estimates. As shown, the project would add 638 ADT, with 220 trips during the AM peak hour and 70 trips during the PM peak hour.

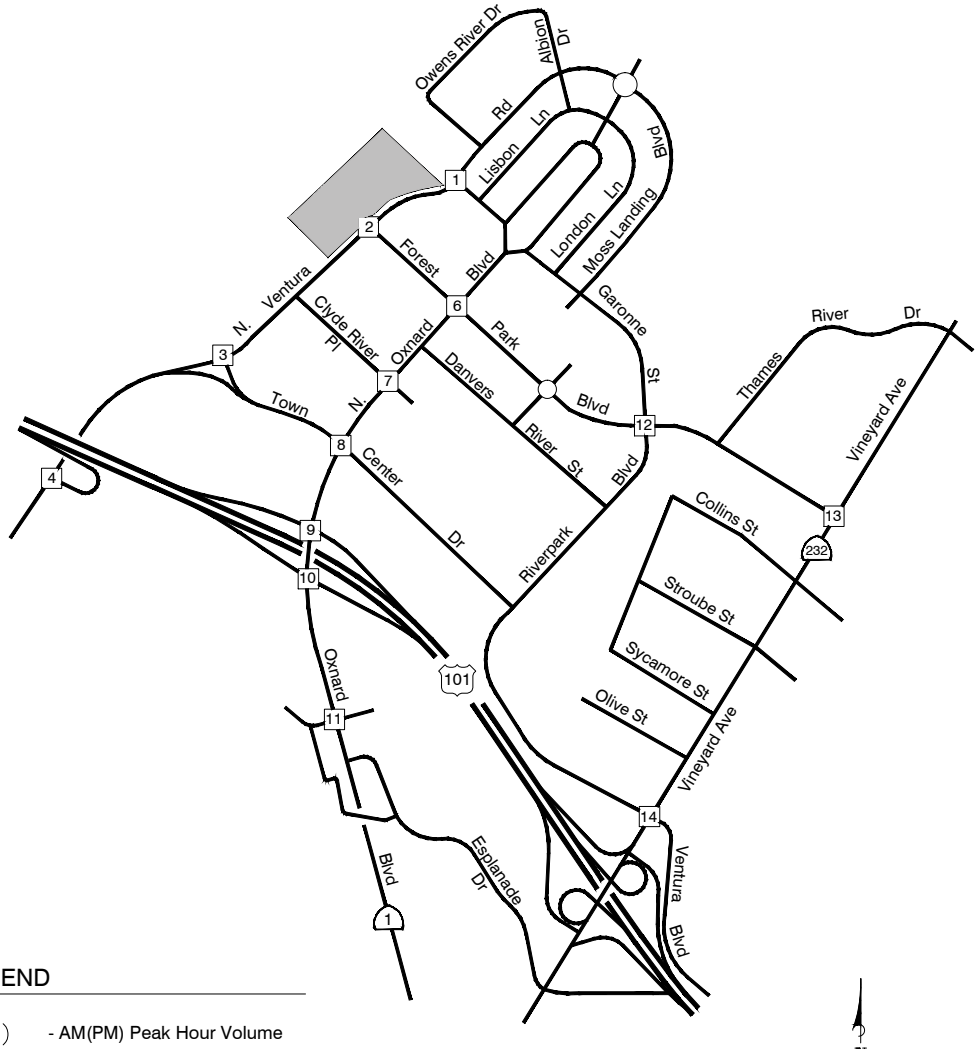
Table 11
Project Trip Generation – Buildout Conditions

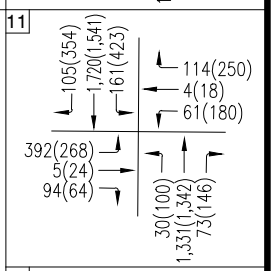
		ADT		A.M. PHT		P.M. PHT	
Land Use	**Size**	**Rate**	**Trips**	**Rate**	**Trips**	**Rate**	**Trips**
Elementary School	328 students	1.29	423	0.45	148 (81/67)	0.15	49 (24/25)
Junior High School	133 students	1.62	215	0.54	72 (40/32)	0.16	21 (10/11)
Total	**461 students**		**638**		**220 (121/99)**		**70 (34/36)**

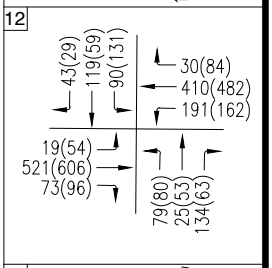
ADT = average daily trips.
PHT = peak hour trips.
(X/X) = inbound trips/outbound trips.

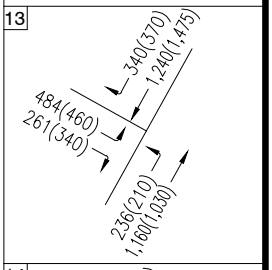
Project traffic volumes were distributed based on the distribution percentages shown in Table 5 and added to the buildout volumes. The buildout plus project AM and PM peak hour intersection volumes are shown in Exhibit 11.

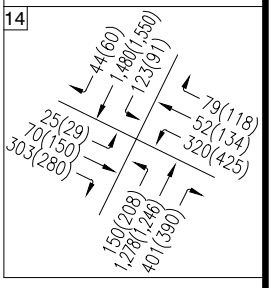












LEGEND

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

- Traffic Movement

N

N.T.S.

