DRAFT ENVIRONMENTAL IMPACT REPORT

CITY OF OXNARD CALIFORNIA

Maulhardt-Stiles Sub-Neighborhood Plan Project

TECHNICAL APPENDICES
VOLUME I: A – G



Trinity Consultants | Meridian

MAY 2026

APPENDIX A

Initial Study

Draft

INITIAL STUDY

CITY OF OXNARD
NORTHEAST COMMUNITY SPECIFIC PLAN
MAULHARDT-STILES SUB-NEIGHBORHOOD PLAN
PROJECT

Prepared For:

City of Oxnard
Community Development Department
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Oxnard, CA 93030

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January 2025

TABLE OF CONTENTS

Section Page

Table of Contents i
List of Terms and Acronyms iii
1.0 Project Information 1
2.0 Environmental Factors Potentially Affected 9
2.1 Evaluation of Environmental Impacts 10
3.0 Environmental Checklist 12
3.1 Aesthetics and Urban Design 12
3.2 Agricultural Resources 16
3.3 Air Quality 18
3.4 Biological Resources 21
3.5 Cultural Resources 24
3.6 Energy 26
3.7 Geology and Soils 28
3.8 Greenhouse Gas Emissions 32
3.8 Hazards and Hazardous Materials 34
3.10 Hydrology and Water Quality 37
3.11 Land Use and Planning 41
3.12 Mineral Resources 43
3.13 Noise 45
3.14 Population and Housing 47
3.15 Public Services and Recreation 49
3.16 Transportation and Circulation 52
3.17 Tribal Cultural Resources 54
3.18 Utilities and Service Systems 56
3.19 Wildfire 59
3.20 Cumulative Impacts and Mandatory Findings 61
4.0 References 63

List of Figures

Figure **Page**

1.0-1 – Regional location Map 4
1.0-2 – Project Site Location 5
1.0-3 - Planning Areas Within the Sub-Neighborhood Plan..... 6
1.0-4 - Illustrative Plan..... 7
1.0-5 - Unit Allocation Plan..... 8

List of Tables

Table **Page**

1 - Environmental Checklist Form Questionnaire 1

LIST OF TERMS AND ACRONYMS

Acronym	Term or Definition
ACLUP	Airport Comprehensive Land Use Plan
AFY	Acre-feet per year
AQMP	Air Quality Management Plan
Basin	South Central Coast air Basin
BMPs	Best Management Practices
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CARB	California Air Resources Board
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CESA	California Endangered Species Act
CH_4	Methane
CMWD	Calleguas Municipal Water District
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
EMS	Emergency Medical Services
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
HCAV	Heating/Ventilating/Air Conditioning
HFCs	Hydrofluorocarbon
LOS	Level of Service
MRZ	Mineral Resource Zone
N_2O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NECSP	Northeast Community Specific Plan
NRCS	Natural Resource Conservation Service
PFCs	Perfluorocarbon
RPS	Renewable Portfolio Standards
RTP/SCS	Regional Transportation Plan/Sustainable Community Strategy
SCAG	Southern California Association of Governments
SCE	Southern California Edison
SF_6	Sulfur Hexafluoride
SoCal Gas	Southern California Gas Company
SR	State Route
SWPPP	Storm Water Pollution Prevention Plan

Acronym	Term or Definition
SWRCB	State Water Resources Control Board
USAR	Urban Search and Rescue
UWCD	United Water Conservation District
VCAPCD	Ventura County Air Pollution Control District
VMT	Vehicle Miles Traveled

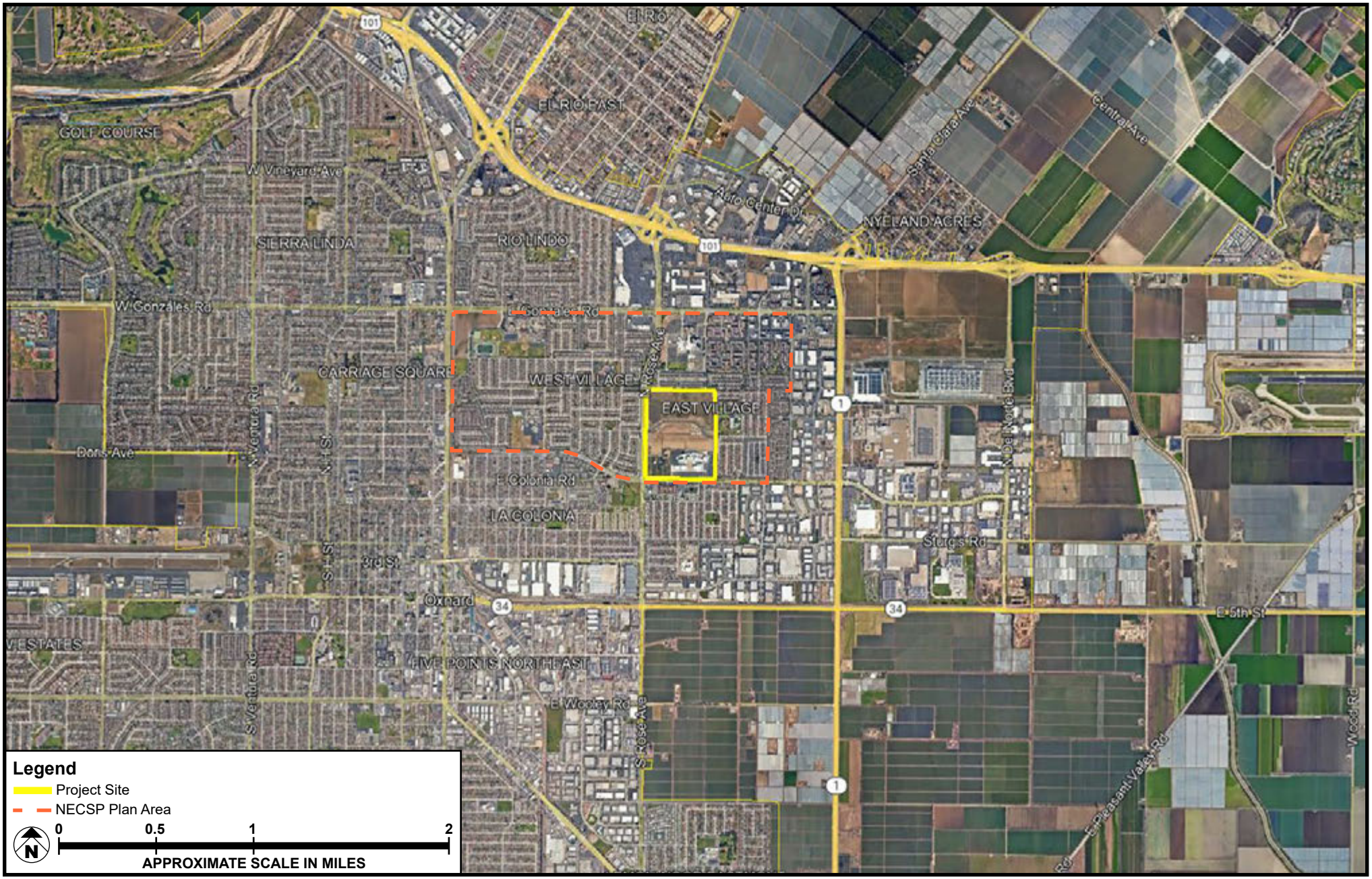
1.0 PROJECT INFORMATION

TABLE 1 : ENVIRONMENTAL CHECKLIST FORM QUESTIONNAIRE		
1.	**Project Title:**	Maulhardt-Stiles Sub-Neighborhood Plan Project
2.	**Lead Agency Name and Address:**	City of Oxnard Community Development Department 214 South C Street Oxnard, CA 93020
3.	**Contact Person and Phone Number:**	Joe Pearson II, AICP Planning and Environmental Services Manager Phone Number: (805) 385-8272
4.	**Project Location and APN(s):**	The Project Site includes 107 acres in the Northeast Community Specific Plan (NECSP) Area in the City of Oxnard (City), as shown in **Figure 1.0-1: Regional Location Map**. Specifically, the Project Site is bounded to the north by Cesar Chavez Drive, to the east by Gibraltar Street and the East Village Park, to the south by Camino Del Sol, and to the west by North Rose Avenue, as shown in **Figure 1.0-2: Project Site Location.** The Project Site includes one Assessor Parcel (APN) owned by Oxnard Union High School District (OUHSD) (APN 214-0-020-635) and two parcels (APNs 214-0-020-615 and 214-0-020-625) owned by the Maulhardt/Stiles families. The Project Site includes the existing Del Sol High School and undeveloped land north and southwest of the high school.
5.	**Project Applicant's Name and Address:**	Maulhardt/Stiles Family 1853 Camino Del Sol Oxnard, CA 93030
6.	**General Plan Designation:**	The General Plan land use designations for the Project Site are Residential Low-Medium (RLM), Commercial General (CG) and Park (PRK).
7.	**Zoning:**	The zoning for the Project Site is Multiple-Family Residential Planned Development (R-2-PD), General Commercial Planned Development (C-2-PD), and Community Reserve (C-R).
8.	**Project Background**	Development of the Project Site has been evaluated in several prior Environmental Impacts Reports (EIRs). The City prepared and certified a Program EIR for the Northeast Community Specific Plan (SCH# 1991041008) in 1992. Development of the site was also evaluated in the Program the City prepared and certified for 2030 General Plan (SCH# 2007041024) in 2011. Additionally, the City prepared and certified a Project EIR for the East Village Phase III Annexation Project (SCH# 2011031024) in 2013. The East Village Phase III Annexation Project EIR analyzed the uses allowed by the NECSP on the Project Site including 402 single-family homes on 89.5 acres, a 6-acre neighborhood commercial center containing 78,400 square feet and 11 acres of parks and streets. OUHSD prepared and certified a Project EIR for the New High School No. 8 Project (SCH #2019029101) (Del Sol High School EIR)

TABLE 1 : ENVIRONMENTAL CHECKLIST FORM QUESTIONNAIRE	
	in 2019; the NECSP allows for areas greater than 80 acres and the high school that has been approved by this EIR lies within the Project Site, as detailed below.
9. Description of Project: *(Describe the whole action involved, including but not limited to, later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)*	The Maulhardt-Stiles Sub-Neighborhood Plan (Project or proposed Project) is proposed to implement the City of Oxnard (City) 2030 General Plan and the NECSP by regulating development of up to 950 residential dwelling units, a maximum of 40,000 square feet of retail and general commercial space, and public parks on the undeveloped portions of the Project Site north and southwest of Del Sol High School. Proposed buildings would vary from one- to four-stories tall. As Sub-Neighborhood Plans are adopted by amendment to the NECSP, the Project also includes an amendment to the NECSP and a corresponding General Plan Amendment to change the land use designation for the Project Site and a Zone Change to change the zoning for the site to be consistent with the Sub-Neighborhood Plan. A vesting tentative tract map to subdivide the site in conformance with the Sub-Neighborhood Plan is also proposed. As shown in **Figure 1.0-3: Planning Areas Within the Sub-Neighborhood Plan**, the proposed NECSP Sub-Neighborhood Plan identifies three planning areas referred to as Areas A, B and C, within the 107-acre Project Site. **Figure 1.0-4: Illustrative Plan** illustrates the uses the proposed Area Plan would allow in Areas A and C and Del Sol High School, opened by Oxnard Union High School District in July 2023, in the central 50.7 acres of the Project Site in Area B. Area A, the *North Neighborhood,* includes the northern 44.5 acres of the Project Site. This area is planned as a residential neighborhood including various housing types, multiple parks and open spaces, with some neighborhood commercial uses. Area C, the *Southwest Neighborhood,* includes the southwestern 11.8 acres of the Project Site. This area is planned to include attached and multi-family housing, along with neighborhood parks and open spaces. **Figure 1.0-5: Unit Allocation Plan** defines the minimum and maximum number of residential dwelling units that would be allowed within the 12 master lots the proposed Tentative Tract Map would create within the Project Site. Each lot could be developed within these ranges provided that the total number of residential units does not exceed 950 units. Development is projected to start in January 2027 and be completed by December 2028.
10. Environmental Setting	Area A is currently undeveloped land that has been subject to previous disturbance from prior agricultural use; Area B contains the existing Del Sol High School; and Area C contains the Maulhardt family

TABLE 1 : ENVIRONMENTAL CHECKLIST FORM QUESTIONNAIRE	
	residence, along with a barn, cottages, outbuildings, storage buildings and other structures associated with the prior use of the site for agriculture. The Project Site has not been actively farmed since 2019, when Area A was last cultivated. Area C contains a small lemon orchard that is no longer actively cultivated.
11. Surrounding Land Uses and Setting:	The area surrounding the Project Site consists of single-family residential uses to the north and west; single-family residential uses and the East Village Park to the east; and single-family and multi-family residential uses and commercial uses to the south.
12. Other Public Agencies whose Approval is Required: *(e.g., permits, financing approval, or participation agreement.):*	N/A
13. Tribal Consultation: *Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1?* *If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?*[1]	This Project includes a General Plan Amendment and an amendment to the Northeast Community Specific Plan and is subject to the tribal consultation requirements in Senate Bill (SB) 18. The City is notifying tribes in accordance with the requirements of SB 18 of the opportunity to consult on this Project.

1 Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See *Public Resources Code* [PRC] Section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's [NAHC] Sacred Lands File [SLF] per PRC Section 5097.96 and the California Historical Resources Information System [CHRIS] administered by the California Office of Historic Preservation [OHP]. Please also note that PRC Section 21082.3(c) contains provisions specific to confidentiality.



SOURCE: Maulhardt / Stiles – 2024

Figure 1.0-1

Meridian Consultants

Regional Location Map

408-001-24



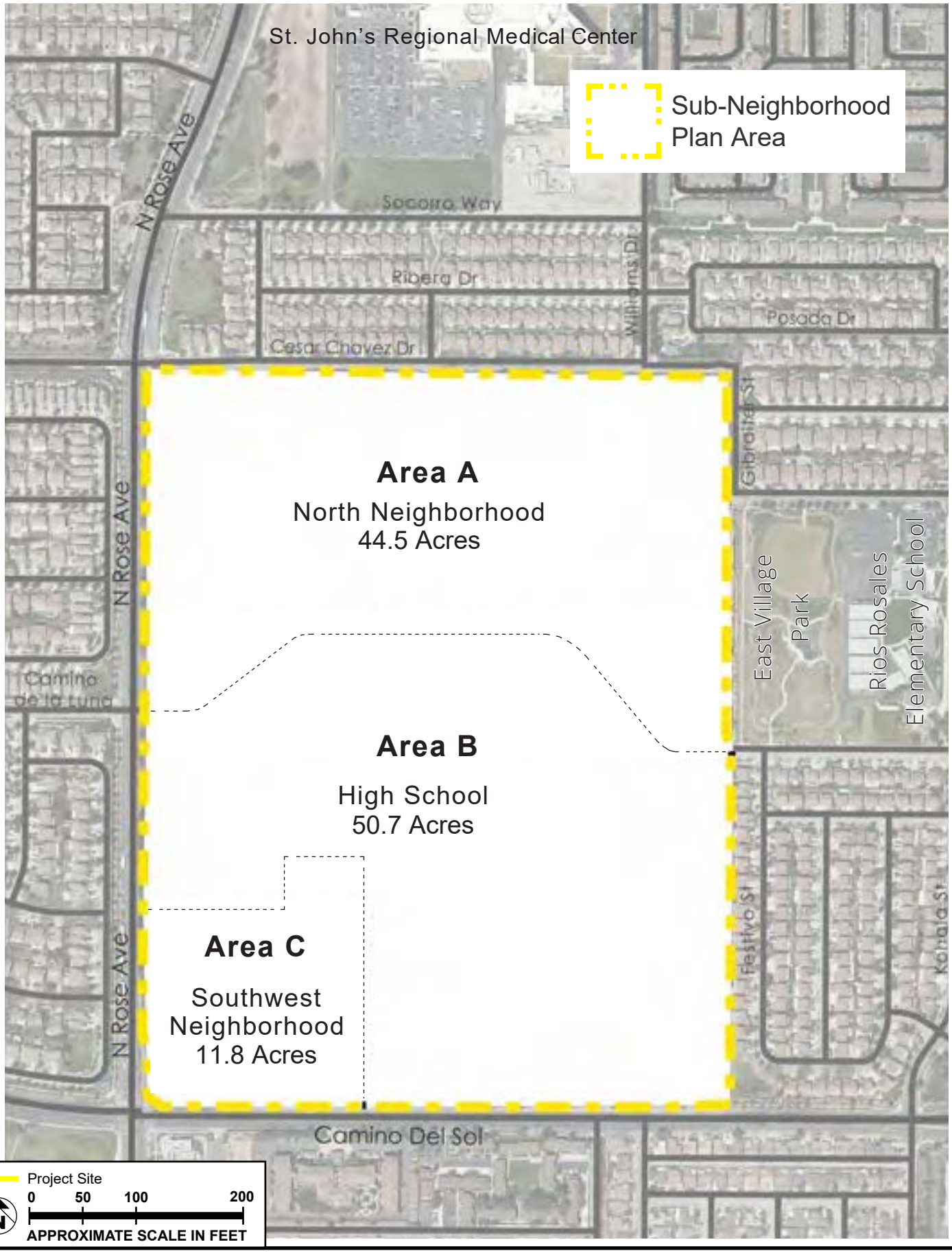
SOURCE: Maulhardt / Stiles – 2024

Figure 1.0-2

Meridian Consultants

Project Site Location

408-001-24



SOURCE: Maulhardt / Stiles – 2024

Figure 1.0-3

Planning Areas Within the Sub-Neighborhood Plan

Meridian Consultants

408-001-24

A **General Neighborhood Fabric:** *A human-scale network of streets and blocks make a new, walkable neighborhood.*

B **West Green:** *A neighborhood-serving gathering space near the heart of the North Neighborhood.*

C **East Village Park extension:** *A westward expansion of the existing East Village Park, serving the wider community.*

D **High School:** *A campus including school buildings and athletic fields, some of which will provide public access.*

E **Rose Avenue Improvements:** *In addition to streetscape improvements, Rose Avenue will have a tree-lined multi-use path which ties together its residential, commercial, and high school frontage.*

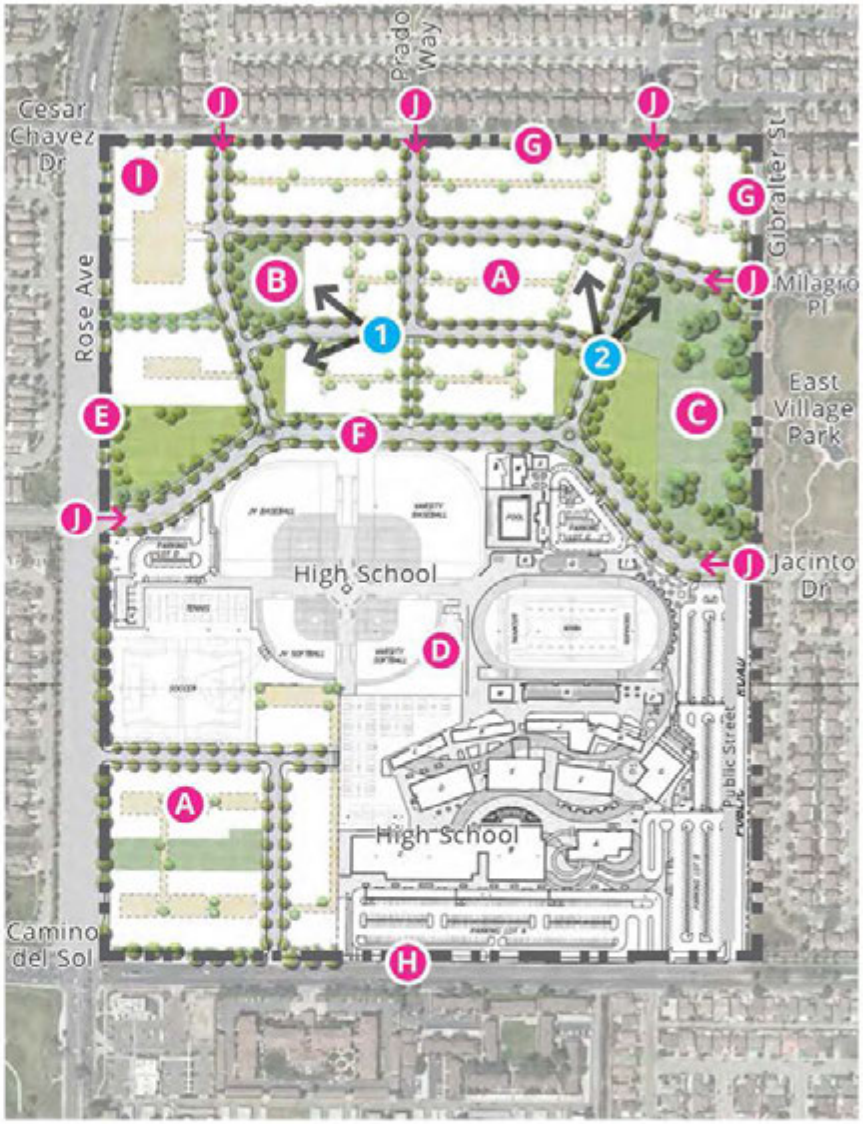
F **Jacinto Drive:** *A comfortable walking and biking connection between Rose Ave, East Village Park, the neighborhoods, and the school.*

G **Neighborhood Edge:** *New housing will transition seamlessly to the existing neighborhoods along Cesar Chavez Dr and Gibralter St.*

H **Camino del Sol:** *Pedestrian and bicycle improvements connecting to Del Norte Blvd to the east and central Oxnard to the west.*

I **Commercial Opportunity:** *Potential for a limited amount of commercial use accessible to the community by multiple modes of transportation.*

J **Neighborhood Connections:** *Calm neighborhood streets form a connected, walkable, bikable network with existing neighborhoods.*



SOURCE: Maulhardt / Stiles – 2024

Figure 1.0-4

Illustrative Plan

Meridian Consultants

408-001-24



Master Lot numbers are shown in red.

DU = Dwelling Units

0 50 100 200

APPROXIMATE SCALE IN FEET

SOURCE: Maulhardt / Stiles – 2024

Figure 1.0-5

Meridian Consultants

Unit Allocation Plan

408-001-24

2.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

☒	Aesthetics and Urban Design	☒	Agricultural Resources	☒	Air Quality
☒	Biological Resources	☒	Cultural Resources	☒	Energy
☒	Geology and Soils	☒	Greenhouse Gas Emissions	☒	Hazards and Hazardous Materials
☒	Hydrology and Water Quality	☒	Land Use and Planning	☒	Mineral Resources
☒	Noise	☒	Population and Housing	☒	Public Services and Recreation
☒	Transportation and Circulation	☒	Tribal Cultural Resources	☒	Utilities and Service Systems
☐	Wildfire	☒	Cumulative Impacts and Mandatory Findings		

On the basis of this initial evaluation:

☐	I find that the proposed Project COULD NOT have a significant effect on the environment and is eligible for a Categorical Exemption.
☐	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.

Signature of Authority	Jaime Pearson II, Planning Manager Name and Title	2/6/2025 Signature Date

2.1 Evaluation of Environmental Impacts

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

3.0 ENVIRONMENTAL CHECKLIST

3.1 Aesthetics and Urban Design

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project have a substantial adverse effect on a scenic vista such as an ocean or mountain view from an important view corridor or location as identified in the 2030 General Plan or other City planning documents?	☒	☐	☐	☐
b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway, or route identified as scenic by the County of Ventura or City of Oxnard?	☐	☐	☒	☐
c. In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings such as by creating new development of other physical changes that are visually incompatible with surrounding areas? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality, such as visual resource policies contained in the 2030 General Plan or other City Planning document?	☒	☐	☐	☐
d. Would the project add to or compound an existing negative visual character associated with the project site?	☐	☐	☐	☒
e. Would the project create a source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Discussion

a. Would the project have a substantial adverse effect on a scenic vista such as an ocean or mountain view from an important view corridor or location as identified in the 2030 General Plan or other City planning documents?

Potentially Significant Impact. A scenic vista is generally defined as a public viewpoint that provides expansive views of a highly valued landscape for the benefit of the public. The Oxnard 2030 General Plan

identified the City's beaches and coastline as the primary scenic resources in the City, with local waterways and agricultural greenbelt areas identified as secondary resources.[2] Other scenic areas and view corridors include scenic highways/roadways, hills and mountains, and urban landscapes that maintain original historic architectural features and contain park/plaza features. Beyond the City limits, scenic resources include the Coastal Mountain Range west of the City and the hills of Point Mugu State Park. Rose Avenue is designated in the General Plan as a view corridor characterized by expansive northerly views of distant mountain ranges.[3] The City and County of Ventura (County) also identify Rose Avenue between U.S. 101 and State Route (SR)-1 as a scenic route, as Rose Avenue serves as an image corridor, providing scenic views characterized by expansive northerly views of distant mountain ranges.[4]

Section 17-33 of the City's Municipal Code defines development standards to ensure the scenic and visual qualities of Oxnard are preserved; however, these standards are only applicable to Oxnard's Coastal Zone. The Project is not located within the Coastal Zone. Therefore, these standards do not apply to the Project Site.

The approximately 107-acre Project Site is partially developed with Del Sol High School in Area B. Area A is vacant and has been subject to previous disturbance associated with prior agricultural use. Area C contains an existing home, four additional residential units, accessory buildings and a small lemon tree orchard that is no longer actively cultivated. The Project Site is surrounded by urban development including residences, commercial buildings, a school, and parks. Views from the Project Site include partial views of mountains to the north and east partially obstructed by existing development. Public views of available scenic vistas are available from streets in the area.

The proposed Project would allow the development of residential and commercial buildings in Areas A and C that could affect views available from Rose Avenue, a designated view corridor. Therefore, this topic will be analyzed further in the EIR.

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway, or route identified as scenic by the County of Ventura or City of Oxnard?

Less than Significant Impact. According to the California Department of Transportation (Caltrans) Scenic Highway Map, there are no officially designated scenic highways in the vicinity of the Project Site. The nearest designated scenic highway is a portion of SR-33 near the unincorporated community of Wheeler Springs, is approximately 21 miles northwest of the Project Site.[5] Additionally, the City, in conjunction

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2 City of Oxnard. 2030 General Plan, Goals and Policies. Amended December 2022. Accessed August 2024. https://www.oxnard.gov/wp-content/uploads/Oxnard-2030-General-Plan-Amend-12.2022-SMc.pdf.

3 City of Oxnard. City of Oxnard General Plan Draft Background Report. 2006. Accessed August 2024. https://acrobat.adobe.com/id/urn:aaid:sc:VA6C2:5e8e0a27-a506-4e0f-b61c-2645e7f9dcfe.

4 City of Oxnard. East Village Phase III Annexation Draft Environmental Impact Report. February 2012. Accessed November 2024. https://bda.mwdh2o.com/Board%20Archives/2014/03-March/Letters/064808902.pdf.

5 California Department of Transportation (Caltrans). "State Scenic Highway Map." Accessed August 2024. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa.

with County, has identified SR-1 and SR-118 as scenic highways, which are located approximately 0.65 mile and 3.8 miles from the Project Site, respectively.[6]

The General Plan EIR identified the windrow trees located along North Rose Avenue as a scenic resource providing an aesthetic buffer between urban land uses and agricultural land uses. Development of the Del Sol High School included removal of these windrow trees to accommodate the widening of the adjacent portion of North Rose Avenue. Therefore, these trees are no longer present on the Project Site or part of the existing condition of the Project Site.

Additionally, the proposed Project would not expand into the right-of-way of North Rose Avenue. Therefore, the proposed Project would not significantly obstruct existing views available from Rose Avenue compared to existing conditions.

Consistent with Goal *CD-9.4 View Corridor Preservation* in the Oxnard General Plan, the proposed Sub-Neighborhood Plan incorporates edge treatments and a landscaped buffer with a width of at least 30 feet along the designated scenic corridor.[7] The proposed Sub-Neighborhood Plan would also limit the height of buildings along the edges of the Project Site to be consistent with the height of the surrounding buildings. Based on these characteristics, the Project and would not significantly impact views around the Project Site.

Due to the distance of the Project Site from designated state scenic highways, the absence of scenic resources along North Rose Avenue adjacent to the Project Site, and the design standards in the proposed Sub-Neighborhood Plan, the Project would result in less than significant impacts to existing scenic resources within a state or local scenic highway. Therefore, this topic will not be analyzed further in the EIR.

c. In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings such as by creating new development of other physical changes that are visually incompatible with surrounding areas? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality, such as visual resource policies contained in the 2030 General Plan or other City Planning document?

Potentially Significant Impact. The Project Site is located in an urbanized portion of the City, surrounded by urban development on all sides. The Project includes a General Plan Amendment, and Amendment to the NECSP, and a zone change. Analysis of the consistency of the proposed Sub-Neighborhood Plan with the visual resources policies in the 2030 General Plan is needed. Therefore, this topic will be analyzed further in the EIR.

6 City of Oxnard. City of Oxnard General Plan: Draft Background Report. April 2006. Accessed August 2024. https://acrobat.adobe.com/id/urn:aaid:sc:VA6C2:5e8e0a27-a506-4e0f-b61c-2645e7f9dcfe.

7 City of Oxnard. 2030 General Plan, Goals and Policies. Amended December 2022.

d. Would the project add to or compound an existing negative visual character associated with the project site?

No Impact. The approximately 107-acre Project Site is partially developed with Del Sol High School in Area B. Area A is vacant and has been subject to previous disturbance associated with prior agricultural use but is otherwise vacant. Area C contains an existing home, four additional residential units, accessory buildings and a small lemon tree orchard that is no longer actively cultivated. The site does not have an existing negative visual characteristics such as scarred landscapes, poorly maintained areas, or unnatural features. The proposed Project would allow the development of a cohesive neighborhood designed to be compatible with the surrounding environment, which would not add to or compound an existing negative visual character. Therefore, this topic will not be analyzed further in the EIR.

e. **Would the project create a source of substantial light or glare that would adversely affect day or nighttime views in the area?**

Less than Significant Impact. Existing sources of light in the Project area include light from the Del Sol High School and surrounding residential and commercial uses and lighting along streets in the area.

The City's Municipal Code Section 16-320 states "*lighting within physical limits of the area required to be lighted shall not exceed seven footcandles, nor be less than one footcandle at any point. A light source shall not shine upon or illuminate directly any surface other than the area required to be lighted. No lighting shall be of a type or in a location that constitutes a hazard to vehicular traffic, either on private property or on abutting streets. The height of light standards shall not exceed 26 feet. To prevent damage from automobiles, standards shall be mounted on reinforced concrete pedestals or otherwise protected*."

The proposed Project would introduce additional sources of lighting for visibility and security purposes. Project lighting would consist of, but not limited to, streetlights and interior and exterior building lights. The Project would undergo a design review process to ensure that the Project lighting would adhere to the City's Municipal Code Section 16-320 and would be consistent with the type of lighting in the surrounding area.[8] For these reasons, light and glare impacts would be less than significant. Therefore, this topic will not be analyzed further in the EIR.

8 City of Oxnard. Municipal Code. Accessed January 2025. https://codelibrary.amlegal.com/codes/oxnard/latest/oxnard_ca/0-0-0-76724

3.2 Agricultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☒	☐	☐	☐
b. Would the project conflict with existing zoning for agricultural use or an existing Williamson Act contract?	☐	☐	☐	☒
c. Would the project involve other changes in the existing environment that, due to their location or nature, could result in conversion of off-site farmland to non-agricultural use?	☐	☐	☐	☒

Discussion

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

Potentially Significant Impact. Portions of the Project Site are designated as Prime Farmland and Farmland of Statewide Importance on the State Important Farmland Map for Ventura County, last updated in 2020. The land surrounding the Project Site on the north, south, east, and west is designated as Urban and Built-Up Land on the State Important Farmland Map.[9] Further analysis is needed to determine if the conversion of designated farmland would result in significant impacts. Therefore, this topic will be analyzed further in the EIR.

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

No Impact. Williamson Act contracts are entered into by a county or city and a landowner for the purposes of restricting specific parcels of land to agricultural preserve areas. A Declaration of Notice of Nonrenewal was filed for the Maulhardt Ranch property on December 13, 2002, with a termination date of February 29, 2012.[10]

9 California Department of Conservation (DOC). "California Important Farmland Finder." Map. Accessed August 2024. https://maps.conservation.ca.gov/DLRP/CIFF/.

10 City of Oxnard. East Village Phase III Annexation Draft Environmental Impact Report. February 2012.

The Project Site is zoned Multiple-Family Residential Planned Development (R-2-PD), General Commercial Planned Development (C-2-PD), and Community Reserve (C-R).[11] These zones do not allow agricultural uses by-right or by Conditional Use Permit (CUP). The land around the site is developed, and none is currently zoned for agriculture or subject to a Williamson Act Contract.[12] There would be no conflict with existing agricultural zoning or Williamson Act contracts. Therefore, there would be no impact, and this topic will not be analyzed further in the EIR.

c. Would the project involve other changes in the existing environment that, due to their location or nature, could result in conversion of off-site farmland to non-agricultural use?

No Impact. The nearest land designated as Prime Farmland or Farmland of Statewide Importance is located approximately 0.6-mile to the east of the Project Site along State Route 1. Due to the distance to the nearest land designated as Prime Farmland or Farmland of Statewide Importance, and the presence of developed areas between the Project Site and this farmland, the construction and operation of the Project would not involve other changes in the existing environment that would result in the conversion of off-site farmland to non-agricultural use. Therefore, there would be no impact, and this topic will not be analyzed further in the EIR.

11 City of Oxnard. "City of Oxnard Planning Lookup." Accessed January 2025. https://oxnard.maps.arcgis.com/apps/instant/lookup/index.html?appid=5969a0c1351f460c91d50d2b49579a7f.

12 DOC. "California Williamson Act Enrollment Finder." Accessed January 2025. https://maps.conservation.ca.gov/dlrp/WilliamsonAct/.

3.3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project conflict with or obstruct implementation of the Ventura County AQMP?	☒	☐	☐	☐
b. Would the project result in a cumulatively considerable net increase of any criteria air pollutant in excess of quantitative thresholds recommended by the VCAPCD?	☒	☐	☐	☐
c. Would the project expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Discussion

a. Would the project conflict with or obstruct implementation of the Ventura County AQMP?

Potentially Significant Impact. The Project Site lies within the South Central Coast Air Basin (Basin), which spans San Luis Obispo, Santa Barbara, and Ventura Counties. The Ventura County Air Pollution Control District (VCAPCD) is responsible for air quality planning in Ventura County and protecting public health and agriculture from the adverse effects of air pollution by identifying air pollution problems and developing a comprehensive program to achieve and maintain state and federal air quality standards. The VCAPCD adopted the 2022 Air Quality Management Plan (2022 AQMP) in December 2022.[13]

The goals of the 2022 AQMP are to ensure that future development and growth does not interfere with emission reductions and progress in meeting the state and national ambient air quality standards. A nonattainment area is considered to have worse air quality than the National Ambient Air Quality Standards (NAAQS) and/or the California Ambient Air Quality Standards (CAAQS), as defined in the federal Clean Air Act. The VCAPCD is currently designated as being in nonattainment of National Ambient Air Quality Standards (NAAQS) for 8-hour ozone (O3) and as unclassified for particulate matter less than 10 microns in diameter (PM10). In addition, the Basin is currently designated as being nonattainment of California Ambient Air Quality Standards (CAAQS) for O3 and PM10, and as unclassified for State hydrogen sulfide and visibility-reducing particles standards.

13 Ventura County Air Pollution Control District (VCAPCD). Draft 2022 Ventura County Air Quality Management Plan. August 2022. Accessed August 2024. http://www.vcapcd.org/pubs/Planning/AQMP/2022/2022-AQMP-Workshop-Draft-Ventura-County-2022-AQMP.pdf.

Because the Project is under the jurisdiction of the VCAPCD for air quality planning and control, the VCAPCD 2022 AQMP is the applicable air quality plan for the Project. Projects that are consistent with the regional population, housing, and employment forecasts identified by the Southern California Association of Governments (SCAG) are deemed consistent with the AQMP growth projections, since the forecast assumptions by SCAG form the basis of the land use and transportation control portions of the AQMP. Additionally, because the SCAG regional growth forecasts are based upon, among other things, land uses designated in general plans, a project that is consistent with the land use designation in a general plan would also be consistent with the SCAG regional forecast projections, and thus also with the AQMP growth projections.

The proposed Sub-Neighborhood Plan would allow the development of up to 950 residential units, a maximum of 40,000 square feet of retail and general commercial space, and public parks. Construction and operation of the Project will result in an increase in stationary and mobile-source air emissions associated with typical construction methods and operational activities associated with residential and commercial uses. Additional analysis is needed to determine the consistency of this growth with the City's General Plan and the VCAPCD AQMP. Additionally, quantification of construction and operational air emissions is needed to determine significance in relation to VCAPCD significance thresholds. Therefore, this topic will be analyzed further in the EIR.

b. Would the project result in a cumulatively considerable net increase of any criteria air pollutant in excess of quantitative thresholds recommended by the VCAPCD?

Potentially Significant Impact. The VCAPCD Air Quality Assessment Guidelines (VCAPCD Guidelines) do not identify a specific numerical significance threshold for construction, as construction emissions are temporary.[14] However, the VCAPCD Guidelines state that mitigation should be identified for construction emissions if the estimated emissions of Reactive Organic Compounds (ROC) and Nitrogen Oxides (Nox) from heavy-duty construction equipment exceed 25 pounds per day. The Project would also be subject to these thresholds during operations.

The proposed Sub-Neighborhood Plan would allow development of 950 residential dwelling units, a maximum of 40,000 square feet of retail and general commercial space, and public parks. Construction and operation of the Project will result in an increase in stationary- and mobile-source air emissions associated with typical construction methods and operational activities associated with residential and commercial land uses. Quantification of construction and operational air emissions is needed to determine significance in relation to VCAPCD significance thresholds. Therefore, this topic will be analyzed further in the EIR.

14 VCAPCD. Ventura County Air Quality Assessment Guidelines. October 2003. Accessed August 2024. http://www.vcapcd.org/pubs/Planning/VCAQGuidelines.pdf.

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

Potentially Significant Impact. There are existing residential, and school uses surrounding the Project Site and the existing Del School High School within the Project Site that would be sensitive to pollutant concentrations. Construction and operation of the residential and commercial development that would be allowed by the proposed Sub-Neighborhood Plan will generate air emissions. The potential concentrations of these pollutants have not been determined at this time. Construction pollutant concentrations will be quantified using the California Emissions Estimator Model (CalEEMod) model and will be reviewed in relation to VCAPCD significance thresholds to determine the significance of these pollutant concentrations. Therefore, this topic will be analyzed further in the EIR.

d. **Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**

Less than Significant Impact. There are existing residential, and school uses surrounding the Project Site and the existing Del School High School within the Project Site that would be sensitive to objectionable odors. Construction of the Project has the potential to expose sensitive receptors to odors associated with construction. The VCAPCD Guidelines identify land uses typically associated with objectionable odors that can potentially adversely affect a substantial number of people such as solid waste facilities, and industrial uses.[15] The proposed residential and commercial uses do not represent a potential source of odors or other emissions with the potential to affect residents located near the Project Site. The potential for construction of the Project to generate odors that could adversely affect existing residential, and school uses in and around the site would be temporary. Additionally, the Project would adhere to VCAPCD and Municipal Code regulations to reduce odors, reducing objectionable odor impacts to less than significant levels. Therefore, this topic will be analyzed further in the EIR.

15 VCAPCD. Ventura County Air Quality Assessment Guidelines. October 2003.

3.4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project 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?	☒	☐	☐	☐
b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations adopted by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☒	☐	☐	☐
c. Would the project have a substantial adverse effect on federally protected waters of the U.S. as defined by Section 404 of the federal Clean Water Act or protected waters of the state as defined by Section 1600 et seq. of the California Fish and Game Code (including, but not limited to, marshes, vernal pools, and coastal wetlands) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
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 native wildlife nursery sites?	☒	☐	☐	☐
e. Would the project conflict with any local policies or ordinances protecting biological resources?	☒	☐	☐	☐
f. Would the project conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion

a. Would the project 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?

Potentially Significant Impact. A project would have significant impact on biological resources if it results in the loss or destruction of individuals of a sensitive species or the destruction or degradation of sensitive habitat.

Area A is currently undeveloped land that has been subject to previous disturbance from prior agricultural use; Area B contains the existing Del Sol High School; and Area C features the Maulhardt family residence, along with a barn, cottages, outbuildings, storage buildings and other structures associated with the prior use of the site for agriculture. The Project Site has been farmed since the late 1800s until 2019 prior to the construction of Del Sol High School.[16]

The Project Site contains trees and undeveloped land in Areas A and C that may provide habitat for sensitive species. A biological survey evaluating the Project Site is needed to determine the presence of candidate, sensitive, or special-status species. Therefore, this topic will be analyzed further in the EIR.

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

Potentially Significant Impact. The Project Site contains Del Sol High School in Area B with Areas A and C previously used for agricultural purposes on a long-term basis.[17] Surrounding uses include single-family residential to the north and west; single-family residential and a park to the east; and single-family and multi-family residential and commercial uses to the south.

The Project Site has been farmed since the late 1800s and has remained largely undeveloped. The Project Site does not contain riparian habitat or any natural waterways,[18] but further analysis is needed to determine if any sensitive natural communities are present on the Project Site. Therefore, this topic will be analyzed further in the EIR.

c. Would the project have a substantial adverse effect on federally protected waters of the U.S. as defined by Section 404 of the federal Clean Water Act or protected waters of the state as defined by Section 1600 et seq. of the California Fish and Game Code (including, but not limited to, marshes, vernal pools, and coastal wetlands) through direct removal, filling, hydrological interruption, or other means?