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EXHIBIT 10

BUILDOUT AM AND PM PEAK HOUR INTERSECTION TRAFFIC VOLUMES

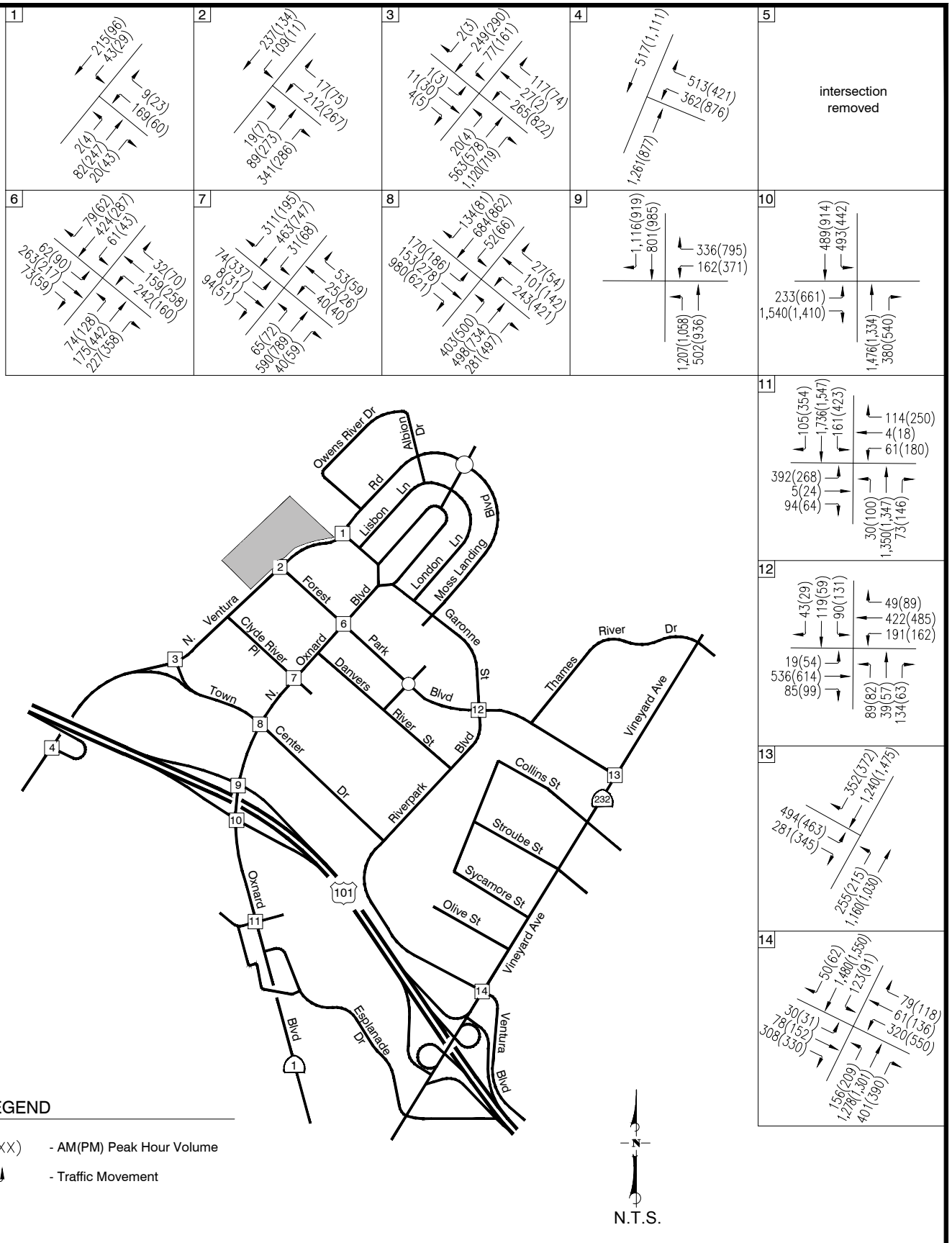

EXHIBIT 11
BUILDOUT PLUS PROJECT AM AND PM PEAK HOUR NTERSECTION TRAFFIC VOLUMES

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Buildout plus Project Intersection Operations

Intersection levels of service were recalculated assuming buildout and buildout plus project traffic conditions. The calculations assume the intersection improvements that would be constructed under buildout conditions. These include improvements and mitigations included in the Riverpark Project FEIR Addendum No. 10 and the Oxnard Village Specific Plan EIR, and the Vineyard Avenue Improvement Project, which will add a third southbound travel lane on Vineyard Avenue. The calculations are summarized in Tables 12 and 13.

Table 12
AM Peak Hour
Buildout plus Project Intersection Levels of Service

Intersection	Buildout AM Peak Hour		Buildout + Project AM Peak Hour		Change in V/C or Delay	Impact?
	ICU V/C Ratio	HCM Delay	ICU V/C Ratio	HCM Delay		
1. Ventura Rd/Garonne St	-	8.6/LOS A	-	9.6/LOS A	1.0 sec.	No
2. Ventura Rd/Forest Park Blvd	-	5.6/LOS A		7.9/LOS A	2.3 sec.	No
3. Ventura Rd/Town Center Dr	0.47/LOS A	-	0.48/LOS A	-	0.01	No
4. Ventura Rd/U.S. 101 SB Ramps	0.67/LOS B	-	0.67/LOS B	-	0.00	No
5. U.S. 101 SB Ramps/ Wagon Wheel Rd	Removed					
6. Oxnard Blvd/ Forest Park Blvd	-	8.0/LOS A	-	8.5/LOS A	0.5 sec.	No
7. Oxnard Blvd/Clyde River Pl	0.51/LOS A	-	0.52/LOS A	-	0.01	No
8. Oxnard Blvd/Town Center Dr	0.73/LOS C	-	0.74/LOS C	-	0.01	No
9. U.S. 101 NB Ramps/ Oxnard Blvd	0.70/LOS B	23.7/LOS C	0.71/LOS B	23.6/LOS C	0.01/0.1 sec.	No
10. U.S. 101 SB Ramps/ Oxnard Blvd	0.55/LOS A	18.5/LOS B	0.56/LOS A	18.8/LOS B	0.01/0.3 sec.	No
11. Oxnard Blvd/Wagon Wheel Rd[1]	0.72/LOS C	-	0.72/LOS C	-	0.00	No
12. Riverpark Blvd/Forest Park Blvd	0.56/LOS A	-	0.58/LOS A	-	0.02	No
13. Vineyard Ave/Forest Park Blvd[2]	0.74/LOS C	-	0.75/LOS C	-	0.01	No
14. Vineyard Ave/Ventura Blvd	0.72/LOS C	-	0.72/LOS C	-	0.00	No

Levels of service for unsignalized intersections based on delay.
[1] Intersection geometry per improvements included in Riverpark Project Addendum No. 10.
[2] Southbound widened to three lanes per the Vineyard Avenue Improvement Project.

Table 12 indicates that all study area intersections would continue to operate at LOS C or better under buildout and buildout plus project conditions specific conditions during the AM peak hour. The project would not generate any cumulative impacts based on City of Oxnard or Caltrans impact thresholds.