No Impact. The USFWS National Wetlands Mapper was reviewed to determine if any protected streams or riverine resources have been documented within or immediately surrounding the Project Site. The Project Site is located approximately 2.2 miles south of the nearest lake and 2.9 miles south of the

16 Post/Hazeltine Associates. "Historic Resources Report for 1853 Camino Del Sol." Accessed January 2025.

17 Post/Hazeltine Associates. "Historic Resources Report for 1853 Camino Del Sol." Accessed January 2025.

18 California Department of Fish and Wildlife (CDFW). "Biogeographic Information and Observation System (BIOS)." Accessed January 2025. https://apps.wildlife.ca.gov/bios6/.

nearest river (Santa Clara River), which is separated by existing development and roadways.[19] There are no federally protected streams or wetlands or other water bodies within the Project Site or adjacent to the Project Site. Furthermore, no drainages, stream courses, or other natural water features would occur on the Project Site. The Project would not alter protected waters and would result in no impacts. Therefore, this topic will not be analyzed further in the EIR.

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 native wildlife nursery sites?

Potentially Significant Impact. Wildlife corridors are features that exist as topographical or structural pinch points that, among other purposes, are used by wildlife for travel from one geographical area to the next. Features such as a dry culvert under a roadway may support limited biological function and may be used strictly for travel purposes. As described above, the Project Site is surrounded by single-family residential uses to the north and west; single-family residential uses and a park to the east; and single-family and multi-family residential uses and commercial uses to the south. The Project Site has been previously disturbed on a long-term basis for agricultural use, but remained largely undeveloped until the construction of Del Sol High School. The trees, shrubs and buildings and vacant land within the Project Site may provide habitat used by native and migratory wildlife species. A biological survey evaluating the Project Site is needed to determine use of the Project Site by native and migratory wildlife species. Therefore, this topic will be analyzed further in the EIR.

e. **Would the project conflict with any local policies or ordinances protecting biological resources**?

Potentially Significant Impact. The proposed Sub-Neighborhood Plan would allow development of 950 residential dwelling units and 40,000 square feet of commercial uses on the Project Site. The Project Site has been previously disturbed for long-term agricultural use but has remained largely undeveloped until the construction of Del Sol High School. Further analysis is needed to determine the Project's consistency with local policies and ordinances protecting biological resources including, but not limited to, protected tree ordinances. Therefore, this topic will be analyzed further in the EIR.

f. **Would the project conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or 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 plan areas,[20] nor are any Habitat Conservation Plans or Natural Communities Conservation Plans directly referenced within the City's Planning Area as defined in the 2030 General Plan. Therefore, no Project impacts would occur, and this topic will not be analyzed further in the EIR.

19 United States Fish and Wildlife Service (USFWS). "National Wetlands Inventory." Accessed August 2024. https://www.fws.gov/wetlands/data/mapper.html.

20 California Department of Fish and Wildlife (CDFW). "California Natural Community Conservation Plans." Map. August 2023. Accessed Augst 2024. https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline.

3.5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project cause a substantial adverse change in the significance of an historical resource pursuant to CEQA Guidelines Section 15064.5?	☒	☐	☐	☐
b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	☒	☐	☐	☐
c. Would the project disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Discussion

a. Would the project cause a substantial adverse change in the significance of an historical resource pursuant to CEQA Guidelines Section 15064.5?

Potentially Significant Impact. The City's General Plan EIR identifies numerous historic resources have recorded throughout the City and includes policies designed to protect cultural and historic resources.[21] There are no identified State historic resources[22] or federal resources[23] within the Project Site or the surrounding area.

The Project Site contains vacant, undeveloped land that has been subject to previous disturbance from long-term agricultural use in Area A, Del Sol High School in Area B, and the Maulhardt family residence, along with a barn, cottages, outbuildings, storage buildings and other structures associated with the prior use of the site for agriculture in Area C. The Maulhardt family has farmed in the Oxnard area for nearly 150 years. The remaining buildings in Area C may have local and/or regional historic significance, and a historic resource evaluation is needed to determine if the Project Site contains historic resources. Therefore, this topic will be analyzed further in the EIR.

21 City of Oxnard. 2030 General Plan Draft Program Environmental Impact Report. February 2009.

22 California Office of Historic Preservation (OHP). "California Historical Landmarks by County." Accessed August 2024. https://ohp.parks.ca.gov/?page_id=21387.

23 National Park Service (NPS). "National Register of Historic Places." Accessed August 2024. https://www.nps.gov/maps/full.html?mapId=7ad17cc9-b808-4ff8-a2f9-a99909164466.

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

Potentially Significant Impact. The Project Site contains vacant, undeveloped land that has been subject to previous disturbance from long-term agricultural use in Area A, Del Sol High School in Area B, and the Maulhardt family residence, along with a barn, cottages, outbuildings, storage buildings and other structures associated with the prior use of the site for agriculture in Area C. Development of the proposed Project would include ground-disturbing activities such as grading. There is a potential to encounter subsurface archaeological resources during grading and construction of the Project. A cultural resources survey will be prepared to assess the potential for intact archaeological deposits to be present on the site and impacted by the Project. Therefore, this topic will be analyzed further in the EIR.

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

Less than Significant Impact. Human remains are not expected on the Project Site, which has been subject to prior disturbance from long-term agricultural use and development. However, because portions of the Project Site remain undeveloped, there is the potential for discovering subsurface remains during grading and construction activities.

California State Law Health and Safety Code, Section 7050.5, requires that if human remains 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 Native American Heritage Commission (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. SCCIC record search results and Tribal consultation. With compliance with existing regulations, Project impact would be less than significant. Therefore, this topic will not be analyzed further in the EIR.

3.6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation, maintenance?	☒	☐	☐	☐
b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☒	☐	☐	☐

Discussion

a. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation, maintenance?

Potentially Significant Impact. The proposed Sub-Neighborhood Plan would allow development of 950 residential dwelling units, a maximum of 40,000 square feet of retail and general commercial space, and public parks. As the proposed development would replace the existing uses, demand for energy resources, including electricity, natural gas, and fuel for vehicles used by residents and visitors would increase.

Project construction would consume energy in two general forms: fuel energy consumed by construction vehicles and equipment; and bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass. Construction of the proposed Project would involve on-site energy demand and consumption related to the use of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. Project construction methods would be typical of current construction practices and would not require the use of more energy intensive machinery or higher than normal volumes of trucks and worker vehicle trips.

The proposed Project would be served by Southern California Edison (SCE) for electricity and the Southern California Gas Company (SoCalGas) for natural gas. Energy use would be typical for multifamily residential units and commercial uses designed in accordance with all relevant provisions of the most recent current standards of Title 24 and California Green (CALGreen) Code. The proposed Project would be required to include ENERGY STAR-rated appliances, energy-efficient boilers, and heating/ventilating/air conditioning (HVAC) systems, water-efficient landscaping, and irrigation systems in compliance with the most current Title 24 energy efficiency standards. Maintenance activities during operations, such as landscape maintenance, could involve the use of electric- or gas-powered equipment.

Further analysis is needed to determine the amount of energy anticipated by the proposed Project during construction and operation and compliance of the proposed Project with existing energy standards. Therefore, this topic will be evaluated further in the EIR.

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Potentially Significant Impact. The proposed residential and commercial development would be required to meet all applicable energy conservation standards. The City's Climate Action and Adaptation Plan (CAAP) includes an inventory of emissions sources in the City and identifies strategies and actions to reduce emissions.[24] The proposed Project is projected to be fully developed by December 2028. The CAAP also establishes citywide GHG reduction targets for 2030 which represent the City's contribution to the State's effort to reduce GHG emissions and increase energy efficiency. Further analysis is required to determine the consistency of the proposed Project with applicable state energy standards and the City's CAAP. Therefore, this topic will be evaluated further in the EIR.

24 City of Oxnard. Climate Action and Adaptation Plan. Adopted December 7, 2022. Accessed August 2024. https://www.oxnard.gov/wp-content/uploads/Oxnard-CAAP_2022-12-07_Adopted-1.pdf. P. 21.

3.7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 or based on other substantial evidence of a known fault?	☒	☐	☐	☐
ii. Strong seismic groundshaking?	☒	☐	☐	☐
iii. Seismic-related ground failure, including liquefaction?	☒	☐	☐	☐
iv. Landslides?	☐	☐	☐	☒
b. Would the project result in substantial soil erosion or the loss of topsoil?	☒	☐	☐	☐
c. Would the project be located on a geologic unit or soil that is unstable or that could become unstable as a result of the project and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☒	☐	☐	☐
d. Would the project 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 that cannot be addressed through compliance with standard Code requirements?	☒	☐	☐	☐
e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f. Would the project directly or indirectly destroy a unique paleontological resource or unique geologic feature?	☒	☐	☐	☐

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 or based on other substantial evidence of a known fault?

Potentially Significant Impact. The Project Site is located in a seismically active area of Southern California. Based on the City of Oxnard General Plan Background Report, the most regionally active faults in the vicinity of the City of Oxnard are the Oak Ridge, Pitas Point-Ventura, Red Mountain, Anacapa, and Malibu Coast faults.[25] According to the California Geological Survey, the nearest fault to the Project Site, the Camarillo fault, is located approximately 2.9 miles to the northeast.[26] The Project Site does not contain any known active or potentially active faults, nor is it within an Alquist-Priolo Earthquake Fault Rupture Zone. Additionally, the proposed Project would be built according to Title 24 of the California Building Code (CBC) which provides earthquake design requirements, including earthquake loading specifications for design and construction to resist effects of earthquake motions in accordance with the American Society of Civil Engineers standards. The CBC includes specific design measures, which are based on the determination of Site Classification and Seismic Design Categories specific to the Project Site. A geotechnical report will be prepared to assess potential geologic hazards at the Project Site, including Alquist-Priolo fault zones, and to recommend specific design measures, if necessary, to further mitigate these hazards. Therefore, this topic will be analyzed further in the EIR.

ii. Strong seismic groundshaking?

Potentially Significant Impact. The Project Site is located in a seismically active area of Southern California. As noted above, there are no known active faults within the City. The nearest fault to the Project Site, the Camarillo fault, is located approximately 2.9 miles to the northeast.[27] The proposed Sub-Neighborhood Plan would allow development of 950 residential dwelling units, a maximum of 40,000 square feet of retail and general commercial space, and public parks. Although some structural damage is typically not avoidable during a large earthquake, the Project would be constructed to meet existing construction ordinances and the most recent CBC requirements. A geotechnical report will be prepared to assess potential geologic hazards at the Project Site, including seismic groundshaking, and to recommend specific design measures, if necessary, to further mitigate these hazards. Therefore, this topic will be analyzed further in the EIR.

iii. Seismic-related ground failure, including liquefaction?

25 City of Oxnard. City of Oxnard General Plan Draft Background Report. 2006.

26 DOC. "Earthquake Zones of Required Investigation." Accessed August 2024. https://maps.conservation.ca.gov/cgs/EQZApp/app/.

27 DOC. "Earthquake Zones of Required Investigation." Accessed August 2024. https://maps.conservation.ca.gov/cgs/EQZApp/app/.

Potentially Significant Impact. The 2030 General Plan EIR identified the majority of the City as being susceptible to several types of earthquake-related risks, including ground shaking, earthquake-induced settlement, and liquefaction.[28] According to the California Geological Survey, the entire City is located within a liquefaction zone.[29] A geotechnical report will be prepared to assess potential geologic hazards at the Project Site, including liquefaction, and to recommend specific design measures, if necessary, to further mitigate these hazards. Therefore, this topic will be analyzed further in the EIR.

iv. Landslide

No Impact. The Project Site is located in an urban and relatively flat portion of the City, with no adjacent hills nearby. According to the California Geological Survey, the Project Site is not within a landslide zone.[30] Therefore, there would be no impacts related to landslides and this topic will not be analyzed further in the EIR.

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

Potentially Significant Impact. Development of the proposed Project would require ground disturbance of the Project Site and could result in substantial soil erosion and the loss of topsoil. A hydrology report will be prepared for the Project to determine the potential erosion impacts and provide additional measures, if necessary, to reduce erosion impacts related to Project development. Therefore, this topic will be analyzed further in the EIR.

c. Would the project be located on a geologic unit or soil that is unstable or that could become unstable as a result of the project and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Potentially Significant Impact. Unstable geologic units or soils are typically classed as those prone to landslides, lateral spreading, subsidence/collapse, or liquefaction.[31] As mentioned above, Project Site is in a liquefaction zone and the majority of the City is susceptible to several types of earthquake-related risks, including ground shaking, earthquake-induced settlement, and liquefaction. A geotechnical report will be prepared to assess potential geologic hazards at the Project Site, and to recommend specific design measures, if necessary, to further mitigate these hazards. Therefore, this topic will be analyzed further in the EIR.

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28 City of Oxnard. 2030 General Plan Draft Program Environmental Impact Report. February 2009.

29 DOC. "Earthquake Zones of Required Investigation." Accessed August 2024. https://maps.conservation.ca.gov/cgs/EQZApp/app/.

30 DOC. "Earthquake Zones of Required Investigation." Accessed August 2024. https://maps.conservation.ca.gov/cgs/EQZApp/app/.

31 Holzer, Thomas L. American Geological Institute (AGI). Environmental Awareness Series. Living with Unstable Ground. 2009. Accessed August 2024. https://biotech.law.lsu.edu/climate/docs/ci2011Aug0119050042954Unstable%20Ground%20Book%20final%20090407.pdf.

d. Would the project 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 that cannot be addressed through compliance with standard Code requirements?

Potentially Significant Impact. Expansive soils are characterized as fine-grained, such as silts and clays, or soils with variable amounts of expansive clay minerals that can change in volume due to changes in water content. Expansive soils are found throughout Ventura County, and due to their dispersed nature of these soils, site specific soil tests are necessary to determine their presence.[32] A geotechnical report will be prepared to assess potential geologic hazards at the Project Site, including expansive soil, and to recommend specific design measures, if necessary, to further mitigate these hazards. Therefore, this topic will be analyzed further in the EIR.

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

No Impact. The Project Site is located in an urban and developed portion of the City that has access to sewer connections. Additionally, the proposed Project would create sewer connections as part of the Project. No septic tanks or alternative wastewater disposal systems are required for the development of the Project, resulting in no impacts. Therefore, this topic will not be analyzed further in the EIR.

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

Potentially Significant Impact. The Project Site contains undeveloped land that could potentially have undiscovered paleontological resources or unique geologic features. Further analysis is required to determine the potential for paleontological resources or unique geologic features to occur within the Project Site. Therefore, this topic will be analyzed further in the EIR.

32 City of Oxnard. 2030 General Plan Draft Program Environmental Impact Report. February 2009.

3.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

Discussion

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

Potentially Significant Impact. Gases that trap heat in the atmosphere are called greenhouse gases (GHGs). The major concern with GHGs is that increases in their concentrations are causing global climate change. The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Construction and operation of the development that would be allowed by the proposed Sub-Neighborhood Plan would generate GHG emissions, both directly and indirectly. Construction activities would be short-term in nature and would cease to emit GHGs upon completion. Operational emissions associated with the Project in combination with other related projects would generate GHG emissions from mobile sources (transportation), energy, water use and treatment, and waste disposal. GHG emissions generated by electricity and natural gas use by future developments are indirect GHG emissions from the energy that is produced off-site. All GHG sources aforementioned would have the potential to generate GHGs that may result in a significant impact. Further analysis, including developing quantified estimates of GHG emissions from the construction and occupancy and use of the Project is needed to determine the significance of the GHG emissions that will be generated by the Project. Therefore, this topic will be analyzed further in the EIR.

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

Potentially Significant Impact. The City of Oxnard has adopted a Climate Action and Adaptation Plan (CAAP) that identifies seven major categories and related strategies and actions to reduce GHG emissions. The SCAG has adopted plans that relate to GHG emissions, including the Connect SoCal 2024, that are applicable to the proposed Project. Further analysis on the Project's consistency with local, regional, state plans, policies, and regulations adopted for the purpose of reducing GHG emissions is

needed to determine if the Project will result in a significant impact. Therefore, this topic will be analyzed further in the EIR.

3.8 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☒	☐	☐	☐
b. Would the project create a substantial hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐
c. Would the project emit hazardous substances or handle hazardous or acutely hazardous substances or waste within one-quarter mile of an existing or proposed school?	☒	☐	☐	☐
d. Would the project 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 substantial hazard to the public or environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f. Would the project impair implementation of or physically interfere with an adopted emergency operations plan or Ventura County Operation Area response Protocol or City of Oxnard emergency evacuation protocols?	☒	☐	☐	☐
g. Would the project expose people or structures, either directly or indirectly, to a significant loss, injury or death involving wildfires?	☐	☐	☐	☒

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?**

Potentially Significant Impact. Development of the Project would occur on vacant land historically used for agriculture, which includes an existing home, additional residential units, accessory buildings associated with the prior agricultural uses and a high school. Demolition of the existing buildings and structures in Area C may encounter asbestos-containing materials (ACMs) and lead-based paints (LBPs) due to the age of the existing buildings on the site. There could also be the potential for hazards associated with previous agricultural activities including the presence of fertilizer and pesticide residues in soil on the site. A Phase I Environmental Site Assessment (ESA) will be prepared to determine the potential hazards associated with the Project Site and provide recommendations, if applicable, to reduce impacts related to hazards. Therefore, this topic will be analyzed further in the EIR.

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

Potentially Significant Impact. As discussed previously, the Project Site could have potential hazards associated with previous agricultural activities, and ACMs and LBPs due to the age of the remining buildings on the Project Site proposed for demolition. A Phase I ESA will be prepared to determine the potential hazards associated with the Project Site and provide recommendations, if applicable, to mitigate impacts related to hazards. Therefore, this topic will be analyzed further in the EIR.

c. Would the project emit hazardous substances or handle hazardous or acutely hazardous substances or waste within one-quarter mile of an existing or proposed school?

Potentially Significant Impact. Del Sol High School, located at 1975 Camino Del Sol, is located within the Project Site. Additionally, Rio Rosales Elementary School is located within 0.25 mile from the Project Site, at 1001 Kohala Street. As discussed previously, the Project Site could have potential hazards associated with previous agricultural activities, and ACMs and LBPs associated with the age of the buildings on the Project Site. A Phase I ESA will be prepared to determine the potential hazards associated with the Project Site and provide recommendations, if applicable, to mitigate impacts related to hazards. Therefore, this topic will be analyzed further in the EIR.

d. Would the project 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 substantial hazard to the public or environment?

No impact. California Government Code Section 65962.5, also known as the Cortese List, provides information regarding the location of hazardous materials release sites. A review of Cortese List does not identify active Cortese List sites within the Project Site or immediate surrounding area.[33] The closest active Cortese site is the former Gold Coast Transit District' Operations and Maintenance Facility located

33 California Environmental Protection Agency (CalEPA). "Cortese List Data Resources." Accessed August 2024. https://calepa.ca.gov/sitecleanup/corteselist/.

at 301 East 3rd Street, approximately 0.90 mile southwest of the Project Site.[34] Therefore, no impacts would occur, and this topic will not be analyzed further in the EIR.

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

Less than Significant Impact. The Project Site is located approximately 2.0 miles east of Oxnard Airport (OXR). As outlined in the Airport Comprehensive Land Use Plan (ACLUP) for Ventura County, the Project Site is located outside of the influence area of OXR.[35] Noise contours for OXR are provided for the 65 to 75 decibel (dB) Community Noise Equivalent Levels (CNEL).[36] However, the Project Site is not located within the Oxnard Airport noise contours. The Project Site is approximately two miles southwest of the 65 db CNEL noise contour located at the southwest intersection of Teal Club Road and Ventura Road. As such, the location of the Project would not result in a safety hazard or excessive noise for residents or employees in the Project area, and less than significant impacts would occur. Therefore, this topic will not be analyzed further in the EIR.

f. Would the project impair implementation of or physically interfere with an adopted emergency operations plan or Ventura County Operation Area Response Protocol or City of Oxnard emergency evacuation protocols?

Potentially Significant Impact. Development of the Project would include the construction of new roadways, intersections and pedestrian and bicycle paths that would connect within and surrounding the Project Site. Further evaluation is needed to determine the Project's potential impact regarding circulation and its impact on emergency plans or protocols. Therefore, this topic will be evaluated further in the EIR.

g. Would the project expose people or structures, either directly or indirectly, to a significant loss, injury or death involving wildfires?

No Impact. As detailed in **Section 4.19**, Wildfire, the Project Site is not within a Very High Fire Hazard Severity Zone (VHFHSZ) within a State Responsibility Area (SRA) or Local Responsibility Area (LRA). The nearest VHFHSZ to the Project Site is over five miles to the northwest with development, agricultural land, and the U.S. 101 freeway between the Project Site and the nearest VHFHSZ.[37] Therefore, there would be no impacts related to wildfire and this topic will not be analyzed further in the EIR.