Table 13
PM Peak Hour
Buildout plus Project Intersection Levels of Service

Intersection	Cumulative PM Peak Hour		Cumulative + Project PM Peak Hour		Change in V/C or Delay	Impact?
	ICU V/C Ratio	HCM Delay	ICU V/C Ratio	HCM Delay		
1. Ventura Rd/Garonne St	-	9.0/LOS A	-	9.2/LOS A	0.2 sec.	No
2. Ventura Rd/Forest Park Blvd	-	5.8/LOS A	-	8.7/LOS A	1.9 sec.	No
3. Ventura Rd/Town Center Dr	0.71/LOS C	-	0.71/LOS C	-	0.00	No
4. Ventura Rd/ U.S. 101 SB Ramps	0.72/LOS C	-	0.72/LOS C	-	0.00	No
5. U.S. 101 SB Ramps/ Wagon Wheel Rd	Removed					
6. Oxnard Blvd/ Forest Park Blvd	-	10.1/LOS B	-	10.6/LOS A	0.5 sec.	No
7. Oxnard Blvd/Clyde River Pl	0.75/LOS C	-	0.75/LOS C	-	0.00	No
8. Oxnard Blvd/Town Center Dr	0.77/LOS C	-	0.77/LOS C	-	0.00	No
9. U.S. 101 NB Ramps/ Oxnard Blvd	0.79/LOS C	33.1/LOS C	0.79/LOS C	33.3/LOS C	0.00/0.2 sec.	No
10. U.S. 101 SB Ramps/ Oxnard Blvd	0.66/LOS B	22.1/LOS C	0.66/LOS B	22.2/LOS C	0.00/0.1 sec.	No
11. Oxnard Blvd/Wagon Wheel Rd[1]	0.68/LOS C	-	0.69/LOS C	-	0.01	No
12. Riverpark Blvd/Forest Park Blvd	0.57/LOS A	-	0.57/LOS A	-	0.00	No
13. Vineyard Ave/Forest Park Blvd[2]	0.78/LOS C	-	0.78/LOS C	-	0.00	No
14. Vineyard Ave/Ventura Blvd	0.79/LOS C	-	0.80/LOS C	-	0.01	No

Levels of service for unsignalized intersections based on delay.
[1] Intersection geometry per improvements included in Riverpark Project Addendum No. 10.
[2] Southbound widened to three lanes per the Vineyard Avenue Improvement Project.

Table 13 shows that all study area intersections would continue to operate at LOS C or better under buildout and buildout plus project conditions during the PM peak hour. The project would not generate any impacts based on City of Oxnard or Caltrans impact thresholds.

SITE ACCESS AND CIRCULATION

Site Access

Vehicular Access. The conceptual site plan illustrated in Exhibit 2 shows that three driveways will be located on Ventura Road north of the Ventura Road/Forest Park Boulevard roundabout. These driveways provide access to the one-way drop-off/pick-up loop and parking lot. It is recommended that the proposed center driveway be removed or restricted to emergency vehicles only. This would provide a continuous one-way loop system from the dual lane ingress driveway at the northern project boundary to the egress driveway located approximately 150 feet north of the roundabout. This will eliminate potential on-site vehicle conflicts between entering and exiting vehicles at the center driveway, and potential vehicle spill-back from the driveway onto

Ventura Road. All traffic movements will be right-turn in-and-out only; no median openings are proposed to allow left-turns from Ventura Road to and from the school driveways. The egress driveway should have one exit lane only as there is one southbound receiving lane only on Ventura Road.

One right-turn in-and-out only driveway is proposed approximately 160 feet south of the roundabout. The driveway is 26 feet wide and provides access to the double lane drop-off loop for Kindergarten students, and parking areas. Given its relative accessibility compared to the driveway north of the roundabout, it is expected that the driveway will also be used by a portion of 1st – 8th grade student drop-off and pick-up. Sufficient curb radii or curb cut width should be provided to allow unobstructed turning maneuvers in and out of the driveway.

An access analysis was completed using Synchro software to model the peak arrival and departure period of approximately 15 minutes during the AM peak hour. Similar traffic patterns related to school traffic would occur around the 3 PM bell schedule, however traffic on the adjacent streets are expected to be lighter compared to the traffic volumes during the AM commute period. The ingress driveway north of the roundabout would operate with minimal delay, assuming that adequate signing and striping is provided on the loop driveway to restrict stopping within the proximity of the driveway throat. The egress driveway north of the roundabout would experience queuing on the driveway, which is typical for the peak 15 - minute traffic period at elementary and middle schools. The on-site queuing would not affect traffic flow on Ventura Road.

The right-turn in-and-out only driveway south of the roundabout would also experience queuing on the driveway. It is noted that Ventura Road contains two southbound lanes adjacent to the driveway and the roundabout will contain one circulating lane only. To minimize any potential conflict between southbound traffic and vehicles turning into the driveway, the exit lane of the roundabout can be striped to direct traffic into the no. 1 southbound lane. This concept striping is illustrated in Exhibit 12.

Pedestrian Access.

Pedestrian access is provided via sidewalks along Ventura Road and Forest Park Boulevard, and via the crosswalks at the Ventura Road/Forest Park Boulevard. As discussed, the California Department of Education (CDE) has indicated that the existing multi-lane roundabout should be converted to a single-lane roundabout to provide additional safety for crossing students. The CDE has held a working session with Caltrans and other experts on intersections and roundabouts. The consensus was that multilane roundabouts are significantly more hazardous for pedestrians than single lane roundabouts and should not be used near schools, especially elementary, middle or K-8 schools.

The key design metric is to reduce vehicle speeds in the roundabout to 25 miles per hour or less, so that drivers are able to stop before the crosswalk should a student or parent step into the street. The project will include the conversion of the roundabout to have single-lane approaches and one circulating lane to be consistent with the CDE's recommendation. The concept design (Exhibit 3) has been approved by City staff and final design will be completed and implemented prior to project occupation.