34 Envirostor. GCTD 301 East 3rd Street Property (60003728). Accessed January 2025. https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=60003728

35 Ventura County Transportation Commission (VCTC). "Airport Influence Areas and Compatibility Zones." Accessed August 2024. https://www.goventura.org/work-with-vctc/aluc/.

36 City of Oxnard. 2030 General Plan Draft Program Environmental Impact Report. February 2009.

37 CAL FIRE. "Fire Hazard Severity Zone Viewer." Accessed August 2024.

3.10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project cause a violation of any adopted water quality standards or waste discharge or treatment requirements or otherwise substantially degrade surface or ground water quality?	☒	☐	☐	☐
b. Would the project substantially deplete groundwater supplies or interfere with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☒	☐	☐	☐
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:				
i. Result in substantial erosion or siltation on- or off-site?	☒	☐	☐	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	☒	☐	☐	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☒	☐	☐	☐
iv. Impede or redirect flood flows?	☒	☐	☐	☐
d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?	☒	☐	☐	☐
e. Would the project conflict with or obstruct implementation of the water quality basin plan for Oxnard in the "Los Angeles region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties", National Pollutant Discharge Elimination System (NPDES) permits and associated local standards, or the Fox Canyon Groundwater Management Agency Groundwater Sustainability Plan (FCGMA GSP) for sustainable groundwater management?	☒	☐	☐	☐

Discussion

a. Would the project cause a violation of any adopted water quality standards or waste discharge or treatment requirements or otherwise substantially degrade surface or ground water quality?

Potentially Significant Impact. Construction activities could temporarily increase the potential for soil erosion. In addition, construction-related pollutants such as chemicals, liquid, and petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste could potentially be spilled, leaked, or transported via storm runoff into adjacent drainages and downstream receiving waters. During operation, the Project would generate stormwater runoff into the municipal storm drain system which may contain nutrients, pesticides, organic compounds, sediments, oil and grease, suspended solids, metals, gasoline, pathogens, and trash and debris. A hydrology report will be prepared for the proposed Project to determine if Project construction and operation activities could potentially cause a violation of water quality standards or waste discharge or treatment requirements. Therefore, this topic will be analyzed further in the EIR.

b. Would the project substantially deplete groundwater supplies or interfere with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Potentially Significant Impact. The City of Oxnard Water Department provides water within the City from local ground water sources and imported water sources.[38] The Oxnard Plain Groundwater Basin provides local groundwater to the City of Oxnard. The approximately 10-square-mile Oxnard Plain Forebay, located west of North Rose Avenue and north of Gonzales Road, is the principal area of groundwater recharge within the Oxnard Plain.[39] Development of the proposed Project would increase the demand for water in the City, which could affect groundwater supplies. A hydrology report, a water demand and allocation report, and a water supply assessment will be prepared to determine the potential groundwater recharge and supply impacts related to the development of the proposed Project that could impede sustainable groundwater management of the basin. Therefore, this topic will be analyzed further in the EIR.

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?:

i. Result in substantial erosion or siltation on- or off-site?

Potentially Significant Impact. Development of the proposed Project would require ground disturbance, which could potentially cause substantial erosion, or siltation impacts on- and off-site. A hydrology report

38 City of Oxnard. 2020 Urban Water Management Plan. October 2021. Accessed August 2024. https://www.oxnard.gov/public-works/water/water-quality-reports.

39 United Water Conservation District (UWCD). Aquifer Delineation Within the Oxnard Forebay Groundwater Basin Using Surface Geophysics. June 2013. Accessed November 2024. https://www.unitedwater.org/wp-content/uploads/2020/10/Aquifer-Delineation-within-the-Forebay-June-2013.pdf.

will be prepared to determine erosion and siltation impacts related to the development of the proposed Project. Therefore, this topic will be analyzed further in the EIR.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Potentially Significant Impact. Development of the proposed Project would increase the amount of impervious surfaces of the Project Site, which could potentially increase the rate or amount of surface runoff in a manner which could potentially result in flooding on or off-site. A hydrology report will be prepared to determine surface runoff impacts related to the development of the proposed Project. Therefore, this topic will be analyzed further in the EIR.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Potentially Significant Impact. Development of the proposed Project would increase the amount of impervious surfaces of the Project Site, which could potentially alter the existing drainage pattern of the area and exceed drainage systems or produce substantial additional sources of polluted runoff. A hydrology report will be prepared to determine surface runoff impacts related to the development of the proposed Project. Therefore, this topic will be analyzed further in the EIR.

iv. Impede or redirect flood flows?

Potentially Significant Impact. Development under the proposed Project would increase the amount of impervious surfaces on the Project Site which could potentially impede or redirect flood flows. A hydrology report will be prepared to determine flood impacts related to the development of the proposed Project. Therefore, this topic will be analyzed further in the EIR.

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

Potentially Significant Impact. Seiche is generally associated with oscillation of enclosed bodies of water (e.g., reservoirs, lakes) typically caused by ground shaking associated with a seismic event. There are no bodies of water within or adjacent to the site, resulting in no impacts from seiches. The nearest large body of water, College Park lake, is approximately 2.2 miles south of the Project Site. The City's General Plan EIR identifies areas near the coast to be subject to potential impacts from a tsunami.[40] The Project Site is located approximately 5.0 miles east of the Pacific Ocean. Therefore, the proposed Project would not be exposed to substantial risk related to inundation by a seiche or tsunami.

Based on a review of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, the western portion of the Project Site is located within Zone X, meaning it is outside of the 100-year (1%)

40 City of Oxnard. 2030 General Plan Draft Program Environmental Impact Report. February 2009.

annual chance floodplain and in an area of minimal flood hazard.[41] The eastern portion of the Project Site is located within an area of shared Zone X, meaning it is in a 0.2% annual change of flood hazard zone, meaning the Project Site is located within a 500-year flood hazard zone.[42] Therefore, this topic will be analyzed further in the EIR.

e. Would the project conflict with or obstruct implementation of the water quality basin plan for Oxnard in the "Los Angeles region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties", National Pollutant Discharge Elimination System (NPDES) permits and associated local standards, or the Fox Canyon Groundwater Management Agency Groundwater Sustainability Plan (FCGMA GSP) for sustainable groundwater management?

Potentially Significant Impact. As discussed above in this section, development of the proposed Project could potentially impact water quality and groundwater supplies. Further analysis is needed to determine if the Project would conflict with or obstruct implementation of applicable water quality control plans or sustainable groundwater management plans. Therefore, this topic will be analyzed further in the EIR.

41 Federal Emergency Management Agency (FEMA). "National Flood Hazard Layer." Accessed August 2024. https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd.

42 FEMA. "Flood Zones." Accessed August 2024. https://www.fema.gov/glossary/flood-zones.

3.11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project physically divide an established community?	☐	☐	☒	☐
b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating a significant environmental effect?	☒	☐	☐	☐

Discussion

The City of Oxnard General Plan designates the Project Site as Residential Low-Medium (RLM), Commercial General (CG), and Park (PRK), and the Project Site is zoned Multiple-Family Residential Planned Development (R-2-PD), General Commercial Planned Development (C-2-PD), and Community Reserve (C-R). Additionally, the entire Project Site has an Urban Village overlay, which allows the site to be developed with a mixture of housing typologies, land uses, and multiple transportation/circulation options.

a. Would the project physically divide an established community?

Less than Significant Impact. The 2030 General Plan identifies the Project Site as a 'Urban Village', which envisions the Project Site as a village with a mixture of densities and housing types with a focus on transit access and walkability to further connect land uses to one another. The proposed Project would allow residential and commercial uses, public parks and open spaces, and a new network of public streets within the Project Site that would connect to existing roadways around the Project Site. In addition, the Project would include pedestrian and bicycle facilities. Development of the Project Site in a manner that is consistent with the City's 2030 General Plan and NECSP would not result in any physical division of the Northeast Community. Therefore, impacts would be less than significant, and this topic will not be analyzed further in the EIR.

b. **Would the project cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating a significant environmental effect?**

Potentially Significant Impact. The proposed Sub-Neighborhood Plan would allow development of up to 950 residential dwelling units, 40,000 square feet of retail and general commercial uses, and public parks within the City's NECSP area.

Implementation of the Project would require an amendment to the NECSP, a corresponding General Plan Amendment, and a Zone Change. Further analysis is required to determine the consistency of the

proposed Sub-Neighborhood Plan with the goals, objectives, and policies for the purpose of avoiding or mitigating a significant environmental effect in the Oxnard General Plan and Northeast Community Specific Plan. Therefore, this topic will be analyzed further in the EIR.

3.12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project result in the loss of availability of a known mineral resource of value to the region and the residents of the state?	☒	☐	☐	☐
b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated in the 2030 General Plan, Specific Plan, or other land use plan?	☒	☐	☐	☐

Discussion

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

Potentially Significant Impact. A significant impact would occur if the Project resulted in the loss of availability of known mineral resources of regional value or locally important mineral resource recovery site. The Surface Mining and Reclamation Act of 1975 was enacted in order to identify mineral resources and classify them in order to avoid premature loss of minerals and protection of sites threatened by development.

According to the City's General Plan, important mineral/sand/gravel deposits are primarily located along the Santa Clara River channel, along Route 101 corridor and along the eastern edge of the City extending as far west as Oxnard Boulevard in several areas.[43] Areas of significant mineral deposits within the City are identified as Mineral Resource Zone 2 (MRZ-2).[44]

California Geologic Survey Special Report 253 (Special Report 253) identifies the northern portion of the Project Site as MRZ-2. This portion of the Project Site is also included in Mineral Sector C, which is identified as containing regionally significant construction aggregate resources. As identified in Special Report 253, the MRZ-2 zone within the Project Site is the last remnant in this portion of the City that has not been lost to incompatible land uses.[45] According to the Oxnard CEQA Guidelines, if a project would occur within, or block access to an area classified as MRZ-2, it may have a significant impact. Therefore, this topic will be analyzed further in the EIR.

43 City of Oxnard. 2030 General Plan, Goals and Policies. Amended December 2022.

44 City of Oxnard. City of Oxnard General Plan Draft Background Report. 2006.

45 DOC. *SMARA Mineral Land Classification*. Accessed January 2025. https://www.conservation.ca.gov/cgs/minerals/mineral-land-classification-smara.

b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated in the 2030 General Plan, Specific Plan, or other land use plan?

Potentially Significant Impact. As discussed above, a portion of the Project Site is designated MRZ-2. Further analysis is required to determine the Project's impacts to mineral resources as delineated in applicable plans. Therefore, this topic will be evaluated further in the EIR.

3.13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the Oxnard 2030 General Plan or Noise Ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c. For a project located within the vicinity if a private airstrip or the airport land use plan for Oxnard Airport or within two miles of Naval Base, Ventura County at Point Mugu, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

Discussion

a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the Oxnard 2030 General Plan or Noise Ordinance, or applicable standards of other agencies?

Potentially Significant Impact. Noise levels generated by construction and operation of the proposed Project could result in potentially significant noise levels in relation to the standards established in the City of Oxnard General Plan Safety & Hazards Element and the City's Noise Ordinance. A noise study will be prepared to determine Project noise levels in comparison to City noise standards. Therefore, this topic will be analyzed further in the EIR.

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

Potentially Significant Impact. The proposed homes and commercial land uses would not create perceivable groundborne vibration and noise levels during operations. However, construction activities could generate varying degrees of groundborne vibration and noise. Further analysis is needed to estimate groundborne vibration and noise levels in comparison to City standards. Therefore, this topic will be analyzed further in the EIR.

c. For a project located within the vicinity of a private airstrip or the airport land use plan for Oxnard Airport or within two miles of Naval Base, Ventura County at Point Mugu, would the project expose people residing or working in the project area to excessive noise levels?

Less than Significant Impact. The Project Site is not located within two miles of Naval Base, Ventura County at Point Mugu; the Project Site is approximately 6.3 miles northwest of the naval base. The Project Site is located within two miles of OXR, which is a public and private airport. Noise contours for OXR are provided for the 65 to 75 decibel (dB) Community Noise Equivalent Levels (CNEL).[46] However, the Project Site is not located within the Oxnard Airport noise contours or airport influence area. The Project Site is approximately two miles southwest of the 65 db CNEL noise contour located at the southwest intersection of Teal Club Road and Ventura Road. As such, the location of the Project would not result in excessive noise for residents or employees in the Project area and less than significant impacts would occur. Therefore, this topic will not be analyzed further in the EIR.

46 City of Oxnard. 2030 General Plan Draft Program Environmental Impact Report. February 2009.

3.14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project induce substantial unplanned 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)?	☒	☐	☐	☐
b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
c. Would the project result in a net loss of decent, safe sanitary housing units (as defined under 24 CFR Section 880.201) that are restricted to be affordable, through demolition, conversion, or other means, that may necessitate the development of replacement housing or result in impacts associated with displacement of at-risk households (e.g. overcrowding, exposure to the elements)?	☐	☐	☐	☒

Discussion

The City of Oxnard General Plan designates the Project Site as Residential Low-Medium (RLM), Commercial General (CG), and Park (PRK), and the Project Site is zoned Multiple-Family Residential Planned Development (R-2-PD), General Commercial Planned Development (C-2-PD), and Community Reserve (C-R). Additionally, the entire Project Site has an Urban Village overlay, which allows the site to be developed with a mixture of housing typologies, land uses, and multiple transportation/circulation options.

a. **Would the project induce substantial unplanned 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)?**

Potentially Significant Impact. The proposed Sub-Neighborhood Plan would allow development of up to 950 residential dwelling units, 40,000 square feet of retail and general commercial uses, public parks and extension of roads, sidewalks and utilities within the City's NECSP area. Therefore, the Project could directly and indirectly induce population growth. Additionally, the proposed Project would require a General Plan Amendment and Zone Change, which could lead to unplanned population growth. A population growth memo would be created to determine population growth impacts related to the development of the proposed Project. Therefore, this topic will be analyzed further in the EIR.

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

Less than Significant Impact. The Project Site contains five residential units. Additionally, the proposed Sub-Neighborhood Plan would allow the development of up to 950 new residential units. Therefore, the proposed Project would not displace substantial numbers of people or housing, resulting in less than significant impacts. Therefore, this topic will not be analyzed further in the EIR.

c. Would the project result in a net loss of decent, safe sanitary housing units (as defined under 24 CFR Section 880.201) that are restricted to be affordable, through demolition, conversion, or other means, that may necessitate the development of replacement housing or result in impacts associated with displacement of at-risk households (e.g. overcrowding, exposure to the elements)?

No Impact. The residences owned and occupied by the property owners are not housing units affordable to very low- or low-income households. The proposed Project would provide at least 15 percent of the units developed on the Project Site as affordable housing units. Therefore, the Project would not result in the loss of affordable housing, and this topic will not be analyzed further in the EIR.

3.15 Public Services and Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project increase demand for fire protection service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?	☒	☐	☐	☐
b. Would the project increase demand for law enforcement service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?	☒	☐	☐	☐
c. Would the project increase demand for schools such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?	☒	☐	☐	☐
d. Would the project increase the use of existing park facilities such that substantial physical deterioration of the facilities would occur or be accelerated or that new or expanded park facilities would be needed to maintain acceptable service levels?	☒	☐	☐	☐
e. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would occur or be accelerated?	☒	☐	☐	☐
f. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☒	☐	☐	☐
g. Would the project increase the need for or use of existing library or other community facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☒	☐	☐	☐

Discussion

a. **Would the project increase demand for fire protection service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?**

Potentially Significant Impact. The proposed Sub-Neighborhood Plan would allow development of up to 950 residential dwelling units, a maximum of 40,000 square feet of retail and general commercial space, and public parks, which would directly increase the population within the City and would increase the demand for public services, including fire protection.[47] Further evaluation is needed to determine the Project's impact on fire protection services and the need for new or expanded facilities. Therefore, this topic will be evaluated further in the EIR.

b. **Would the project increase demand for law enforcement service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?**

Potentially Significant Impact. As stated above, development of the proposed Project would increase the population within the City, which would increase the demand for public services, including law enforcement. Further evaluation is needed to determine the Project's impact on law enforcement protection services and the need for new or expanded facilities. Therefore, this topic will be evaluated further in the EIR.

c. **Would the project increase demand for schools such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?**

Potentially Significant Impact. As stated above, development of the proposed Project would increase the population within the City, which would increase the demand for public services, including school services. Further evaluation is needed to determine the Project's impact on school services and the need for new or expanded facilities. Therefore, this topic will be evaluated further in the EIR.

d. **Would the project increase the use of existing park facilities such that substantial physical deterioration of the facilities would occur or be accelerated or that new or expanded park facilities would be needed to maintain acceptable service levels?**

Potentially Significant Impact. The City currently owns and manages 53 parks covering 416 acres, providing 8.1 acres of park space per 1,000 residents.[48] The closest parks to the Project Site are East Village Park located adjacent to the Project Site to the east and Del Sol Park located southwest of the Project Site across North Rose Avenue and Camino Del Sol. The proposed Project would include approximately 12.9 acres of parks/open space. As stated above, the buildout of the proposed Project

47 RCLCO. Household Size Assumption and Population Estimation Memorandum. Accessed January 2025.

48 City of Oxnard. City of Oxnard Parks & Recreation Master Plan. February 2021. Accessed August 2024. https://www.oxnard.gov/public-works/parks-division.

would increase the population within the City, which would increase demand on existing parks. Further evaluation is needed to determine the Project's impact on park facilities and the need for new or expanded facilities. Therefore, this topic will be evaluated further in the EIR.

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

Potentially Significant Impact. As stated above, development of the proposed Project would increase the population within the City, which would increase the use of existing of local or regional recreational facilities. Further analysis is required to determine the Project's impact regarding recreational facilities. Therefore, this topic will be evaluated further in the EIR.

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

Potentially Significant Impact. The proposed Project would include the development of approximately 12.9 acres of park/open space, including the expansion of East Village Park. Further evaluation is needed to determine if the development of the Project's recreational facilities would cause adverse physical effects on the environment. Therefore, this topic will be evaluated further in the EIR.

g. Would the project increase the need for or use of existing library or other community facilities such that substantial physical deterioration of the facilities would occur or be accelerated?

Potentially Significant Impact. As stated above, development of the proposed Project would add residents within the City, which would increase the demand for libraries and other community facilities. Further evaluation is needed to determine the Project's impact on libraries or other community facilities and the need for new or expanded facilities. Therefore, this topic will be evaluated further in the EIR.

3.16 Transportation and Circulation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☒	☐	☐	☐
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☒	☐	☐	☐
c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐
d. Would the project result in inadequate emergency access?	☒	☐	☐	☐

Discussion

a. Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Potentially Significant Impact. The City has adopted plans, ordinances, and policies addressing the performance of the circulation system in the City, including the Circulation Element of Oxnard General Plan. The proposed Project would allow the development of up to 950 residential units, 40,000 square feet of retail and general commercial spaces, and public parks. Further analysis is needed to determine the consistency of the Project as proposed with applicable plans, ordinances and policies addressing the circulation system. Therefore, this topic will be evaluated further in the EIR.

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Potentially Significant Impact. CEQA Guidelines Section 15064.3, subdivision (b) states that land use projects that result in vehicle miles traveled (VMT) exceeding an applicable threshold of significance may result in a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor, should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the Project area compared to existing conditions should be presumed to have a less than significant transportation impact.

Section 15064.3(b) establishes VMT as the most appropriate measure of transportation impacts, shifting away from the use of Level of Service (LOS) analysis that evaluates a project's impact on traffic conditions

at nearby roadways and intersections. Section 15064.3(c) states that a lead agency shall be governed by the provisions of Section 15064.3 by July 1, 2020. The City of Oxnard has established VMT-based criteria for measuring VMT impacts.

The proposed Project would allow the development of up to 950 residential units, 40,000 square feet of retail and general commercial spaces, and public parks, which would result in an increase in VMT compared to existing conditions. Further evaluation is needed to determine the consistency of the Project with CEQA Guidelines section 15064.3, subdivision (b). Therefore, this topic will be evaluated further in the EIR.

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

Potentially Significant Impact. Development of the Project would include the construction of new roadways, intersections and pedestrian and bicycle paths that would connect within and surrounding the Project Site. Further evaluation is needed to determine the potential for the Project to create traffic hazards due to the geometric design of the new streets proposed as part of the Project. Therefore, this topic will be evaluated further in the EIR.

d. Would the project result in inadequate emergency access?

Potentially Significant Impact. Development of the Project would include the construction of new roadways, intersections and pedestrian and bicycle paths that would connect within and surrounding the Project Site. Further evaluation is needed to determine the Project's potential impact regarding emergency access. Therefore, this topic will be evaluated further in the EIR.