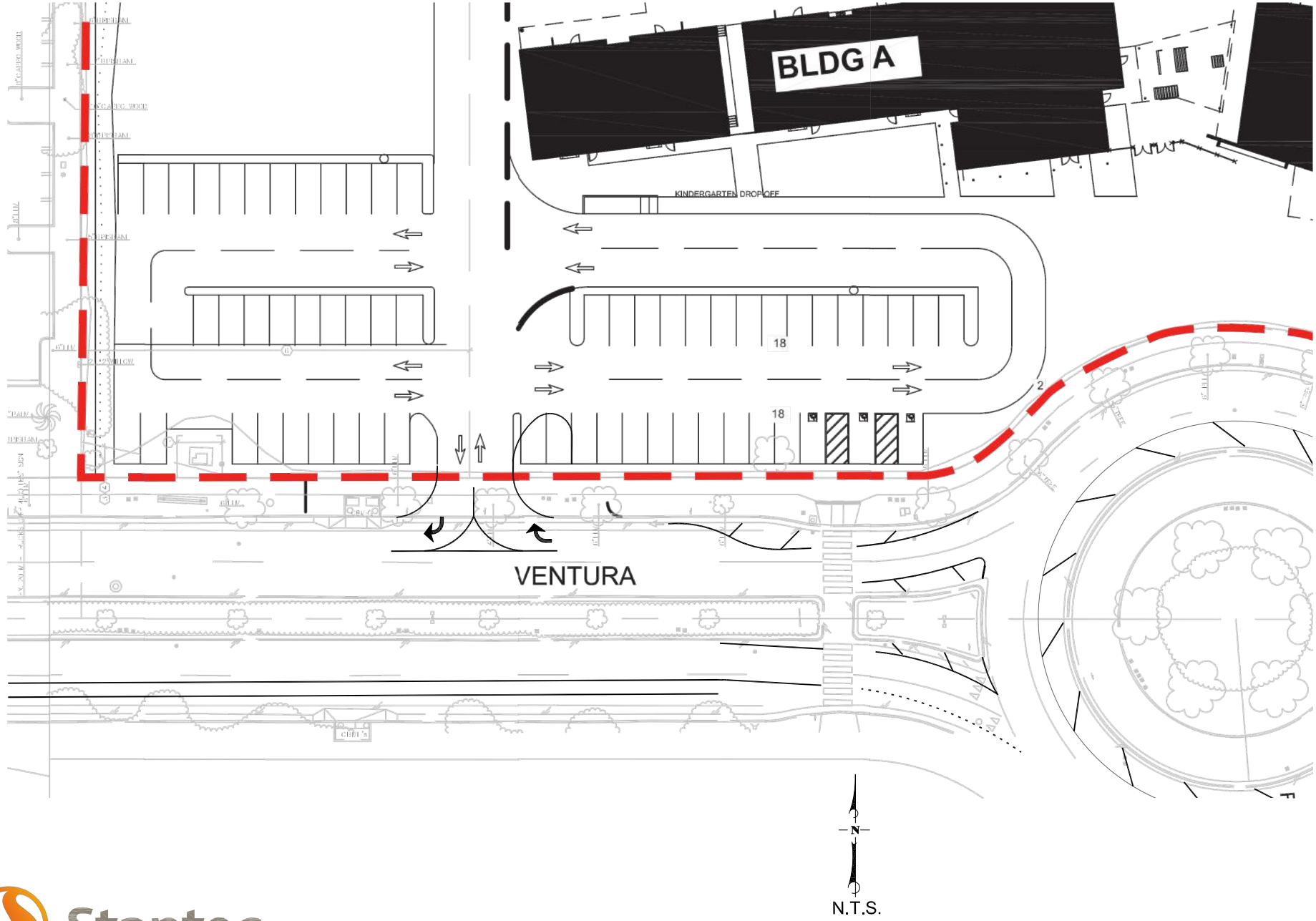

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EXHIBIT 12
PROJECT DRIVEWAY STRIPING IMPROVEMENTS

Circulation

The one-way drop-off and pick-up loop proposed north of the roundabout will contain two lanes and provides approximately 500 feet of curb length for student drop-off and pick-up. The inside lane will be used as curb drop-off and pick-up lane and the outside lane will be used to progress traffic. The length of the loop will provided sufficient storage to accommodate the expected peak traffic movements. Stopping should be restricted on the loop at the ingress driveway for a minimum of 100 feet to prevent drop-off and pick-up adjacent to the driveway throat and potential spill-back onto Ventura Road.

The Kindergarten dual lane drop-off and pick-up loop provides a total of approximately 750 feet of storage (30 vehicles) over two lanes and is expected to accommodate traffic movements generated by Kindergarten drop-off and pick-up. To minimize use of this drop-off and pick-up loop by 1st – 8th grade student parents, the school should direct parents to use the northern loop and implement measures to discourage use of the southern loop if so required.

MITIGATION MEASURES

Project Specific Mitigations

The project specific analysis found that all intersections in the study area are forecast to operate at LOS C or better. The project would not generate any project specific impacts.

It was recommended that the center driveway that would provide access to the northern drop-off and pick-up area be removed or restricted to emergency vehicles only. All access driveways should have sufficient curb radii or curb cut width to allow unobstructed turning maneuvers in and out of the driveway.

It was noted that Ventura Road contains two southbound lanes adjacent to the Kindergarten drop-off and pick-up access driveway and the roundabout will contain one circulating lane only. To minimize any potential conflict between southbound traffic and vehicles turning into the driveway, striping modifications can be implemented to direct traffic into the no. 1 southbound lane and use the no. 2 southbound lane as a facto right-turn lane into the site.

Cumulative and Buildout Mitigations

The cumulative and buildout analyses indicated that the all study area intersections would continue to operate in the LOS A-C range. The buildout analysis incorporates the programmed improvements at the Oxnard Boulevard/Wagon Wheel intersection and widening of Vineyard Avenue to provide three southbound travel lanes.

CONGESTION MANAGEMENT PROGRAM (CMP) ANALYSIS

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

Roadways. Highway U.S. 101, Oxnard Boulevard (S.R. 1) and Vineyard Avenue (S.R. 232) are included in the CMP network. According to the 2009 CMP[8], these facilities operate at LOS D or better during the AM and PM peak hour periods, except Northbound U.S. 101, which operates in the LOS F range during the PM peak hour. The project would add 12 AM peak hour trips and 4 PM peak hour trips to Northbound U.S. 101, which would increase the peak hour volume by 0.3% and 0.1%, respectively. These increases would not result in a CMP impact based on the impact criteria of an increase in traffic demand on a CMP facility by 2% of capacity.

Intersections. Within the study area, the Oxnard Boulevard/Vineyard Avenue intersection is included in the CMP network. This intersection is forecast to operate at LOS D or better under existing or cumulative conditions. Based on the CMP criteria outlined above (LOS E is considered acceptable), the project would not generate an impact at this intersection.

■ ■ ■

[8] 2009 Ventura County Congestion Management Program, VCTC, Adopted July 10, 2009.

F MITIGATION MONITORING AND REPORTING PROGRAM

APPENDIX F
MITIGATION MONITORING AND REPORTING PROGRAM:
RIVERPARK WEST K-8 STEAM SCHOOL PROJECT
RIO SCHOOL DISTRICT
OXNARD, CA

Mitigation Measure	Requirements of Measure	Time Frame	Responsible Party	Completed	Initials and Date	Notes/Comments
Biology						
BIO-1	A preconstruction survey conducted by a qualified biologist for wildlife species is required. The survey should be conducted within 2 weeks of any ground disturbing activities. If any common wildlife species are found, the biologist should relocate them outside of the construction area. If special-status species are found, the appropriate agencies (CDFW and U.S. Fish and Wildlife Service, etc.) must be contacted and construction or relocation of the species cannot commence until this has occurred.	Prior to Construction	RSD (Contractor)			
BIO-2	When possible, removal of vegetation should be avoided during the nesting season (February 15-September 1). If the disturbance or removal of vegetation occurs during the nesting bird season, clearance surveys will be conducted by a qualified biologist. Surveys must be conducted within 2 weeks prior to ground disturbance. If	During Construction	RSD (Contractor)			

	nesting birds are found, the biologist will establish an appropriate buffer in which no work will occur, or work must halt until the nest is determined by the biologist to be inactive.					
Cultural Resources						
CR-1	If the construction staff or others observe previously unidentified archaeological resources during ground disturbing activities, they will halt work within a 200-foot radius of the find(s), delineate the area of the find with flagging tape or rope (may also include dirt spoils from the find area), and immediately notify the qualified Project Archaeologist (retained on-call by the applicant). Construction will halt within the flagged or roped-off area. The Archaeologist will assess the resource as soon as possible and determine appropriate next steps in coordination with RSD. Such finds will be formally recorded and evaluated. The resource will be protected from further disturbance or looting pending evaluation.	During Construction	RSD (Contractor)			
CR-2	If the construction staff or others observe previously unidentified paleontological resources during ground disturbing activities, they will halt work within a 200-foot radius of the find(s), delineate the area of the find with flagging tape or rope (may	During Construction	RSD (Contractor)			