3.17 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k), or	☒	☐	☐	☐
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☒	☐	☐	☐

Discussion

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k), or

Potentially Significant Impact. The Project Site has been disturbed by previous agricultural activities and development. However, the undeveloped portions of the Project Site could potentially contain unknown tribal cultural resources. Further consultation with applicable tribes through Senate Bill 18 (SB 18) is needed to determine impacts to potential tribal cultural resources. Therefore, this topic will be analyzed further in the EIR.

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Potentially Significant Impact. As mentioned above, the majority of the Project Site remains undeveloped and could potentially contain unknown tribal cultural resources. Further consultation with applicable tribes through SB 18 is needed to determine impacts to potential tribal cultural resources. Therefore, this topic will be analyzed further in the EIR.

3.18 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☒	☐	☐	☐
b. Would the project have sufficient water supplies and resources available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☒	☐	☐	☐
c. Would additional wastewater conveyance or treatment capacity be required to serve project demand and existing commitments?	☒	☐	☐	☐
d. Would the project include non-residential wastewater discharges that are subject to local limits and pretreatment requirements?	☒	☐	☐	☐
e. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☒	☐	☐	☐
f. Would the project conflict with federal, state, or local management and reduction statutes or regulations related to solid waste?	☒	☐	☐	☐

Discussion

a. **Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

Potentially Significant Impact. Proposed Project development would increase demand for water service, wastewater conveyance and treatment, electrical service, natural gas service, and telecommunication facilities and may require the relocation or construction of new or expanded facilities. Further analysis

is required to determine if the Project would result in the relocation or construction of new facilities. Therefore, this topic will be evaluated further in the EIR.

b. Would the project have sufficient water supplies and resources available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Potentially Significant Impact. Proposed Project development would increase demand for water. The Project Site has an existing water well, identified as State Well Number (SWN) 02N22W35K03S, Combined Operation Extraction Facility Code (CombCode) MAUL. In February 2021, the Fox Canyon Groundwater Management Agency (FCGMA) defined a groundwater allocation of 196.485 acre feet per year (afy) of water for well SWN 02N22W35K03S. FCGMA approved the transfer of 51.300 afy of water from SWN 02N22W35K03S to the City, which included 42.3 afy of water needed for Del Sol High School on APN 214-0-020-635 (Area B) and an additional 9.0 afy for parcel APN 214-0-020-635A (Area C). Thus, 154.185 afy of groundwater allocation is available for the Project.[49] A water supply assessment will be prepared as required by the CEQA Guidelines for the Project to determine the availability of adequate water supplies to meet the demand of the Project during normal, dry and multiple dry years. Therefore, this topic will be evaluated further in the EIR.

c. Would additional wastewater conveyance or treatment capacity be required to serve project demand and existing commitments?

Potentially Significant Impact. Development that would occur pursuant to the proposed Project would increase demand for wastewater conveyance and treatment and may require the relocation or construction of new or expanded facilities. Further evaluation is required to determine if the wastewater generated by the Project would surpass wastewater conveyance or treatment capacity. Therefore, this topic will be evaluated further in the EIR.

d. Would the project include non-residential wastewater discharges that are subject to local limits and pretreatment requirements?

Potentially Significant Impact. The proposed Project would develop commercial land uses that would create non-residential wastewater. Additionally, the proposed Project would include a General Plan Amendment and Zone Change that could potentially allow for greater average daily wastewater flow. Further evaluation is required to determine if non-residential wastewater generated by the Project would be subject to local limits and pretreatment requirements. Therefore, this topic will be evaluated further in the EIR.

49 Jensen Design & Survey, Inc. "Maulhardt Stiles/NECSP Sub-Neighborhood Plan Water Allocation and Demand Memorandum." Accessed January 2025.

e. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Potentially Significant Impact. The City of Oxnard's Environmental Services Division is responsible for the collection, processing, transfer, and disposal services of all solid waste for residents and commercial businesses within the City.[50] The proposed Project would result in an increase in the generation of solid waste in the City. Further analysis is needed to determine the amount of solid waste that would be generated by the proposed Project in relation to applicable standards, the available capacity of landfills and solid waste reduction goals. Therefore, this topic will be evaluated further in the EIR.

f. Would the project conflict with federal, state, or local management and reduction statutes or regulations related to solid waste?

Potentially Significant Impact. As described above, development that would occur pursuant to the proposed Project would result in an increase in the amount of solid waste in comparison to the existing uses on the Project Site. Further analysis is needed to determine the consistency of the proposed Project with applicable federal, state, local management and reduction statutes and regulations related to solid waste. Therefore, this topic will be evaluated further in the EIR.

50 City of Oxnard. "Trash and Recycling Pickup." Accessed January 2025. https://www.oxnard.gov/public-works/environmental-resources/trash-pickup.

3.19 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Discussion

The Project Site is not located within a Very High Fire Hazard Severity Zone (VHFHSZ) within a State Responsibility Area (SRA) or Local Responsibility Area (LRA). The nearest VHFHSZ to the Project Site is over five miles to the northwest with development, agricultural land, and the U.S. 101 freeway between the Project Site and the nearest VHFHSZ.[51] The Project Site lacks naturalized vegetation and fuels as the Project Site was previously used for agricultural production, which ended in 2019 in Area A when Del Sol High School was built in Area B. Area C contains a small lemon orchard that is no longer actively cultivated and a home, barn and other structures related to the prior agricultural use of the site.

51 CAL FIRE. "Fire Hazard Severity Zone Viewer." Accessed August 2024.

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. As discussed previously, the Project Site is not located within FHSZ. Therefore, the Project would not substantially impair an adopted emergency response plan or emergency evacuation plan, and this topic will not be analyzed further in the EIR.

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. As discussed previously, the Project Site is not located within FHSZ. Therefore, the Project would not exacerbate wildfire risk due to slope, prevailing winds and other factors which would expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. This topic will not be analyzed further in the EIR.

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. As discussed previously, the Project Site is not located within FHSZ. Therefore, the Project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. This topic will not be analyzed further in the EIR.

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. As discussed previously, the Project Site is not located within FHSZ. Therefore, the Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. This topic will not be analyzed further in the EIR.

3.20 Cumulative Impacts and Mandatory Findings

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Does the project have the potential to substantially 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, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable projects, and the effects of probable future projects)?	☒	☐	☐	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

Discussion

a. Does the project have the potential to substantially 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, substantially 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?

Potentially Significant Impact. The Project Site is undeveloped and could potentially support habitat for wildlife species and could contain undiscovered cultural resources. As detailed throughout the document, there could potentially be impacts that degrade the quality of the environment. However, further analysis is required to determine the level of environmental impact associated with the development of the proposed Project. Therefore, this topic will be analyzed further in the EIR.

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 projects, and the effects of probable future projects)?

Potentially Significant Impact. The proposed Sub-Neighborhood Plan would allow the development of up to 950 residential units, 40,000 square feet of commercial uses and parks on the Project Site. Further evaluation is needed to determine if impacts from the Project in combination with other related projects would result in significant cumulative impacts. Therefore, this topic will be evaluated further in the EIR.

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

Potentially Significant Impact. As demonstrated throughout this Initial Study, the proposed Project could potentially cause adverse effects on human beings such as, but not limited to, air quality emissions and potentially unknown hazards within the Project Site. Further analysis is required to assess the Project's environmental impacts to human beings. Therefore, this topic will be evaluated further in the EIR.

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APPENDIX B

Notice of Preparation and Responses

Notice of Preparation of a Draft Environmental Impact Report and Notice of a Public Scoping Meeting

Date: February 13, 2025

To: State Agencies, Responsible Agencies, Local and Public Agencies, and Interested Parties

From/Lead Agency: City of Oxnard, Community Development Department, Planning Division

Subject: Notice of Preparation of a Draft Environmental Impact Report and Notice of a Public Scoping Meeting for the Maulhardt-Stiles Sub-Neighborhood Plan Project

This Notice of Preparation (NOP) has been prepared to notify agencies and interested parties that the City of Oxnard (City), as lead agency, is commencing preparation of an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) to evaluate the potential environmental effects associated with the proposed Maulhardt-Stiles Sub-Neighborhood Plan Project (Project) and an associated Vesting Tentative Tract Map submitted by the Maulhardt-Stiles on behalf of (C/O) Parkstone Families (Applicant).

The City is requesting input from interested public agencies, organizations and individuals regarding the scope and content of the environmental analysis to be included in the Draft EIR. In accordance with CEQA, the City requests that public agencies provide comments on the environmental issues related to the statutory responsibilities of their particular agency. This NOP contains a description of the Project, its location, and a preliminary determination of the environmental resource topics to be addressed in the EIR.

Project Location

The approximately 107-acre Project Site is located in the Northeast Community Specific Plan area in the City of Oxnard as shown in **Figure 1**: **Project Location**. The Project Site is generally bounded to the north by Cesar Chavez Drive, to the east by Gibraltar Street/East Village Park, to the south by Camino Del Sol, and to the west by North Rose Avenue. The Project Site includes one Assessor Parcel (APN) owned by Oxnard Union High School District (OUHSD) (APN 214-0-020-635) and two parcels (APNs 214-0-020-615 and 214-0-020-625) owned by the Applicant. Regional access to the Project Site is provided via U.S. Route 101, approximately 0.7 miles north of the Project Site.

Project Description

The Applicant is proposing the Project to implement the City of Oxnard's (City) 2030 General Plan and the Northeast Community Specific Plan (NECSP) by regulating development of up to 950 residential dwelling units, 40,000 square feet of retail and general commercial space, parks, circulation and landscaping on the Project Site.

The proposed Sub-Neighborhood Plan Area (Project Site) would establish three planning areas referred to as Areas A, B and C within the approximately 107- acre Project Site (see **Figure 2: Planning Areas Within the Project Site**). The proposed Project would regulate the development in Planning Areas A and C. Planning Area B contains the existing Del Sol High School, opened by OUHSD in July 2023, which occupies the central 50.7 acres of the Project Site. OUHSD, acting as lead agency for the Del Sol High School Project, prepared and certified a separate EIR, New High School No. 8 (Del Sol High School EIR) (SCH # 2019029101) in November 2019 for this high school.

Figure 3: Illustrative Plan provides an illustrative plan of potential development within Areas A and C. Area A, the *North Neighborhood,* includes the northern 44.5 acres of the Project Site and is planned as a residential neighborhood including various housing types, multiple parks, and open spaces, with neighborhood commercial uses.

Area C, the *Southwest Neighborhood,* includes the southwestern 11.8 acres of the Project Site, and is planned to include attached and multi-family housing, along with neighborhood parks and open spaces**.**

Figure 4: Unit Allocation Plan defines the range of residential dwelling units that would be allowed within the 12 master lots the proposed Tentative Tract Map would create within the Project Site, as long as the total number of residential units does not exceed 950 residential units.

Potential Environmental Impacts of the Project

Development of the Project Site has been evaluated in two prior EIRs. The City prepared and certified a Program EIR for the Northeast Community Specific Plan (NECSP) Project (SCH# 1991041008) in 1992. Additionally, the City prepared and certified a Project EIR for the East Village Phase III Annexation Project (SCH# 2011031024) in 2013. Development of the site has also been evaluated in the Program EIR prepared and certified for the City of Oxnard 2030 General Plan (SCH# 2007041024). The City has prepared the attached Initial Study as part of the preliminary review of this proposed Project. This Initial Study identifies the potential for significant impacts related to the following topics, which will be evaluated in the EIR:

- Aesthetics and Urban Design
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services and Recreation
- Transportation and Circulation
- Tribal Cultural Resources
- Utilities and Service Systems
- Cumulative Impacts and Mandatory Findings

The EIR will also address all other CEQA-mandated topics, including cumulative impacts, growth inducing impacts, and alternatives to the Project.

Public Review Period and Scoping Meeting

The City has established a 30-day public review period from **February 13, 2025,** through **March 17, 2025** for this NOP. During this review period, the City aims to share Project information with the public and gather feedback from agencies, organizations, residents, business owners, and other stakeholders on the EIR's scope, content, mitigation measures, and potential Project alternatives to reduce environmental impacts.

During this period, this NOP and the Initial Study may be accessed at the following website:

https://www.oxnard.gov/community-development/planning-environmental-services/environmental-postings

Attachments:
Figure 1: Project Site Location
Figure 2: Planning Areas Within the Sub-Neighborhood Plan
Figure 3: Illustrative Plan
Figure 4: Unit Allocation Plan
Initial Study

This NOP and the Initial Study are also available for review in person at City of Oxnard, Community Development Department, Planning Division (214 South C Street, Oxnard, California 93030) and at the Oxnard Public Library, 251 South A Street, Oxnard, CA 93030.

Public Scoping Meeting

During the 30-day public review period, the City will also hold a public scoping meeting on **March 4, 2025,** at **5:00 p.m.** at Oxnard Public Library located at 251 South "A" Street Oxnard, CA 93030. The public scoping meeting will provide an additional opportunity to receive and disseminate information, identify potential environmental issues of concern, and discuss the scope of analysis to be included in the EIR. The scoping meeting is not a public hearing, and no decisions on the Project will be made at this meeting. It is an additional opportunity for agencies, organizations, and the public to provide scoping comments in person or virtually on what environmental issues should be addressed in the EIR. All public agencies, organizations, and interested parties are encouraged to attend and participate in this meeting.

If you wish to view or speak during the scoping meeting virtually, please use the following link https://us06web.zoom.us/j/89913139257?pwd=AugLe4kesaQ6ZgfAyWn6KQbNFXGLqD.1 or follow the below instructions to join by phone:

1. Dial phone number: +1 669 444 9171
2. Enter the meeting ID: 899 1313 9257
3. Enter the meeting passcode: 775279

Comments

All comments must be received in writing by **5:00 p.m.** on **March 17, 2025**, which marks the end of the 30-day public review period. All written comments should indicate an associated contact person for the agency or organization, if applicable, and reference the Project name in the subject line. Pursuant to CEQA, responsible agencies are requested to indicate their statutory responsibilities in connection with the Project when responding. Please mail or email comments and direct any questions to the following contact person:

Joe Pearson II, Planning and Environmental Services Manager
City of Oxnard
214 South C Street
Oxnard, California 93030
Phone: 805.385.8272
Email: Joe.Pearson@oxnard.org



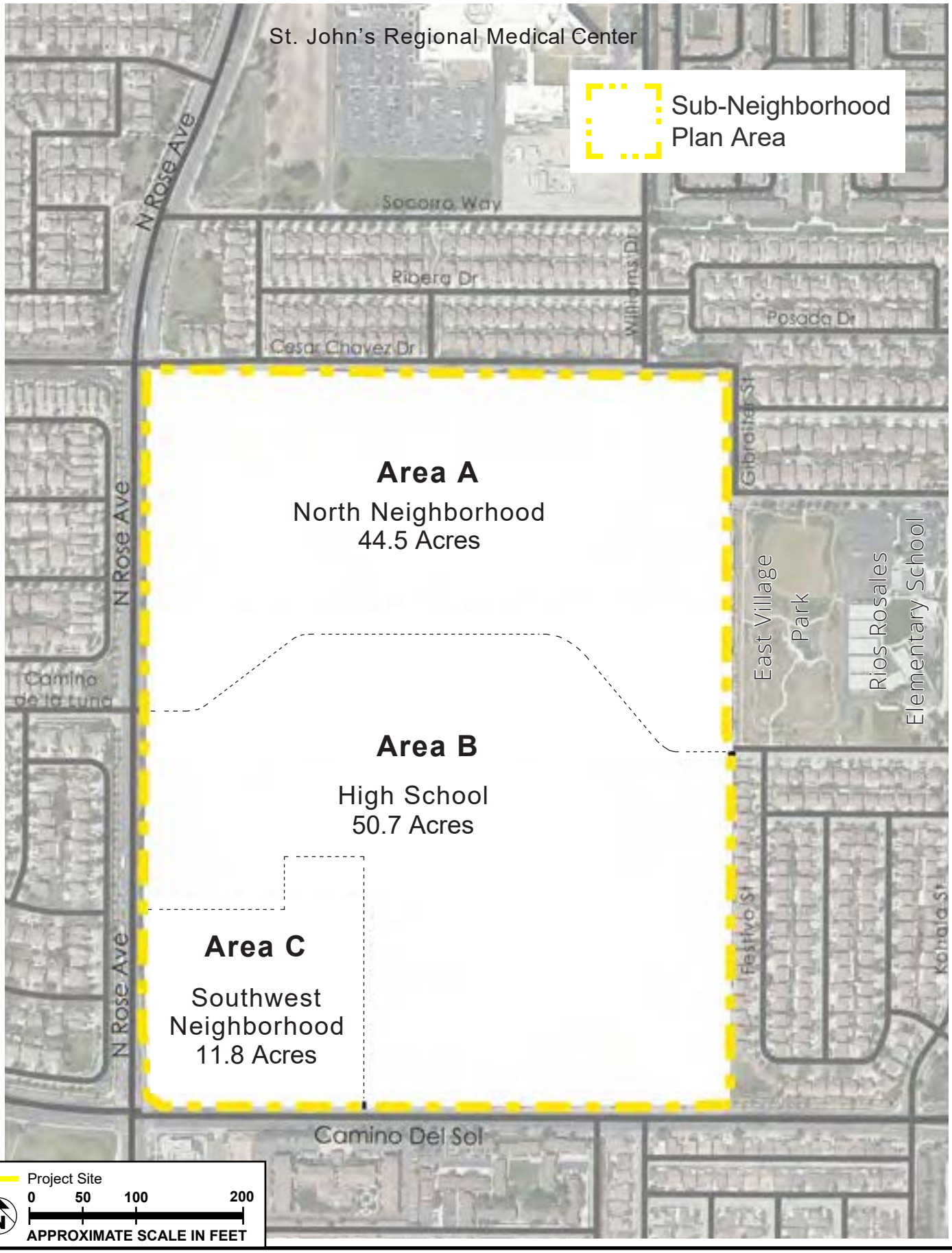
SOURCE: Maulhardt / Stiles – 2024

Figure 1

Meridian Consultants

Project Site Location

408-001-24



SOURCE: Maulhardt / Stiles – 2024

Figure 2

Meridian Consultants

Planning Areas Within the Sub-Neighborhood Plan

408-001-24

A **General Neighborhood Fabric:** *A human-scale network of streets and blocks make a new, walkable neighborhood.*

B **West Green:** *A neighborhood-serving gathering space near the heart of the North Neighborhood.*

C **East Village Park extension:** *A westward expansion of the existing East Village Park, serving the wider community.*

D **High School:** *A campus including school buildings and athletic fields, some of which will provide public access.*

E **Rose Avenue Improvements:** *In addition to streetscape improvements, Rose Avenue will have a tree-lined multi-use path which ties together its residential, commercial, and high school frontage.*

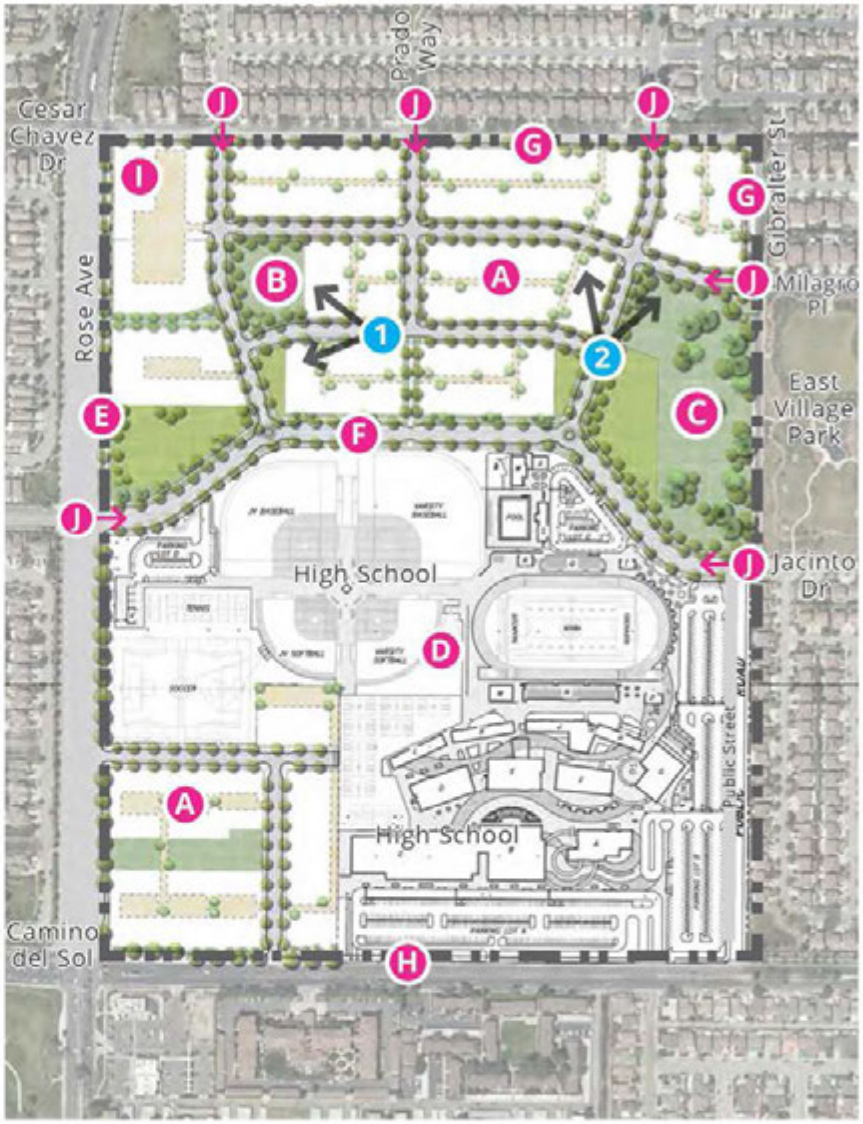
F **Jacinto Drive:** *A comfortable walking and biking connection between Rose Ave, East Village Park, the neighborhoods, and the school.*

G **Neighborhood Edge:** *New housing will transition seamlessly to the existing neighborhoods along Cesar Chavez Dr and Gibralter St.*

H **Camino del Sol:** *Pedestrian and bicycle improvements connecting to Del Norte Blvd to the east and central Oxnard to the west.*

I **Commercial Opportunity:** *Potential for a limited amount of commercial use accessible to the community by multiple modes of transportation.*

J **Neighborhood Connections:** *Calm neighborhood streets form a connected, walkable, bikable network with existing neighborhoods.*



SOURCE: Maulhardt / Stiles – 2024

Figure 3

Illustrative Plan

Meridian Consultants

408-001-24



Master Lot numbers are shown in red.
DU = Dwelling Units

0 50 100 200
APPROXIMATE SCALE IN FEET

SOURCE: Maulhardt / Stiles – 2024

Figure 4

Meridian Consultants

Unit Allocation Plan

408-001-24

Docusign Envelope ID: BA8FD088-5284-490B-8EE9-0A8B06F006A8

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

March 17, 2025

Joe Pearson II
City of Oxnard
214 South C Street
Oxnard, CA 93030
Joe.Pearson@oxnard.org

SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE MAULHARDT-STILES SUB-NEIGHBORHOOD PLAN PROJECT, SCH NO. 2025020414, VENTURA COUNTY, CA

Dear Joe Pearson II:

The California Department of Fish and Wildlife (CDFW) reviewed the Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) from the City of Oxnard (City) for the Maulhardt-Stiles Sub-Neighborhood Plan Project (Project) pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines[1].

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW ROLE

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Fish & G. Code, § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW may also act as a Responsible Agency under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise

[1] CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

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regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law[2] of any species protected under the California Endangered Species Act (CESA; Fish & G. Code, § 2050 et seq.) or the Native Plant Protection Act (NPPA; Fish & G. Code, §1900 et seq.), the Project proponent may seek related take authorization as provided by the Fish and Game Code.

PROJECT DESCRIPTION SUMMARY

Proponent: Parkstone Families

Objective: The objective of the Project is to implement the City's 2030 General Plan and the Northeast Community Specific Plan (NECSP; SCH# 1991041008) by regulating the development of residential units, retail and commercial spaces, parks, and landscaping throughout the Project area. The 107-acre Project area is divided into three planning areas, referred to as Areas A, B, and C. Development included in the Project would occur in Areas A and C. Area A includes 44.5 acres in the northern region and consists of residential development and neighborhood commercial uses, and Area C encompasses 11.8 acres in the southwestern region and incorporates attached and multi-family housing, along with neighborhood parks and open spaces. Area B, which is included in the Project area but is not included within the scope of the Project, occupies the central 50.7 acres; development in this Area is analyzed through the New High School No. 8 Project (SCH #2019029101).

Location: The Project area is in Oxnard, Ventura County. The area is bound by Cesar Chavez Drive in the north, Gibraltar Street and East Village Park in the east, Camino Del Sol in the south, and North Rose Avenue in the west. U.S. Route 101 is located approximately 0.7 miles north of the Project area and Del Sol High School is in the southeast corner of the Project area. Based on ariel imagery, Jacinto Drive runs horizontally through the middle of the Project area and is not open to the public. The Assessor Parcel Numbers (APN) 214-0-020-615 and 214-0-020-625, owned by Parkstone Families, and APN 214-0-020-635, owned by Oxnard Union High School District, are included in the Project area.

Timeframe: Project development is anticipated to commence in January 2027 and be completed by December 2028.

Biological Setting: The Project area is surrounded by residential development and commercial development in the south. Area A is currently undeveloped, and Area C

[2] "Take" is defined in Section 86 of the Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill."

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contains an existing home with additional residential units, agricultural structures, and a small lemon orchard that is no longer actively cultivated.

The City did prepare an Initial Study, but biological surveys have not yet been conducted. No special-status species were observed through the California Natural Diversity Database (CNDDB) within a mile radius. Additionally, the closest waterway is the Santa Clara River, located 2.9 miles north of the Project area.

Project History: Development within the Project area has been evaluated in several prior EIRs. NECSP, 2030 General Plan (SCH# 2007041024), East Village Phase III Annexation Project (SCH# 2011031024), and the New High School No.8 Project had prepared and certified EIRs within the Project area.

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist the City in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources.

General Comments

1) Disclosure. The DEIR should provide an adequate, complete, and detailed disclosure about the effects which a proposed project is likely to have on the environment (Pub. Resources Code, § 20161; CEQA Guidelines, § 15151). Such disclosure is necessary so CDFW may provide comments on the adequacy of proposed avoidance, minimization, or mitigation measures, as well as assess the significance of the specific impact relative to plant and wildlife species impacted (e.g., current range, distribution, population trends, and connectivity).

2) Project Description and Alternatives. To enable adequate review and comment on the proposed Project from the standpoint of the protection of fish, wildlife, and plants, CDFW recommends the following information be included in the DEIR.

    a. A complete discussion of the purpose and need for, and description of the proposed Project.

    b. A range of feasible alternatives to the Project location to avoid or otherwise minimize direct and indirect impacts on sensitive biological resources and wildlife movement areas. CDFW recommends the City select Project designs and alternatives that would avoid or otherwise minimize direct and indirect impacts on biological resources. CDFW also recommends the City consider establishing appropriate setbacks from sensitive and special status biological resources. Setbacks should not be impacted by ground disturbance or hydrological changes from any future Project-related construction, activities, maintenance, and development. As a general rule, CDFW recommends reducing or clustering a development footprint to retain unobstructed spaces for

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vegetation and wildlife and provide connections for wildlife between properties and minimize obstacles to open space.

c. Project alternatives should be thoroughly evaluated, even if an alternative would impede, to some degree, the attainment of the Project objectives or would be more costly (CEQA Guidelines, § 15126.6). The DEIR shall include sufficient information about each alternative to allow meaningful evaluation, public participation, analysis, and comparison with the proposed Project (CEQA Guidelines, § 15126.6).

d. Where the Project may impact aquatic and riparian resources, CDFW recommends the City select Project designs and alternatives that would fully avoid impacts to such resources. CDFW also recommends an alternative that would not impede, alter, or otherwise modify existing surface flow, watercourse and meander, and water-dependent ecosystems and natural communities. Project designs should consider elevated crossings to avoid channelizing or narrowing of watercourses. Any modifications to a river, creek, or stream may cause or magnify upstream bank erosion, channel incision, and drop in water level, which may cause the watercourse to alter its course of flow.

3) Biological Baseline Assessment. An adequate biological resources assessment should provide a complete assessment and impact analysis of the flora and fauna within and adjacent to the Project site and where the Project may result in ground disturbance. The assessment and analysis should place emphasis on identifying endangered, threatened, rare, and sensitive species; regionally and locally unique species; and sensitive habitats. An impact analysis will aid in determining the Project's potential direct, indirect, and cumulative biological impacts, as well as specific mitigation or avoidance measures necessary to offset those impacts. CDFW also considers impacts to Species of Special Concern (SSC) a significant direct and cumulative adverse effect without implementing appropriate avoidance and/or mitigation measures. The DEIR should include the following information.

a. Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region (CEQA Guidelines, § 15125(c)). The DEIR should include measures to fully avoid and otherwise protect Sensitive Natural Communities. CDFW considers Sensitive Natural Communities as threatened habitats having both regional and local significance. Natural communities, alliances, and associations with a State-wide rarity ranking of S1, S2, and S3 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by visiting the Vegetation Classification and Mapping Program - Natural Communities webpage[3].

[3] https://wildlife.ca.gov/Data/VegCAMP/Natural-Communities

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b. A thorough, recent, floristic-based assessment of special status plants and natural communities following CDFW's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities*[4]. Botanical field surveys should be comprehensive over the entire Project site, including areas that will be directly or indirectly impacted by the Project. Adjoining properties should also be surveyed where direct or indirect Project effects could occur, such as those from fuel modification, herbicide application, invasive species, and altered hydrology. Botanical field surveys should be conducted in the field at the times of year when plants will be both evident and identifiable. Usually, this is during flowering or fruiting. Botanical field survey visits should be spaced throughout the growing season to accurately determine what plants exist in the Project site. This usually involves multiple visits to the Project site (e.g., in early, mid, and late season) to capture the floristic diversity at a level necessary to determine if special status plants are present.

c. Floristic alliance- and/or association-based mapping and vegetation impact assessments conducted in the Project site and within adjacent areas. The Manual of California Vegetation[5], second edition, (Sawyer, Keeler-Wolf, & Evens, 2009) should also be used to inform this mapping and assessment. Adjoining habitat areas should be included in this assessment where the Project's construction and activities could lead to direct or indirect impacts offsite.

d. A complete and recent assessment of the biological resources associated with each habitat type in the Project site and within adjacent areas. A full literature review includes but is not limited to CDFW's California Natural Diversity Database[6] (CNDDB). The CNDDB should be accessed to obtain current information on any previously reported sensitive species and habitat. An assessment should include a minimum nine-quadrangle search of the CNDDB to determine a list of species potentially present in the Project site. A nine-quadrangle search should be provided in the Project's CEQA document for adequate disclosure of the Project's potential impact on biological resources.

e. A complete, recent, assessment of endangered, rare, or threatened species and other sensitive species within the Project site and adjacent areas, including SSC and California Fully Protected Species (Fish & G. Code, §§ 3511, 4700, 5050, and 5515). Species to be addressed should include all those which meet the CEQA definition of endangered, rare, or threatened species (CEQA Guidelines, § 15380). Seasonal variations in use of the Project site should also be addressed such as wintering, roosting, nesting, and foraging habitat. Focused species-specific surveys, conducted at the appropriate time of year and time of day when

[4] https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=18959&inline
[5] https://vegetation.cnps.org/
[6] https://wildlife.ca.gov/Data/CNDDB

Docusign Envelope ID: BA8FD088-5284-490B-8EE9-0A8B06F006A8

the sensitive species are active or otherwise identifiable, may be required if suitable habitat is present. See CDFW's Survey and Monitoring Protocols and Guidelines[7] for established survey protocol. Acceptable species-specific survey procedures may be developed in consultation with CDFW and U.S. Fish and Wildlife Service.

f. A recent wildlife and rare plant survey. A lack of records in the CNDDB does not mean that rare, threatened, or endangered plants and wildlife do not occur. Field verification for the presence or absence of sensitive species is necessary to provide a complete biological assessment for adequate CEQA review (CEQA Guidelines, § 15003(i)). CDFW generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years. Some aspects of the proposed Project may warrant periodic updated surveys for certain sensitive taxa, particularly if Project implementation build out could occur over a protracted time frame or in phases.

4) Direct and Indirect Impacts on Biological Resources. The DEIR should provide a thorough discussion of direct and indirect impacts expected to affect biological resources with specific measures to offset such impacts. The DEIR should address the following.

a. A discussion of potential impacts from lighting, noise, temporary and permanent human activity, and exotic species, and identification of any mitigation measures. A discussion regarding Project-related indirect impacts on biological resources. These include resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands (e.g., preserve lands associated with a Natural Community Conservation Plan (Fish & G. Code, § 2800 et. seq.)).

b. A discussion of both the short-term and long-term effects of the Project on species population distribution and concentration, as well as alterations of the ecosystem supporting those species impacted (CEQA Guidelines, § 15126.2(a)).

c. Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in areas adjacent to the Project, should be fully analyzed and discussed in the DEIR.

d. A discussion of post-Project fate of drainage patterns, surface flows, and soil erosion and/or sedimentation in streams and water bodies. The discussion should also address the potential water extraction activities and the potential

[7] https://wildlife.ca.gov/conservation/survey-protocols

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resulting impacts on habitat supported by the groundwater. Measures to mitigate such impacts should be included.

e. An analysis of impacts from proposed changes to land use designations and zoning, and existing land use designation and zoning located nearby or adjacent to natural areas that may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the DEIR.

5) Cumulative Impact. Cumulative impacts on biological resources can result from collectively significant projects which are individually insignificant. The Project, when considered collectively with prior, concurrent, and probable future projects, may have a significant cumulative effect on biological resources. The Project may have the potential to substantially reduce the number or restrict the range of endangered, rare, or threatened species. Species that may be impacted by the Project include, but are not limited to, the biological resources described in this letter.

Accordingly, CDFW recommends the DEIR evaluate the Project's potential cumulative impacts on biological resources. The Project may have a "significant effect on the environment" if the possible effects of the Project are individually limited but cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual 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 (Pub. Resources Code, § 21083(b)). The City's conclusions regarding the significance of the Project's cumulative impact should be justified and supported by evidence to make those conclusions. Specifically, if the City concludes that the Project would not result in cumulative impacts on biological resources, the City, "shall identify facts and analysis supporting the Lead Agency's conclusion that the cumulative impact is less than significant" (CEQA Guidelines section § 15130(a)(2)).

6) Nesting Birds. To avoid impacts to nesting birds, CDFW recommends that clearing of vegetation occur outside of the peak avian breeding season, which general runs from February 1 through September 1 (as early as January 1 for some raptors). If Project construction is necessary during the bird breeding season, a qualified biologist with experience in conducting breeding bird surveys should conduct a nesting bird survey within three days prior to work in the area. If an active nest is identified, a buffer shall be established between the construction activities and the nest so that nesting activities are not interrupted. For the given Project site, CDFW generally recommends a 100-foot buffer from common avian species, 300 feet for listed or highly sensitive, and 500 feet for raptors. The buffer should be delineated by temporary fencing and remain in effect as long as construction is occurring. No Project construction shall occur within the fenced nest zone until the young have fledged, are no longer being fed by the parents, have left the nest, and will no

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longer be impacted by the Project. Reductions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.

7) Mitigation Measures. Public agencies have a duty under CEQA to prevent significant, avoidable damage to the environment by requiring changes in a project through the use of feasible alternatives or mitigation measures (CEQA Guidelines, §§ 15002(a)(3), 15021). Pursuant to CEQA Guidelines section 15126.4, an environmental document shall describe feasible measures which could mitigate impacts below a significant level under CEQA. Mitigation measures must be feasible, effective, implementable, and fully enforceable/imposed by the lead agency through permit conditions, agreements, or other legally binding instruments (Pub. Resources Code, § 21081.6(b); CEQA Guidelines, § 15126.4).

   a. The DEIR should provide mitigation measures that are specific and detailed (i.e., responsible party, timing, specific actions, location) in order for a mitigation measure to be fully enforceable and implemented successfully via a mitigation monitoring and/or reporting program (Pub. Resources Code, § 21081.6; CEQA Guidelines, § 15097).

   b. If a proposed mitigation measure would cause one or more significant effects, in addition to impacts caused by the proposed Project, the DEIR should include a discussion of the effects of proposed mitigation measures (CEQA Guidelines, § 15126.4(a)(1)). In that regard, the DEIR should provide an adequate, complete, and detailed disclosure about the Project's proposed mitigation measure(s). Adequate disclosure is necessary so CDFW may assess the potential impacts of proposed mitigation measures.

8) Compensatory Mitigation. The DEIR should include compensatory mitigation measures for the Project's significant impacts (direct and/or through habitat modification) to sensitive and special status plants, animals, and habitats. Mitigation measures should emphasize avoidance and minimization of Project-related impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore inadequate to mitigate the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed. Areas proposed as mitigation lands should be protected in perpetuity with a conservation easement and financial assurance and dedicated to a qualified entity for long-term management and monitoring.

9) Long-term Management of Mitigation Lands. For proposed mitigation lands, the DEIR should include measures to protect the targeted habitat values in perpetuity. The mitigation should offset Project-induced qualitative and quantitative losses of biological resources. Issues that should be addressed include (but are not limited

Docusign Envelope ID: BA8FD088-5284-490B-8EE9-0A8B06F006A8

to) restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, and increased human intrusion. An appropriate endowment should be set aside to provide for long-term management of mitigation lands.

10) CESA. CDFW considers adverse impacts to a species protected by CESA to be significant. Take of any endangered, threatened, candidate species, or NPPA-listed plant species that results from the Project is prohibited, except as authorized by state law (Fish & G. Code §§ 2080, 2085; Cal. Code Regs., tit. 14, §786.9). Consequently, if the Project or any Project-related activity will result in take of a species designated as endangered or threatened, or a candidate for listing under CESA, CDFW recommends that the Project proponent seek appropriate take authorization under CESA prior to implementing the Project. Appropriate authorization from CDFW may include an Incidental Take Permit (ITP) or a consistency determination in certain circumstances, among other options (Fish & G. Code, §§ 2080.1, 2081, subds. (b) and (c)). Early consultation is encouraged, as significant modification to a Project and mitigation measures may be required to obtain a CESA Permit.

    To ensure CDFW will be able to use the City's CEQA document for the issuance of an ITP, the DEIR should address all Project impacts to CESA-listed species and specify a mitigation, monitoring, and reporting program that will meet the requirements of an ITP.

11) Translocation/Salvage of Plants and Animal Species. Translocation and transplantation is the process of removing plants and wildlife from one location and permanently moving it to a new location. CDFW generally does not support the use of translocation or transplantation as the primary mitigation strategy for unavoidable impacts to endangered, rare, or threatened plants and animals. These efforts are experimental, and the outcome is unreliable. CDFW has found that permanent preservation and management of habitat capable of supporting these species is often a more effective long-term strategy for conserving plants and animals and their habitats.

12) Scientific Collecting Permit. A Scientific Collecting Permit would be necessary if there is a plan to capture and relocate wildlife. Pursuant to the California Code of Regulations, title 14, section 650, qualified biologist(s) must obtain appropriate handling permits to capture, temporarily possess, and relocated wildlife to avoid harm or mortality in connection with Project-related activities. CDFW has the authority to issue permits for the take or possession of wildlife, including mammals; birds, nests, and eggs; reptiles, amphibians, fish, plants; and invertebrates (Fish & G. Code, §§ 1002, 1002.5, 1003). A Scientific Collecting Permit is required to monitor project impacts on wildlife resources, as required by environmental documents, permits, or other legal authorizations; and, to capture, temporarily possess, and relocate wildlife to avoid harm or mortality in connection with

Docusign Envelope ID: BA8FD088-5284-490B-8EE9-0A8B06F006A8

otherwise lawful activities (Cal. Code Regs., tit. 14, § 650). For more information, please see CDFW's Scientific Collecting Permit webpage[8].

13) Lake and Streambed Alteration. CDFW has regulatory authority over activities in streams that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of any river, stream, or lake or use material from a river, stream, or lake. For any such activities, the Project applicant (or "entity") must provide written notification to CDFW pursuant to section 1600 et seq. of the Fish and Game Code. Based on this notification and other information, CDFW determines whether a Lake and Streambed Alteration Agreement (LSAA) with the applicant is required prior to conducting the proposed activities. CDFW's issuance of a LSAA for a project that is subject to CEQA will require CEQA compliance actions by CDFW as a Responsible Agency. CDFW recommends that the City assess whether notification is appropriate. A Notification package for a LSAA may be obtained by accessing CDFW's Lake and Streambed Alteration Program website[9].