	also include dirt spoils from the find area), and immediately notify a qualified Paleontologist (retained on-call by the applicant). Construction will halt within the flagged or roped-off area. The Paleontologist will assess the resource as soon as possible and determine appropriate next steps in coordination with RSD. Such finds will be formally recorded and evaluated. The resource will be protected from further disturbance or looting pending evaluation.					
Geology						
GEO-1	The building design for structures at the Project shall use geotechnical building design recommendations that are based on a site specific ground motion hazard analysis for the Project site performed in accordance with ASCE 7-10 (ASCE 2013) Chapter 21 as modified by Section 1803A.6 of the 2013 CBC. The site specific ground motion hazard analysis and geotechnical building design recommendations shall be approved by the CGS and the DSA.	Prior to Construction	RSD (Architect)			
GEO-2	The building design for structures at the Project shall use geotechnical building design recommendations that are based on a site specific a site specific evaluation of the liquefaction	Prior to Construction	RSD (Architect)			

	potential performed in accordance with the 2013 CBC (CBSC 2013) and the methods in the *Guidelines for Evaluating and Mitigating Seismic Hazards in California, Special Publication 117A* (CGS 2008). The site specific liquefaction potential analysis and geotechnical building design recommendations shall be approved by the CGS and the DSA.					
GEO-3	Potential soil erosion that would occur during construction activities, including site grading, structure assembly, and utility extension shall be reduced to a less than significant level with standard erosion mitigation measures, including the use of hay bales and other erosion control devices as determined by site-specific conditions, limiting construction to the dry season, and soil wetting, applied as required under applicable regulatory guidelines and standards.	During Construction	RSD (Contractor)			
Hazards						
HAZ-1	The building design for structures at the Project site shall use building design measures to mitigate potential radon gas accumulation in buildings. The building design measures shall be in accordance with all relevant regulatory requirements.	Prior to Construction	RSD (Architect)			
Hydrology						

HYDRO-1	The project contractor shall include low-flow flush toilets and urinals, self-closing faucets, and insulated piping to reduce water consumption.	Project design and construction	RSD (Architect and Contractor)			
HYDRO-2	Building finished floor elevation for each of the five new onsite buildings shall be constructed to be at least 85' in order to provide one foot of freeboard above the highest adjacent flood elevation in the river in the event of a levee failure.	Project design and construction.	RSD (Architect and Contractor)			
HYDRO-3	The RSD shall develop and implement a site specific flooding evacuation plan to be implemented in conjunction with the FWEEP.	Prior to operation	RSD			
HYDRO-4	The RSD shall develop and implement a site evacuation plan to be implemented in conjunction with the County of Ventura OES Dam Failure Response Plan.	Prior to operation	RSD			
Noise						
N-1	Construction noise levels fluctuate depending on the construction phase, equipment type and duration of use; distance between noise source and sensitive receptor; and the presence or absence of barriers between noise source and receptors. Therefore, the project proponent should require construction contractors to limit	During Construction	RSD (Contractor)			

	standard construction activities as follows: • Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds) wherever feasible. • Stationary noise sources shall be located as far from adjacent receptors as possible and shall be muffled and enclosed within temporary sheds, incorporate insulation barriers or other measures to the extent feasible. • Impact tools (e.g., jack hammers, pavement breakers, and rock					

	drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. However, where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible. This could achieve a reduction of 5 dBA. Quieter procedures shall be used such as drilling rather that impact equipment whenever feasible.					

G RESPONSE TO COMMENTS ON DRAFT IS/MND

RESPONSE TO COMMENTS

A Draft IS/MND (SCH: 2016051040) was circulated for a 30-day public review and comment period from May 13, 2016 to June 13, 2016. During the public review period 5 comment letters were received and numbered in the order they were received. Provided herein is a copy of each letter received and a response to comments.

Letter Number	Date Received	Agency	Author
1	5/31/2016	California Department of Transportation	Dianna Watson
2	6/13/2016	County of Ventura Resource Management Agency	Tricia Maier
3	6/13/2016	County of Ventura Transportation Department	Author not identified
4	6/13/2016	Ventura County Watershed Protection District	Alma Quezada, P.G.
5	6/13/2016	Ventura County Air Pollution Control District	Alicia Stratton

DEPARTMENT OF TRANSPORTATION
DISTRICT 7-OFFICE OF TRANSPORTATION PLANNING
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9140
FAX (213) 897-1337
www.dot.ca.gov

May 31, 2016

Dr. John Puglisi
Rio School District
2500 E. Vineyard Ave.
Oxnard, Ca. 93036 -1239

RE: River Park West K-8 STEAM
Vic.: Ven-101 PM: 23.059
IGR #160530RH

Dear Dr. Puglisi:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project will construct and operate a new K-8 school located at 3001 North Ventura Road, in the City of Oxnard.

The campus will have a maximum student population of 914 students. The facility includes four classroom buildings; a multipurpose building; two paved parking/student drop off areas; paved grades 1-8 play court with apparatus; paved kinder play court with apparatus; two turf athletic fields; paved and landscaped central quad and courtyards; and 84 regular and 5 accessible parking spaces. In total the project would comprise approximately 89,972 square feet of onsite structures.

The project's traffic analysis focuses on key intersections within the study area during the AM and PM commute periods, including the US-101 southbound ramps at Wagon Wheel Road and the northbound US-101 ramps at Oxnard Blvd.

Based on a review of roadway or intersection improvements associated with approved projects included in the cumulative analysis and the City's Five-Year Capital Improvement Plan, the following improvements are planned on State facilities, within the study area:

U.S. 101 Southbound Off-Ramp at Wagon Wheel Road. The *Oxnard Village Specific Plan*, proposed south of U.S. 101 and west of Oxnard Boulevard, will realign Wagon Wheel Road further south away from U.S. 101, and realign the U.S. 101 Southbound Off-Ramp to intersect with Ventura Road instead of Wagon Wheel Road.

Based on the information received and implementation of the improvements to the US-101, Caltrans does not expect development of this project to result in a direct adverse impact.

Comment 1-1 Please note that any work performed within State Right of Way will require an encroachment permit from Caltrans. In addition, please be reminded that transportation of heavy construction equipment, materials, or other special equipment which requires the use of oversized-transport vehicles on State highways, will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute hours.

Comment 1-2 Storm water run- off is a sensitive issue for Los Angeles County. Please be mindful that projects should be designed to discharge clean run-off water. Discharge of storm water run-off is not permitted onto State Highway facilities without a storm water management plan.