14) Wetland Resources. CDFW, as described in Fish and Game Code section 703(a), is guided by the Fish and Game Commission's (Commission) policies[10]. Through its Wetlands Resources policy, the Commission "…seek[s] to provide for the protection, preservation, restoration, enhancement, and expansion of wetland habitat in California" (California Fish and Game Commission, 2005). It is the policy of the Commission to strongly discourage development in or conversion of wetlands. It opposes, consistent with its legal authority, any development or conversion that would result in a reduction of wetland acreage or wetland habitat values. To that end, the Commission opposes wetland development proposals unless, at a minimum, project mitigation assures there will be 'no net loss' of either wetland habitat values or acreage. The Commission strongly prefers mitigation which would achieve expansion of wetland acreage and enhancement of wetland habitat values."

    a. The Wetlands Resources policy provides a framework for maintaining wetland resources and establishes mitigation guidance. CDFW encourages avoidance of wetland resources as a primary mitigation measure and discourages the development or type conversion of wetlands to uplands. CDFW encourages activities that would avoid the reduction of wetland acreage, function, or habitat values. Once avoidance and minimization measures have been exhausted, a project should include mitigation measures to assure a "no net loss" of either wetland habitat values, or acreage, for unavoidable impacts to wetland resources. Conversions include, but are not limited to, conversion to subsurface drains, placement of fill or building of structures within the wetland, and channelization or removal of materials from the streambed. All wetlands and

[8] https://wildlife.ca.gov/Licensing/Scientific-Collecting
[9] http://www.wildlife.ca.gov/Conservation/LSA
[10] https://fgc.ca.gov/About/Policies/Miscellaneous

Docusign Envelope ID: BA8FD088-5284-490B-8EE9-0A8B06F006A8

watercourses, whether ephemeral, intermittent, or perennial, should be retained and provided with substantial setbacks, which preserve the riparian and aquatic values and functions benefiting local and transient wildlife populations. CDFW recommends mitigation measures to compensate for unavoidable impacts be included in the DEIR and these measures should compensate for the loss of function and value.

b. The Fish and Game Commission's Water policy guides CDFW on the quantity and quality of the waters of this State that should be apportioned and maintained respectively so as to produce and sustain maximum numbers of fish and wildlife; to provide maximum protection and enhancement of fish and wildlife and their habitat; encourage and support programs to maintain or restore a high quality of the waters of this State; prevent the degradation thereof caused by pollution and contamination; and, endeavor to keep as much water as possible open and accessible to the public for the use and enjoyment of fish and wildlife. CDFW recommends avoidance of water practices and structures that use excessive amounts of water, and minimization of impacts that negatively affect water quality, to the extent feasible (Fish & G. Code, § 5650).

15) Use of Native Plants and Trees. CDFW recommends the City require the Project Applicant to provide a native plant palette for the Project. The Project's landscaping plan should be disclosed and evaluated in the DEIR for potential impacts on biological resources such as natural communities adjacent to the Project site (e.g., introducing non-native, invasive species). CDFW supports the use of native plants for the Project especially considering the Project's location adjacent to protected open space and natural areas. CDFW strongly recommends avoiding non-native, invasive species for landscaping and restoration, particularly any species listed as 'Moderate' or 'High' by the California Invasive Plant Council[11] CDFW supports the use of native species found in naturally occurring plant communities within or adjacent to the Project site. In addition, CDFW supports planting species of trees, such as oaks (Quercus genus), and understory vegetation (e.g., ground cover, subshrubs, and shrubs) that create habitat and provide a food source for birds. CDFW recommends retaining any standing, dead, or dying tree (snags) where possible because snags provide perching and nesting habitat for birds and raptors. Finally, CDFW supports planting species of vegetation with high insect and pollinator value.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e).) Accordingly, please report any special status species and natural

[11] https://www.cal-ipc.org/plants/inventory/

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communities detected during Project surveys to the California Natural Diversity Database (CNDDB). The CNDDB website[12] provides direction regarding the types of information that should be reported and allows on-line submittal of field survey forms.

In addition, information on special status native plant populations and sensitive natural communities, should be submitted to CDFW's Vegetation Classification and Mapping Program using the Combined Rapid Assessment and Relevé Form[13].

The City should ensure data collected for the preparation of the DEIR is properly submitted.

FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.)

CONCLUSION

CDFW appreciates the opportunity to comment on the NOP to assist the City in identifying and mitigating Project impacts on biological resources.

Questions regarding this letter or further coordination should be directed to Joleena De La Fe[14], Environmental Scientist.

Sincerely,

DocuSigned by:
5991E19EF8094C3...
Victoria Tang
Environmental Program Manager
South Coast Region

ATTACHMENTS

ec: California Department of Fish and Wildlife
Victoria Tang, Environmental Program Manager
Jennifer Turner, CEQA Supervisor
Joleena De La Fe, CEQA staff

[12] https://wildlife.ca.gov/Data/CNDDB
[13] https://wildlife.ca.gov/Data/VegCAMP/Natural-Communities/Submit
[14] Phone: (858) 354-3527; Email: Joleena.delafe@wildlife.ca.gov

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Office of Planning and Research
State.Clearinghouse@opr.ca.gov

REFERENCES

California Department of Fish and Game. (2011). *CNDDB Data Use Guidelines*. Retrieved from https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=27285&inline

California Department of Fish and Wildlife. (2021). *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities*. https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=18959&inline.

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Sawyer, J. O., Keeler-Wolf, T., & Evens, J. M. (2009). *A Manual of California Vegetation* (Second ed.). Sacramento, CA: California Native Plant Society. Retrieved from https://vegetation.cnps.org/

MARCH 12, 2025

VIA EMAIL: JOE.PEARSON@OXNARD.ORG
JOE PEARSON II
PLANNING AND ENVIRONMENTAL SERVICES MANAGER
CITY OF OXNARD
214 SOUTH C STREET
OXNARD, CA 93030
REDLANDS, CA 92373

Dear Mr. Pearson:

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE MAULHARDT-STILES SUB-NEIGHBORHOOD PLAN PROJECT, SCH# 2025020414

The Department of Conservation's (Department) Division of Land Resource Protection (Division) has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Maulhardt-Stiles Sub-Neighborhood Plan Project (Project).

The Division monitors and maps farmland conversion on a statewide basis, provides technical assistance regarding the Williamson Act, and administers various agricultural land conservation programs. Public Resources Code, section 614, subdivision (b) authorizes the Department to provide soil conservation advisory services to local governments, including review of CEQA documents.

Protection of the state's agricultural land resources is part of the Department's mission and central to many of its programs. The CEQA process gives the Department an opportunity to acknowledge the value of the resource, identify areas of Department interest, and offer information on how to assess potential impacts or mitigation opportunities.

The Department respects local decision-making by informing the CEQA process, and is not taking a position or providing legal or policy interpretation.

We offer the following comments for consideration with respect to the project's potential impacts on agricultural land and resources within the Department's purview.

PROJECT ATTRIBUTES

The Applicant is proposing the Project to implement the City of Oxnard's 2030 General Plan and the Northeast Community Specific Plan by regulating development of up to 950 residential dwelling units, 40,000 square feet of retail and general commercial space, parks, circulation and landscaping on the Project Site. The Project sites contain

Prime Farmland, and Farmland of Statewide Importance as designated by DOC's Farmland Mapping and Monitoring Program.

PROJECT CONSIDERATIONS

The conversion of agricultural land represents a permanent reduction and impact to California's agricultural land resources. The Department generally advises discussion of the following in any environmental review for the loss or conversion of agricultural land:

- Type, amount, and location of farmland conversion resulting directly and indirectly from implementation of the proposed project.
- Impacts on any current and future agricultural operations in the vicinity; e.g., land-use conflicts, increases in land values and taxes, loss of agricultural support infrastructure such as processing facilities, etc.
- Incremental impacts leading to cumulative impacts on agricultural land. This would include impacts from the proposed project, as well as impacts from past, current, and likely future projects.
- Implementation of any City or County Agricultural Mitigation Plans, Programs, or Policies.
- Proposed mitigation measures for impacted agricultural lands within the proposed project area.

MITIGATING AGRICULTURAL LAND LOSS OR CONVERSION

Consistent with CEQA Guidelines, the Department advises that the environmental review address mitigation for the loss or conversion of agricultural land. An agricultural conservation easement is one potential method for mitigating loss or conversion of agricultural land. (*See* Cal. Code Regs., tit. 14, § 15370 [mitigation includes "compensating for the impact by replacing or providing substitute resources or environments, including through permanent protection of such resources in the form of conservation easements."]; *see also King and Gardiner Farms, LLC v. County of Kern* (2020) 45 Cal.App.5th 814.)

Mitigation through agricultural conservation easements can take at least two forms: the outright purchase of easements or the donation of mitigation fees to a local, regional, or statewide organization or agency whose purpose includes the acquisition and stewardship of agricultural easements. The conversion of agricultural land may be viewed as an impact of at least regional significance. Hence, the search for replacement lands may not need to be limited strictly to lands within the project's surrounding area. A helpful source for regional and statewide agricultural mitigation banks is the California Council of Land Trusts. They provide helpful insight into farmland mitigation policies and implementation strategies, including a guidebook with model policies and a model local ordinance. The guidebook can be found at:

California Council of Land Trusts

Of course, the use of conservation easements is only one form of mitigation, and the Department urges consideration of any other feasible measures necessary to mitigate project impacts.

Thank you for giving us the opportunity to comment on the Notice of Preparation of a Draft Environmental Impact Report for the Maulhardt-Stiles Sub-Neighborhood Plan Project. Please provide the Department with notices of any future hearing dates as well as any staff reports pertaining to this project. If you have any questions regarding our comments, please contact Farl Grundy, Associate Environmental Planner via email at Farl.Grundy@conservation.ca.gov.

Sincerely,

Monique Wilber

Monique Wilber

Conservation Program Support Supervisor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897- 0673
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Making Conservation a California Way of Life

March 17, 2025

Joe Pearson II
Planning and Environmental Services Manager
City of Oxnard
214 South C Street
Oxnard, CA 93030

RE: Maulhardt-Stiles Sub-Neighborhood Plan Project– Notice of Preparation (NOP)
SCH #2025020414
GTS #07-VEN-2025-00629
VEN-101/PM 20.56

Dear Joe Pearson II,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Maulhardt-Stiles Sub-Neighborhood Plan is proposed to implement the City of Oxnard 2030 General Plan and the Northeast Community Specific Plan (NECSP) by regulating development of up to 950 residential dwelling units, a maximum of 40,000 square feet of retail and general commercial space, and public parks on the undeveloped portions of the Project Site north and southwest of Del Sol High School. As Sub-Neighborhood Plans are adopted by amendment to the NECSP, the Project also includes an amendment to the NECSP and a corresponding General Plan Amendment to change the land use designation for the Project Site and a Zone Change to change the zoning for the site to be consistent with the Sub-Neighborhood Plan.

After reviewing the NOP, Caltrans has the following comments:

The Project has a rare opportunity to provide high-quality transportation infrastructure for the local community and regional mobility network. Caltrans encourages the City to consider installing the highest level of protection for pedestrians and bicycle riders when designing and constructing new roadways and paths. Recommended elements include Class IV Separated Bikeways with physical barriers along Jacinto Drive and other potential streets, which provide greater safety for all road users as opposed to Class II

Bike Lanes that use painted lines to separate moving vehicles and bicyclists. Separated facilities are especially important for supporting residents in a mode shift from driving to bicycling when traveling to parks and schools in the vicinity. When possible, Caltrans highly encourages the consideration of traffic calming elements (such as speed humps, raised crosswalks, neighborhood traffic circles, and curb extensions) along streets in the project site to prioritize people walking and biking, and to reduce the risk of speeding-related collisions.

Lastly, Caltrans recommends enhancing the adjacent public transit/bus facilities on Rose Avenue and Camino Del Sol, including through high-quality bus shelters and wayfinding signs in the project site to direct guests and residents to transit stops and key destinations. For any project to help the State of California achieve its goals to improve health and reduce greenhouse gases (GHG), it is recommended to reduce Vehicle Miles Traveled (VMT) through the implementation of Transportation Demand Management (TDM) strategies as an alternative to supplying excess parking. When implementing a TDM plan, Caltrans recommends programmatic elements such as programs that reward students and employees for opting to carpool, or providing initiatives to support walking, bicycling, and taking transit. Should new surface parking be built, it is advised that it does not face the street directly. Design implementation of active frontage and landscaping against the sidewalk also encourages recreational and transportation walking by providing a barrier of safety for pedestrians. Caltrans looks forward to reviewing a more refined project proposal in the next phase, and please consider us a resource when considering potential pedestrian- and bicycle-friendly infrastructure.

If you have any questions, please contact project coordinator Frances Duong, at frances.duong@dot.ca.gov and refer to GTS #07-VEN-2025-00629.

Sincerely,

Anthony Higgins

Anthony Higgins
Acting LDR Branch Chief

Cc: State Clearinghouse

SCAG
INNOVATING FOR A BETTER TOMORROW

SOUTHERN CALIFORNIA
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March 17, 2025

Joe Pearson II, Planning and Environmental Services Manager
City of Oxnard, Community Development Department, Planning Division
214 South C Street
Oxnard, CA 93030
Phone:(805) 385-8272
E-mail: Joe.Pearson@oxnard.org

Subject: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Maulhardt-Stiles Sub-Neighborhood Plan Project [SCAG NO. IGR11182]

Dear Joe:

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Maulhardt-Stiles Sub-Neighborhood Plan Project ("proposed project") to the Southern California Association of Governments (SCAG) for review. SCAG is responsible for providing informational resources to regionally significant plans, projects, and programs per the California Environmental Quality Act (CEQA) to facilitate the consistency of these projects with SCAG's adopted regional plans, to be determined by the lead agencies.[1]

Pursuant to Senate Bill (SB) 375, SCAG is the designated Regional Transportation Planning Agency under state law and is responsible for preparation of the Regional Transportation Plan (RTP), including the Sustainable Communities Strategy (SCS). SCAG's feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of and alignment with adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) goals and policies. Finally, SCAG is the authorized regional agency for Intergovernmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Maulhardt-Stiles Sub-Neighborhood Plan Project in Ventura County. The proposed project includes implementation of the 2030 General Plan and Northeast Community Specific Plan by regulating development of up to 950 residential units and a maximum of 40,000 square feet of non-residential uses on 51 acres.

When available, please email environmental documentation to IGR@scag.ca.gov providing, at a minimum, the full public comment period for review.

If you have any questions regarding the attached comments, please contact the IGR Program, attn.: Ryan Bañuelos, Associate Regional Planner, at (213) 630-1532 or IGR@scag.ca.gov. Thank you.

Sincerely,

Sarah Dominguez
Manager, Planning Strategy Department

[1] Local jurisdictions and other lead agencies shall have the sole discretion to determine a local project's or plan's consistency and/or alignment with Connect SoCal 2024 for the purpose of determining consistency for CEQA purposes.

COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE MAULHARDT-STILES SUB-NEIGHBORHOOD PLAN PROJECT [SCAG NO. IGR11182]

CONNECT SOCAL 2024

Connect SoCal 2024 (Plan) is a long-range visioning plan for the six-county SCAG region, reflecting a continuation of the shift towards more efficient resource management including transportation infrastructure resources, land resources and environmental resources. The Plan highlights the existing land use and transportation conditions throughout the SCAG region and forecasts the region's evolving transportation needs between 2024 and 2050. The Plan identifies and prioritizes expenditures of the anticipated funding for transportation projects of all transportation modes: highways, streets and roads, transit, rail, bicycle, and pedestrian, as well as aviation ground access.

The Plan was developed to achieve greenhouse gas (GHG) per capita emission reduction targets, consistent with Senate Bill (SB) 375 and other regional goals. In accordance with federal fiscal constraint requirements, Connect SoCal 2024 is a financially constrained Plan in terms of transportation revenues and expenditures. Connect SoCal 2024 would reduce traffic congestion, improve air quality, and improve the region's long-term economic viability through more than $751 billion in transportation investments and a more sustainable regional development pattern. To view Connect SoCal 2024 and the accompanying technical reports, please visit the Connect SoCal 2024 webpage.

Connect SoCal 2024 Vision and Goals

The SCAG Regional Council fully adopted the Plan on April 4, 2024. Connect SoCal 2024 represents the vision for the region and reflects the planned transportation investments, policies, and strategies that integrate with the Forecasted Regional Development Pattern to achieve the Plan's goals. The Vision and Goals for Connect SoCal 2024 are rooted in the direction set forth by Connect SoCal 2020, reflecting both SCAG's statutory requirements, the emerging trends, and persistent challenges facing the region. Reflecting input from engagement with stakeholders and members of the public, SCAG's vision for Southern California in the year 2050 is "*A healthy, prosperous, accessible and connected region for a more resilient and equitable future."* The following goals and subgoals helps the SCAG region to achieve this vision.

Mobility: ***Build and maintain an integrated multimodal transportation network***

- Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions
- Ensure that reliable, accessible, affordable and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities
- Support planning for people of all ages, abilities and backgrounds

Communities: ***Develop, connect and sustain communities that are livable and thriving***

- Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances
- Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households

Environment: ***Create a healthy region for the people of today and tomorrow***

- Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change
- Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water
- Conserve the region's resources

Economy: ***Support a sustainable, efficient and productive regional economic environment that provides opportunities for all residents***

- Improve access to jobs and educational resources
- Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities

For ease of review, SCAG staff encourages the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency, or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG CONNECT SOCAL 2024 GOALS AND SUBGOALS		
	Goal/Subgoal	Analysis
Mobility Goal:	*Build and maintain an integrated multimodal transportation network*	*Consistent: Statement as to why; Not-Consistent: Statement as to why; or Not Applicable: Statement as to why; DEIR page number reference*
Mobility Subgoal:	*Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions*	*Consistent: Statement as to why; Not-Consistent: Statement as to why; or Not Applicable: Statement as to why; DEIR page number reference*
etc.		etc.

Connect SoCal 2024 Key Elements

Unique to this plan cycle, SCAG developed a set of Regional Planning Policies and Implementation Strategies to guide decision-making in the region toward integrated land use and transportation planning and other goals in Connect SoCal 2024. Eighty-eight Regional Planning Policies provide guidance for integrating land use and transportation planning to realize the vision of Connect SoCal 2024. The Implementation Strategies help the region to achieve this vision for the future and are priorities for SCAG efforts in fulfilling or going beyond the Regional Planning Policies. The Regional Planning Policies and Implementation Strategies were developed to achieve California's greenhouse gas emission reduction goals as set forth in SB 375 and federal Clean Air Act Section 176(c) requirements for transportation conformity while meeting the broader regional objectives, such as improved equity and resilience in addition to preservation of natural lands, improvement of public health, increased roadway safety, support for the region's vital goods movement industries and more efficient use of resources. The Plan also includes a detailed project list; strategic investments to bridge local plans with overarching regional performance targets and goals; a growth forecast and regional development pattern based on population, household and employment growth projections by 2050; and a transportation network including a list of transportation projects and investments.

Connect SoCal 2024 presents a summary of that work in five chapters of the Main Plan with additional details on Plan elements and analysis in the Plan's accompanying 15 Technical Reports. SoCal 2024 builds upon the progress from previous RTP/SCS cycles, reflecting both SCAG's statutory requirements, the emerging trends, and persistent challenges facing the region. These policies offer a resource by which County Transportation Commissions (CTCs) or local jurisdictions within the SCAG region, when seeking resources from state or federal programs, can refer to specific policies to demonstrate alignment with the RTP/SCS.

Regional Growth Forecast and Forecasted Regional Development Pattern

As part of developing a Sustainable Communities Strategy per SB 375, SCAG must include a "forecasted development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies …" enables SCAG to reach its per capita GHG emission reduction target of 19 percent below 2005 levels by 2035. SCAG staff prepared a Forecasted Regional Development Pattern for Connect SoCal 2024 through 2050, the horizon year of the Plan. The regional growth forecast determines the projected increase in population, households, and jobs based on local general plans and known development entitlement agreements, including available data from 6th cycle housing element updates. The Connect SoCal 2024 Demographic and Growth Forecast Technical Report includes detailed discussions on socioeconomic data, including additional detail on the growth forecast, growth vision, and Sustainable Communities Strategy (SCS) consistency in Section of the Technical Report. The Connect SoCal 2024 Land Use and Communities Technical Report includes the most recent planning assumptions and estimates of population and housing.

SCAG's work helps facilitate implementation, but SCAG does not directly implement or construct projects or have land use authority. Achieving a sustained regional outcome depends upon informed and intentional local action. To access jurisdictional level growth estimates and forecasts for years 2035 and 2050, please refer to the Final Connect SoCal 2024 growth forecast data. The growth forecasts for the region and the applicable jurisdiction is below.

	Adopted SCAG Region Growth Forecasts				Adopted City of Oxnard Growth Forecasts		
	Year 2019	**Year 2030**	**Year 2035**	**Year 2050**	**Year 2019**	**Year 2035**	**Year 2050**
Population	18,827,000	19,476,000	19,946,000	20,909,000	202,700	224,400	228,600
Households	6,193,000	7,006,000	7,311,000	7,814,000	53,300	70,500	70,600
Employment	8,976,000	9,609,000	9,885,000	10,276,000	63,100	72,800	72,900

Consistency with Connect SoCal 2024

SCAG provides informational resources to facilitate the lead agency's consistency determination of the proposed project with Connect SoCal 2024. For the purpose of determining consistency with CEQA, local jurisdictions shall have the sole discretion to determine a local project's or plan's consistency and/or alignment with Connect SoCal 2024[2].