If you have any questions regarding these comments, you may contact Rick Holland, project coordinator at (213) 897-4230 or electronically at Rick.Holland@dot.ca.gov.

Sincerely,

DIANNA WATSON
IGR/CEQA Branch Chief
Caltrans, District 7

cc: Scott Morgan, State Clearinghouse

Letter Number: 1
Date Received: May 31, 2016
Commenter/Agency: Dianna Watson, California Department of Transportation

Response to Comment 1-1:

The District hereby acknowledges that based on information received and implementation of the planned improvements to the US-101 (Southbound Off-Ramp at Wagon Wheel Road as part of the *Oxnard Village Specific Plan*), that Caltrans does not expect project approval to result in a direct adverse impact to State transportation facilities. It is hereby acknowledged, that any transportation of heavy construction equipment and/or materials which requires the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit and that off-peak commute periods for transport would be recommended.

Response to Comment 1-2:

The proposed project would be designed to discharge clean run-off water in compliance with applicable regulations.

RESOURCE MANAGEMENT AGENCY

county of ventura

Planning Division
Kimberly L. Prillhart
Director

June 13, 2016

Rio School District
Attn: Dr. John Puglisi, Superintendent
2500 Vineyard Avenue, Suite 100
Oxnard, CA 93036

Email: jpuglisi@rioschools.org

Subject: Comments on the Draft Initial Study and Mitigated Negative Declaration for the Proposed Riverpark West K-8 Steam School Project

Dear Dr. Puglisi:

Comment 2-1 Thank you for the opportunity to review and comment on the subject document. Attached are the comments that we have received resulting from intra-county review of the subject document. Additional comments may have been sent directly to you by other County agencies.

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

If you have any questions regarding any of the comments, please contact the appropriate respondent. Overall questions may be directed to Laura Hocking at (805) 654-2443.

Sincerely,

Tricia Maier

Tricia Maier, Manager
Planning Programs Section

Attachments

County RMA Reference Number 16-014

800 South Victoria Avenue, L# 1740, Ventura, CA 93009 (805) 654-2481 Fax (805) 654-2509

Letter Number: 2
Date Received: June 13, 2016
Commenter/Agency: Tricia Maier, County of Ventura Resource Management Agency

Response to Comment 2-1:

The District hereby acknowledges receipt of the cover letter indicating that intra-county review has occurred and that three comment letters were attached (Transportation Department, Watershed Protection District, and Air Pollution Control District). The District has prepared responses to each commenter directly and included a copy of the responses to Laura Hocking as requested.

County of Ventura
Public Works Agency
Transportation Department
MEMORANDUM

DATE: June 7, 2016

TO: RMA – Planning Division
Attention: Laura Hocking

FROM: Transportation Department AM

SUBJECT: **REVIEW OF DOCUMENT 16-014** Notice of Intent (NOI) to Adopt Mitigated Negative Declaration and Initial Study (MND/IS)
Project: **Riverpark West K-8 STEAM School Project**
Lead Agency: **Rio School District (RSD)**
Construction of new elementary/middle school in the Riverpark area of north Oxnard west of Ventura Road and Forest Park Boulevard (District).
APN 132-0-110-01x; 132-0-100-26x

Pursuant to your request, the Public Works Agency Transportation Department (PWATD) has reviewed the NOI/MND/IS for the Riverpark West K-8 STEAM School (Project).

The project is the construction of a new 914-student K-8 elementary/middle school on 11.54 acres of vacant land located west of the roundabout at Ventura Road and Forest Park Boulevard in the Riverpark area of North Oxnard. The proposed school facility would include four (4) classroom buildings (67,042 SF total), one (1) 22,930-SF multi-purpose building, 84 regular and five (5) accessible parking spaces. This project was in the 702-acre River Park Specific Plan approved by the City of Oxnard in August 2002 that included two (2) new K-5 elementary schools and one (1) 6-8 middle school. The Traffic Study by Stantec dated February 16, 2016, determined that the project would not cause any project-specific impacts at the 14 study intersections near the project. No county-maintained intersections or roadways were included in the study. Although the project is expected to generate 1,267 average daily trips (ADT), 436 morning peak-hour trips, and 140 afternoon/evening peak-hour trips, the traffic analysis is based on the increase of 461 students (generating 638 ADT, 220 AM PHT, and 70 PM PHT) not included in the Riverpark Project FEIR Addendum #10. Construction is anticipated to begin in January 2018 with up to 75 daily construction workers.

We offer the following comments:

Comment 3-1 1. This project will have cumulative adverse traffic impacts on the Regional Road Network (RRN) that should be mitigated. One method of mitigating such impacts is by paying a Traffic Impact Mitigation Fee (TIMF).

The cumulative impacts of the development of this project, when considered with the cumulative impact of all other approved (or anticipated) development projects in the County, will be potentially significant. To address the cumulative adverse

Comment 3-1

impacts of traffic on the County Regional Road Network, the appropriate Traffic Impact Mitigation Fee (TIMF) should be paid to the County when development occurs. Based on the information provided in the draft MND/IS, and the reciprocal agreement between the City of Oxnard and the County of Ventura, the fee due to the County would be:

$38,744.86 = 1,267 ADT** x $30.58 / ADT***

** Per Page 3-76 of the draft IS/MND dated May 12, 2016
*** TIMF for project in the City of Oxnard and Oxnard Traffic District #8

The above estimated fee may be subject to adjustment at the time of deposit, due to provisions in the TIMF Ordinance allowing the fee to be adjusted for inflation based on the Engineering News Record Construction Cost Index. The above is an estimate only, based on information provided in the draft IS/MND.

Comment 3-2 2. According to Exhibit #6 of the Stantec Study dated February 16, 2016, thirty-percent (30 %) of the traffic generated by the new school comes from the unincorporated area of El Rio. Please address the traffic impacts (if any) to the intersections of Vineyard Avenue (State Route 232) and the cross streets of Stroube Street, Collins Drive, and Simon Way.

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

T:\Planning\Land Development\Non_County\16-014 (RSD).doc

Letter Number: 3
Date Received: June 13, 2016
Commenter/Agency: Author Not Identified, County of Ventura Transportation Department

Response to Comment 3-1:

The District acknowledges that the City of Oxnard and Ventura County have executed a "Reciprocal Traffic Mitigation Agreement" wherein the City and the County agree that a pro-rata share of cost mitigations will be collected by each agency for identified traffic impacts in the other jurisdiction. The District also acknowledges that the project site is located within the RiverPark Specific Plan and a County Settlement Fee was previously negotiated for the Specific Plan area. Relevant development fees as applicable, would be paid at a later date and clarification has been added to the final IS/MND.

Response to Comment 3-2:

Potential impacts for the intersections of Vineyard Avenue (SR 232) with Stroube Street, Collins Drive and Simon Way have been provided per your request. The following paragraphs provide an analysis of these intersections and it was also added to the discussion in the Final MND.

Existing and cumulative intersection traffic volumes and intersection levels of service were derived the *Vallarta Supermarket Project Traffic Study* (Penfield & Smith, May 2012). Table 1 below shows the intersection levels of service. The cumulative analysis includes the programmed reconstruction of Vineyard Avenue to provide three travel lanes in the southbound direction between Vineyard Avenue and Sycamore Street. The widening project will add one southbound lane at Collins Street and Stroube Street.

Table 1
Existing Peak Hour Levels of Service

Intersection	Traffic Control	AM Peak Hour Existing	AM Peak Hour Cumulative	PM Peak Hour Existing	PM Peak Hour Cumulative
Vineyard Ave/Simon Way	Traffic Signal	0.51/LOS A	0.55/LOS A	0.52/LOS	0.55/LOS A
Vineyard Ave/Collins St.	One-Way Stop	>50.0 sec/LOS F	>50.0 sec/LOS F	>50.0	>50.0 sec/LOS F
Vineyard Ave/Stroube St.	Traffic Signal	0.60/LOS A	0.57/LOS A	0.62/LOS	0.65/LOS B

The project is expected to add a maximum of 37 AM PHT and 10 PM PHT in the northbound direction and 30 AM PHT and 10 PM PHT in the southbound direction on Vineyard Avenue. These project additions would not change the LOS designation of the Vineyard Ave/Simon Way and Vineyard Ave/Stroube Street intersections, which are controlled by traffic signals. The project would generate a potential impact at the unsignalized Vineyard Ave/Collins St intersection, which operates in the LOS F range.

The existing plus project AM and PM peak hour volumes do not satisfy peak hour traffic signal warrants, thus installation of a traffic signal is not recommended under project-specific conditions. The improvement previously developed for the intersection includes the restripe of the east and west approaches (Collins St) to a separate left-turn lane and a shared through/right-turn lane. This improvement would reduce delays and

queuing on Collins Street to below delays and queuing experienced under existing conditions, and would therefore mitigate the project's impact.

The project-specific mitigation for the intersection (restripe of eastbound and westbound approaches to a separate left-turn lane and a shared through/right-turn lane, would also mitigate the project's cumulative impact by reducing delays and queuing to below delays and queuing experienced under cumulative conditions without the project. No other mitigations are required. A traffic signal should be installed if and when conditions warrant.

Ventura County
Watershed Protection District
Groundwater Resources

MEMORANDUM

DATE: **June 8, 2016**

TO: **Laura Hocking, RMA/Planning Technician**

FROM: **Alma Quezada, Groundwater Specialist**

SUBJECT: **RMA Ref. # 16-014, Draft Initial Study/Mitigated Negative Declaration Proposed RiverPark West K-8 STEAM School 3001 North Ventura Road, Oxnard, California**

As requested, the Ventura County Watershed Protection District (VCWPD) – Groundwater Resources Division has reviewed the Initial Study/Mitigated Negative Declaration dated May 12, 2016 in accordance with the County of Ventura Initial Site Assessment Guidelines (ISAG) and provides the following comments:

PROJECT LOCATION

The proposed project is located within the service area of the City of Oxnard and overlies the Oxnard Forebay Basin, a subbasin of the Oxnard Basin of the Santa Clara River Valley (Department of Water Resources [DWR] Basin No. 4-4.02), which was identified as a *Critically Overdrafted* Groundwater Basin by the DWR in January 2016. The proposed project will occupy two parcels (Assessor's Parcel Numbers [APN] 132-011-001 and 132-010-026) located at 3001 North Ventura Road in the City of Oxnard in Ventura County, California and totaling 11.54 acres. The proposed site is presently a vacant, unoccupied lot, vegetated with low shrubs and grasses and surrounded by a locked six-foot high fence.

PROJECT DESCRIPTION

The project proposes to construct and operate a new K-8 school with a maximum student population of 914 students. The new school is needed to accommodate existing and anticipated future enrollment in the District. The proposed facilities include:

- Four classroom buildings
  - Building A (11,713 square feet [sf]);
  - Building B (12,710 sf);
  - Building C (25,702 sf); and
  - Building E (16,917 sf);
- A multipurpose building (22,930 sf)
- Two paved parking/student drop-off areas;
- Two paved play courts
- Two turf athletic fields;
- Paved and landscaped central quad and courtyards; and
- 84 regular and 5 accessible parking spaces.

The proposed project would comprise approximately 89,972 sf of building and structures onsite.

ENVIRONMENTAL IMPACT ANALYSIS

Comment 4-1

Item 2a. Groundwater Quantity

The project proposes to obtain its water from the City of Oxnard municipal supply system. The City of Oxnard blends water from all available groundwater and imported surface water sources. Current water supply for the City of Oxnard is obtained from the following four sources:

1. Imported surface water from Calleguas Municipal Water District (CMWD),
2. Groundwater from United Water Conservation District (UWCD),
3. Groundwater from Oxnard's wells within the Fox Canyon Groundwater Management Agency's (FCGMA) jurisdiction, and
4. Recycled water from Oxnard's Advanced Water Purification Facility.

Groundwater from City of Oxnard wells and from UWCD comprises the greatest portion of the City of Oxnard's water supply. Historical water quantity use for the site is unknown and has not been documented. The project proposes to use an *additional* 2.74 acre-feet of water annually. It is not clear if the additional amount is in reference to current use, historical use, or City of Oxnard water use. It is also not known what percentage of the additional 2.74 acre-feet of water will be from groundwater sources. Any project which results in a net annual increase in groundwater extraction of 1.0 AFY or greater is considered to have a significant impact.

Comment 4-2

Item 2b. Groundwater Quality

The proposed project will not involve the routine transport, use or disposal of hazardous substances, other than minor amounts used for temporary construction activities. The project will be connected to the City of Oxnard sewer system and will not use septic tanks or alternative wastewater disposal systems. Additionally, the County of Ventura does not have records indicating the presence of water wells on the proposed site. Impacts to groundwater quality are considered less than significant, and no response comment is necessary.

Comment 4-3

Item 2c. Surface Water Quantity

The proposed project does not rely on surface water supplies in a fully appropriated stream reach as designated by SWRCB or where unappropriated surface water is unavailable, and is considered to have no impact on surface water quantity, therefore no response comment is necessary.

Comment 4-4

Item 28b. Water Supply – Quantity

It is not clear if a permanent water supply will be available for the proposed project. The proposed project is located within the service area of the City of Oxnard municipal water supply. The City of Oxnard blends water from all available groundwater and imported surface water sources. Current water supply for the City of Oxnard is obtained from the following four sources:

1. Imported surface water from Calleguas Municipal Water District (CMWD),
2. Groundwater from United Water Conservation District (UWCD),
3. Groundwater from Oxnard's wells within the Fox Canyon Groundwater Management Agency's (FCGMA) jurisdiction, and
4. Recycled water from Oxnard's Advanced Water Purification Facility.

Groundwater from City of Oxnard wells and from UWCD comprises the greatest portion of the City of Oxnard's water supply.

Projects that cannot verify a permanent source of water are considered potentially significant by the County of Ventura, however, the effect can be mitigated to a less than significant level if the project proponent can confirm a permanent water supply for the project by obtaining a valid Will Serve letter from the City of Oxnard.

Letter Number: 4
Date Received: June 13, 2016
Commenter/Agency: Alma Quezada, P.G., Ventura County Watershed Protection District

Response to Comment 4-1:

The District reviewed comments provided related to water supply and potential impacts related to groundwater. Historical water quantity use for the project site was not provided in the draft IS/MND since the project site is currently vacant, undeveloped land. The proposed project is located within the RiverPark Specific Plan and the service area of the City of Oxnard municipal water supply. While groundwater is a source of water, it is not the only source of water used by the City of Oxnard. The City of Oxnard blends water from all available groundwater and imported surface water sources. Current water supply for the City of Oxnard is obtained from the following sources:

1. Imported surface water from Calleguas Municipal Water District (CMWD),

2. Groundwater from United Water Conservation District (UWCD),

3. Groundwater from Oxnard's wells within the Fox Canyon Groundwater Management Agency's (FCGMA) jurisdiction, and

4. Recycled water from Oxnard's Advanced Water Purification Facility.

As noted on page 3-46 of the draft IS/MND, additional water resources are becoming available through the implementation of the new Groundwater Enhancement and Treatment (GREAT) Program. The GREAT Program combines wastewater recycling associated with the AWPF, brackish groundwater desalination, groundwater injection, storage and recovery, and restoration of local wetlands to supplement the City's groundwater supply source, the Oxnard Plain.

The City's *2030 General Plan* (City of Oxnard 2011a) describes a multifaceted strategy that outlines how the City plans to provide an adequate water supply to meet forecast water demands well into the future. It includes policies and measures to address a range of groundwater supply and resource issues. Further, the City is currently updating its Water Master Plan and 2010 UWMP, and actively works with local groundwater managers such as the FCGMA, UWCD, and CMWD on local groundwater management programs, as well as with the CMWD and MWD on regional imported supplies.

The City plans and manages its water supplies according to an Urban Water Management Plan (UWMP). Development of a new school at the project site was anticipated in the City's 2010 UWMP (2012), which accounted for build out under the City's *2030 General Plan* (City of Oxnard 2011a). The *2030 General Plan* includes by reference the *RiverPark Specific Plan* (City of Oxnard 2012) adopted April 12, 2005, updated through August 1, 2012 (City of Oxnard 2012). Therefore, water supply was determined to be adequate in the IS/MND.

Response to Comment 4-2:

The District acknowledges the comment that impacts to groundwater quality are considered less than significant.

Response to Comment 4-3:

The District acknowledges the comments that the proposed project does not rely on surface water supplies in a fully appropriated stream reach as designated by SWRCB or where unappropriated surface water is unavailable, and is considered to have no impact on surface water quantity.

Response to Comment 4-4:

Please refer to response 4-1 related to water supply for the proposed project.

VENTURA COUNTY
AIR POLLUTION CONTROL DISTRICT
Memorandum

TO: Laura Hocking, Planning DATE: June 7, 2016

FROM: Alicia Stratton

SUBJECT: Request for Review of Mitigated Negative Declaration for the Riverpark West K-8 Steam School Project, Rio School District (Reference No. 16-014)

Air Pollution Control District staff has reviewed the subject mitigated negative declaration, which is a proposal by the Rio School District for construction and operation of a new K-8 school. The school would be a Community STEAM campus with a maximum student population of 914 students. The new school is needed to accommodate existing and anticipated future enrollment in the District. The proposed project would comprise approximately 89,972 sq. ft. of building and structures onsite. The project location is 3001 North Ventura road in the City of Oxnard.

Comment 5-1 Section 3.4.3 of the mitigated negative declaration addresses air quality. We concur with the findings of this discussion that significant air quality impacts would not result from the project. Long-term, operational emissions would not exceed the 25 pounds per day threshold for reactive organic compounds and oxides of nitrogen as described in the Ventura County Air Quality Assessment Guidelines. Table 3-3, *Project Operation Emissions of Criteria Pollutants (lb/day)* indicates that long-term, operational emissions would be 7.62 lbs/day ROG and 7.78lbs/day NOx.

Short-term, construction air emissions are discussed on Page 3-15, where Table 3-2, *Project Construction Emissions of Criteria Pollutants (lb/day)*, indicates that the three phases of construction would create pollutants that exceed the 25 pounds per day threshold (28.96 lb/day). Although NOx emissions exceed the 25 lbs/day threshold, they are not counted toward significance thresholds because they are temporary. Implementation of emission and dust control measures as discussed on Page 3-17 will reduce construction emissions and further air quality mitigation is not necessary.

Comment 5-1 Please note that the Short-Term Air Quality Impacts discussion on Page 3-15, the Long-Term Air Quality Impacts discussion on Page 3-16, and the Mitigation Measures discussion on Page 32-17 indicate that detailed CalEEmod input values are presented in Appendix A of the mitigated negative declaration. Appendix A data is missing. We recommend the mitigated negative declaration be revised to incorporate the detailed CalEEmod input values and results as discussed in various sections of the air quality chapter of the mitigated negative declaration.

If you have any questions, please call me at (805) 645-1426.

Letter Number: 5
Date Received: June 13, 2016
Commenter/Agency: Alicia Stratton, Ventura County Air Pollution Control District

Response to Comment 5-1:

The District hereby acknowledges the concurrence of the Ventura County Air Pollution Control District with the IS/MND findings that significant air quality impacts would not result from the proposed project. Long-term, operational emissions would not exceed the 25 pounds per day threshold for reactive organic compounds and oxides of nitrogen as described in the Ventura County Air Quality Assessment Guidelines.

Short-term, construction air emissions as discussed on Page 3-15, does indicate that the three phases of construction would create pollutants that exceed the 25 pounds per day threshold (28.96 pounds/day). Although NOx emissions would exceed the 25 pounds per day threshold, they are not counted toward significance thresholds because they are temporary. Implementation of emission and dust control measures as discussed on Page 3-17 would reduce construction emissions and further air quality mitigation is not necessary.

Response to Comment 5-2:

The District reviewed Appendix A based on comments received, and determined that the complete California Emissions Estimator Model Data was omitted in error. The final MND has been updated to include the California Emissions Estimator Model Data in Appendix A as intended for additional clarification.