CEQA MITIGATION MEASURES

The SCAG Regional Council certified the Final Program Environmental Impact Report for Connect SoCal 2024 (2024 PEIR) and adopted the Mitigation Monitoring and Reporting Program (MMRP), Findings of Fact, and a Statement of Overriding Considerations on April 4, 2024. The mitigation approach used in the 2024 PEIR recognizes the limits of SCAG's authority; distinguishes between SCAG commitments and project-level responsibilities and authorities; optimizes flexibility for project implementation; and facilitates CEQA streamlining (e.g., SB 375) and tiering where appropriate on a project-by project basis determined by each lead agency. Consistent with the approach, the 2024 PEIR identifies regional-level mitigation measures to be implemented by SCAG over the lifetime of the Plan as well as project-level mitigation measures that lead agencies can and should consider, as applicable and feasible, in subsequent project-specific design, CEQA review, and decision-making processes. Given that SCAG is not an implementing agency and has no decision-making authority over projects or any land use authority, it is ultimately up to each lead agency's own discretion to determine the appropriateness of mitigation measures, including exploring opportunities of voluntary regional advance mitigation programs, based on project-specific circumstances such as individual site conditions, project specific details, and community values. Therefore, SCAG staff recommends that the proposed project's CEQA lead agency review the 2024 PEIR for guidance, as appropriate.

[2] SCAG. April 2024. Connect SoCal 2024 Demographic and Growth Forecast Technical Report. Accessible at: https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-demographics-growth-forecast-final-040424.pdf

VENTURA COUNTY
AIR POLLUTION
CONTROL DISTRICT

ALI REZA GHASEMI, PE
Air Pollution Control Officer
4567 Telephone Road, 2nd Floor | Ventura, CA 93003
Phone: 805.303.4005 | Fax: 805.456.7797

VENTURA COUNTY
AIR POLLUTION CONTROL DISTRICT
Memorandum

TO: Joe Pearson II, Planning and Environmental Services Manager, City of Oxnard

DATE: March 17, 2025

FROM: Nicole Collazo, Air Quality Specialist, Planning Division NC

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report for City of Oxnard Maulhardt-Stiles Sub-Neighborhood Plan Project (RMA 25-005)

Ventura County Air Pollution Control District (APCD) staff has reviewed the subject Notice of Preparation (NOP) for the draft environmental impact report (DEIR), which will analyze the environmental impacts of the implementation of the City of Oxnard's (City) 2030 General Plan and the Northeast Community Specific Plan (NECSP) by regulating development of up to 950 residential dwelling units, 40,000 square feet of retail and general commercial space, parks, circulation and landscaping on the Project Site. The proposed Sub-Neighborhood Plan Area (Project Site) would establish three planning areas referred to as Areas A, B and C within the approximately 107- acre Project Site. The proposed Project would regulate the development in Planning Areas A and C. Planning Area B contains the existing Del Sol High School, opened by OUHSD in July 2023, which occupies the central 50.7 acres of the Project Site. OUHSD, acting as lead agency for the Del Sol High School Project, prepared and certified a separate EIR, New High School. The Lead Agency is the City of Oxnard.

APCD has the following comments regarding the project's NOP.

NOP Comments

1) The air quality assessment should consider project consistency, as included in the Ventura County Air Quality Assessment Guidelines, with the recently adopted 2022 Air Quality Management Plan (AQMP). The 2022 AQMP is the air plan to attain the 2015 federal 8-hr ozone standard with updated emission factors and population forecasts. The 2016 AQMP was the plan to attain the 2008 federal ozone standard; that standard has been met. More information on the 2022 AQMP can be found here http://www.vcapcd.org/AQMP-2022.htm. The population consistency should compare the City of Oxnard's existing population with the next population growth forecast found in the SCAG Connect SoCal plan against the proposed project's expected population growth.

2) The Ventura County Air Quality Assessment Guidelines (AQAG) can also be used to evaluate all potential air quality impacts. The AQAG are also downloadable from our website here: http://www.vcapcd.org/environmental-review.htm. Specifically, the air quality assessment should consider reactive organic compound (ROC) and nitrogen oxide (NOx) emissions from all project-related motor vehicles for all proposed uses, energy emissions such as heating, lighting and electricity, and area emissions such as landscaping equipment and maintenance. Emergency or stationary diesel-powered engines, such as those that may be operating at Del Sol High School, should also be included in the emissions estimation. The trips per day or VMT should be from a project-specific traffic study. We note that the AQAG has not been updated since 2003 and the recommended list of mitigation measures in the AQAG are also limited and outdated. Current air quality determinations follow the same methodology but using different tools (CalEEMod vs. URBEMIS, updated OEHHA standards health risk assessments). The recommended list of mitigation measures in the AQAG are also limited and outdated. There are currently other on-site mitigation options, rather than contributing to an off-site TDM Fund Mitigation, such as installing bicycle lockers, EV charging stations, energy standards exceeding Title 24, etc. EV charging station installation costs can also be covered by APCD's Incentive Programs, provided the charging stations are provided for public use and grant awarded.

3) It is important to quantify construction emissions, although they are temporary and short-term in nature and not included in the impact determination for attaining the ambient air quality standards for ozone. A construction-based Health Risk Assessment (HRA) or screening should be conducted for construction activities that will occur for more than 6 months. OEHHA has guidance that includes modelling for the 0–2-year lifetime for infant exposure to toxic air contaminants. Emission reduction measures such as requiring Tier 4 off-road construction equipment can reduce pollutants by up to 85% and is highly recommended if construction emissions are above 25 lbs./day of ROC or NOx. Using low-VOC paints may also reduce ROC emissions once construction estimates are known. Other emissions reduction measures include requiring all 2010 and newer on-road engine vehicles for exporting material, in line with the California State Regulation for In-Use On-Road Diesel Vehicles Title 13, CCR §202 for fleet mixes.

4) Because the Del Sol High School has been operating several large diesel engine generators to power its buildings, this should be included in the impact analysis for the project as it lies within the Sub-Neighborhood Plan Area (Area B) but was never analyzed in the project's past environmental documents as it was not part of the original project design. This impact should be analyzed as it relates to Impact Criteria 3.3.b (regional impact, ROC/NOx quantification), 3.3.c (TAC exposure to sensitive receptors), and 3.3.d (diesel odors). Specifically, an HRA should be conducted to analyze the Del Sol High School diesel engine generators' potential to expose nearby sensitive receptors, including its students, faculty, and staff, to diesel particulate matter, a toxic air contaminant that has the potential to cause cancer and respiratory illnesses and accounts for up to 80% of the overall cancer risk among mobile emission sources (SCAQMD Mates IV Study).

Thank you for the opportunity to comment on the NOP. If you have any questions, you may contact me at nicole@vcapcd.org.

COUNTY of VENTURA

RESOURCE MANAGEMENT AGENCY
CHARLES R. GENKEL
Environmental Health Director

March 5, 2025

Joe Pearson II, Planning Manager
City of Oxnard
Community Development Department, Planning Division
Planning Division 214 South C Street
Oxnard, California 93030

Maulhardt-Stiles Sub Neighborhood Plan Project, Notice of Preparation of Draft Environmental Impact Report, RMA REF #25-005

Ventura County Environmental Health Division (Division) staff reviewed the Draft Environmental Impact Report.

The Division provides the following comments:

1. Projects include the potential construction of a limited amount of commercial use space. Food facilities are subject to plan review and permitting by this Division. The applicant/ food facility operator must submit plans to the Ventura County Environmental Health Division, Community Services Section and obtain plan approval prior to beginning any construction of any food facility. A Permit to Operate from this Division is required prior to beginning any retail food operations.

   For more information regarding food facility permits and plan check review visit the website at:

   https://vcrma.org/en/consumer-food-protection

2. The proposed project includes residential development which may include the construction of a community recreation area with a swimming pool and a swimming pool at the high school. The builder/ applicant shall submit plans for the public swimming pool to the Community Service Section of this Division and obtain plan approval prior to beginning any construction of the swimming pool and auxiliary structures.

3. A Permit to Operate from this Division would also be required prior to use inauguration of the swimming pool.

HALL OF ADMINISTRATION #1730
805-654-2813 • FAX 805-654-2480 • 800 South Victoria Avenue, Ventura, CA 93009 • vcrma.org

Contact the Division's Community Services Section for information on public swimming pool plan review and permitting requirements. Information on public swimming pool construction and operation requirements may be found here:

https://vcrma.org/en/recreational-health-public-pools-and-spas

If you have any questions, please contact me at (805) 654-2830 or Roxy.Cabral@ventura.org

Roxy Cabral, R.E.H.S.
Land Use Section
Environmental Health Division

Memorandum

County of Ventura • Resource Management Agency • Planning Division
800 S. Victoria Avenue, Ventura, CA 93009-1740 • 805 654-2478 • www.vcrma.org/divisions/planning

DATE 2/18/25

TO **Distribution List**

FROM **Philip Hess RMA/Planning /EDR Coordinator**
(805) 654-2443; philip.hess@ventura.org

SUBJECT **Environmental Document Review – Non-County Project, RMA Ref#** 25-005

At the direction of the Board of Supervisors, any County of Ventura agency/department comments regarding environmental documents for non-County public agencies shall be coordinated through the County Planning Director. If you wish to comment on the subject project as indicated below, please do so in a letter or memo suitable for publication. The document should indicate the RMA Reference number on it, and it should be addressed to the lead agency contact person/entity (referenced below). Please include your complete contact information: reviewer name and title, agency/department name, street address, phone number and email address. Please send your comment document to me for distribution to the lead agency. If your agency/department does not wish to comment on the subject project, then please respond to me, either with this memo (sign below) or with an e-mail stating that you have no comment on the project.

Please review the attached information and provide your written comments by 3/13/25

Project: Maulhardt-Stiles Sub-Neighborhood Plan Project
Document Type: NOP Draft EIR **Lead Agency:** City of Oxnard
Document Access

- [x] Website https://ceqanet.opr.ca.gov/2025020414
- [x] A pdf of the notice and/or document is attached in the e-mail transmission
- [ ] A limited number of document copies were received. Please contact me to view the RMA file copy
- [ ] A pdf of the document(s) can be viewed on the EDR intranet site: http://157.145.209.7/Env Review/; User Name = "envreview", Password = "documents"

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- [ ] Ag. Commissioner – Korinne Bell; Alec Thille
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- [x] PWA/Integrated Waste Management Div. Tobie Mitchell
- [x] PWA/Transportation Susanna Arroyo; & April Del Castillo
- [ ] Harbor Dept. – Ernie Moore
- [x] RMA/Env. Health – ehdlanduse@ventura.org
- [x] RMA/Planning – Aaron Engstrom, Brittany Webber
- [x] RMA/ Cultural Heritage – Dillan Murray
- [ ] RMA/LCA – Justin Bertoline
- [ ] RMA/Tree Protection – Winston Wright
- [x] RMA/Biology – Abigail Convery
- [ ] Sheriff – Captain Cameron Henderson
- [x] Supervisor's Office – District: 5 (Amy Peake)
- [ ] CEO:
- [ ] Other:

- [ ] **No Comment (Please sign and return this memo to me OR e-mail me a "No Comment" response):**

Signature: Christopher Solis Date: 3/3/25

COUNTY OF VENTURA
PUBLIC WORKS AGENCY

MEMORANDUM

DATE: March 5, 2025

TO: RMA – Planning Division
Attention: Philip Hess

FROM: PWA-RT Advance Planning
Christopher Solis, Sr. Engineering Manager
April del Castillo, Engineer IV

SUBJECT: **ENVIRONMENTAL DOCUMENT REVIEW**
PROJECT NO: **RMA 25-005**
LEAD AGENCY: City of Oxnard
PROJECT: Maulhardt-Stiles Sub-Neighborhood Plan

PROJECT COMMENTS:

Ventura County General Plan

The County's General Plan emphasizes the importance of a comprehensive Circulation, Transportation, and Mobility (CTM) network that reduces greenhouse gas emissions, promotes active transportation, and enhances roadway safety. The following General Plan goals and policies support a regional mobility strategy that prioritizes alternative modes of transportation:

Goal: Roadways (CTM-1): To ensure the design, construction, and maintenance of a safe and efficient roadway system for the movement of persons and goods.

> **Policy: Vehicle Miles Traveled (VMT) Standards and CEQA Evaluation (CTM-1.1):** The County shall require evaluation of County General Plan land use designation changes, zone changes, and discretionary development for their individual (i.e., project-specific) and cumulative transportation impacts based on Vehicle Miles Traveled (VMT) under the California Environmental Quality Act (CEQA) pursuant to the methodology and thresholds of significance criteria set forth in the County Initial Study Assessment Guidelines.
>
> **Policy: Projects with Significant Transportation Impacts (CTM-1.2):** County General Plan land use designation changes, zone changes, and discretionary development that would cause an individual (i.e., project-specific) or cumulative significant transportation impact based on Vehicle Miles Traveled (VMT) under the California Environmental Quality Act (CEQA) shall be prohibited unless:

1. There are no feasible mitigation measures available that would reduce the impact to a less than significant level; and

2. The County's decision-making authority, after balancing, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of the project against its unavoidable transportation impact and any other environmental risks, determines that the benefits of the project outweigh the unavoidable adverse environmental impacts and adopt a statement of overriding considerations pursuant CEQA.

Policy: Discretionary Development in Cities (CTM-1.8): The County shall oppose discretionary development within cities, and annexation to cities for the purposes of discretionary development, where such development would individually or cumulatively cause:

1. Any existing road within the County's Regional Road Network, or any existing County maintained local road, that is currently functioning at an acceptable Level of Service (LOS) to function below an acceptable LOS pursuant to Policy CTM-1.2; or

2. Any existing road within the County's Regional Road Network, or any existing County maintained local road that is currently operating below an acceptable LOS, as determined pursuant to Policy CTM-1.2, to have a worsening of traffic conditions; or

3. Any project that will create a significant unavoidable transportation impact pursuant to Policy CTM-1.1; or

4. Any future road planned for addition to the County's Regional Road Network, or any planned future County-maintained local road, to function below an acceptable LOS as determined pursuant to Policy CTM-1.2)

Goal: Regional Multimodal System (CTM-2): To facilitate the safe, efficient, and cost-effective movement of all users, including bicyclists, pedestrians, public transportation riders, children, older people, and disabled people, as well as motorists through the provision of an integrated multimodal system.

Policy: Countywide Bicycle Land and Trail System (CTM-2.12): The County shall coordinate with cities in the county and Ventura County Transportation Commission (VCTC) to plan and implement a system of bicycle lanes and multi-use trails that link the cities, unincorporated communities, schools including colleges and universities, commercial/retail, employment centers, health care service facilities, public transportation, and other points of interest.

Goal: Regional Multimodal System (CTM-3): To develop an accessible and interconnected bicycle network that addresses resident and visitor needs for commuting, daily activities, and recreation.

Policy: Interjurisdictional Bicycle Network Connectivity (CTM-3.4): The County shall promote bicycle network connectivity between Ventura County communities as well as Santa Barbara and Los Angeles Counties.

Policy: Bicycle Network Routes and Wayfinding (CTM-3.8): The County shall use clear and consistent message and placement for on- and off-street regional bikeways and to regional destinations.

For the complete 2040 General Plan, please visit the Planning Division website at https://vcrma.org/divisions/planning/ventura-county-general-plan/.

RECOMMENDATIONS:

The Initial Study has determined that this project would enable the development of up to 950 residential units, as well as retail and general commercial spaces, leading to an increase in Vehicle Miles Traveled (VMT) compared to existing conditions. This increase may result in a potentially significant impact on the current Ventura County General Plan and could conflict with the California Environmental Quality Act (CEQA) Guidelines regarding VMT impacts.

The County of Ventura Public Works Agency – Roads and Transportation requests that the Traffic Impact Study be forwarded for our review. This will allow the agency to assess and address the cumulative adverse impacts of traffic on the Regional Road Network. Given the potential for significant impacts, additional VMT analysis and mitigation measures may be required.

The County of Ventura Public Works Agency oversees the Active Transportation Plan (2024), which identifies 80 miles of bicycle facilities and several wayfinding routes. The proposed project includes pedestrian and bicycle paths, and Rose Avenue currently features a Class II bike lane, designated by striping and signage.

To ensure connectivity and coordination, we request that the roadway geometry plans be provided to the County prior to the commencement of improvements along Rose Avenue. These plans should illustrate how the proposed bicycle facilities will integrate with the existing network to facilitate proper striping, signage, and wayfinding for bicyclists.

Additionally, in alignment with Policy CTM-2.12, the County collaborates with the Ventura County Transportation Commission (VCTC) to maintain and expand bicycle infrastructure. VCTC hosts an online bicycle map of Ventura County's existing bike lanes (https://www.goventura.org/getting-around/bike-map/). Upon completion of improvements along Rose Avenue, please notify VCTC so that the online map can be updated accordingly.

Ventura County Transportation Commission

March 17, 2025

City of Oxnard
Community Development Department
Planning Division
Joe Pearson II (via email: joe.pearson@oxnard.org)
214 South C Street
Oxnard, CA 93030

SUBJECT: **Notice of Preparation of a Draft Environmental Impact Report and Notice of a Public Scoping Meeting for the Maulhardt-Stiles Sub-Neighborhood Plan Project**

Dear Mr. Pearson,

Thank you for the opportunity to review and comment on the Notice of Preparation (NOP) for the 107-acre project site for 950 residential dwelling units, 40,000 square feet of retail and general commercial space, parks, circulation and landscaping. The following review is conducted by Ventura County Transportation Commission (VCTC) staff acting in its capacity as the Regional Transportation Planning agency serving Ventura County.

VCTC staff note that the development of the project site has been evaluated in two prior EIRs. VCTC Staff recommends the EIR evaluate impacts related to Vehicle Miles Traveled (VMT) in compliance with Senate Bill 743. Per the Ventura County Transportation Model (VCTM), the project site is located within a low VMT zone for Work-Based VMT per Employee and Home-Based VMT per Resident. For more information on the VCTM and a map of VMT by Traffic Analysis Zone, please visit https://www.goventura.org/traffic-model. VCTC staff also recommend coordination with Gold Coast Transit District to evaluate existing and/or proposed bus stops along Route 4B to serve the project site.

Should you have any questions concerning our comments, please contact me at (805) 642-1591 (ext. 103) or by email at: afagan@goventura.org.

Respectfully Submitted,

Amanda L. Fagan

Amanda Fagan
Director of Planning and Sustainability

CITY OF OXNARD CALIFORNIA

Pearson II, Joe <joe.pearson@oxnard.org>

Maulhardt-Stiles sub Neighborhood Plan Project

1 message

manuel cervantes <mcerv50@hotmail.com> Mon, Mar 17, 2025 at 2:12 PM
To: "joe.pearson@oxnard.org" <joe.pearson@oxnard.org>

Joe Pearson,

I am writing to give some input on the above mentioned project which I and many other neighbors who reside in West Village are very concerned about.

Our main concern is the number of Dwelling Units the plan shows and the approval of that will cram up to 950 units in this area. Why not construct single family homes which are needed, and the people will come.

First of all, that seems like to many units for that size of an area and the increased traffic this will cause will be unbearable to all neighbors and people who travel on Rose Ave, Camino Del Sol etc.

The traffic in the mornings and afternoons is already at a standstill on Rose Ave. between Gonzales Rd. & 5th St. and traffic backs up from 5th St. back to Cesar Chavez because you have 7 lights in that 1-mile stretch.

Sometimes you people need to put your common sense hats on, instead of reading numbers from studies, because people take different paths on different days, and see that you are gridlocking this city by not only approving everything that comes to you but also by approving the high amount of dwellings for each new project.

I know its early in the process but think about these items and hopefully whatever goes into this site does not cause gridlock in this area as it has in others. (Collection, Wagon Wheel etc.) You want to keep people here not drive them out with non stop building.

Regards,

Manuel
Concerned Resident

March 4, 2025

City of Oxnard
Planning and Environmental Services
214 South C Street
Oxnard, CA 93030

ATTENTION: Joe Pearson II, Planning and Environmental Services Manager

RE: Cultural Resources/Tribal Cultural Resources

Dear Mr. Pearson,

I am writing in response to the Notice of Preparation for a Draft Environmental Report. I have received the letter and information regarding the project area. On behalf of the local Native American community, I would like to express our desire to ensure that a Chumash or other Native person continues to be present to monitor sensitive areas during the project's execution. This request falls under the categories of Cultural Resources and Tribal Cultural Resources.

I and other community members have collaboratively worked with archaeologists to preserve and identify significant recorded and unrecorded sites within the project area. There are known sites and re-burials that have previously taken place nearby. Considering that this project is being developed for the first time, it is crucial for us, as Native people, to be allowed to monitor new developments where excavation has not yet been conducted. These sites are within a 1-mile radius of this project.

Moreover, I and other members are interested in any future meetings regarding Cultural Resources and request that you notify us accordingly. We are also interested in performing the monitoring for this project, ensuring that a Chumash or other Native person is present during all significant activities.

Thank you for your attention to this matter. We look forward to your cooperation and a successful collaborative effort.
Please send all future correspondence to the updated address provided below:
Sincerely,

Susie Ruiz, Marianne Parra, Charles S. Parra
1300 Saratoga Avenue, Unit 1107
Ventura, CA 93003
(805) 443-8599/ (805) 824-2497

APPENDIX C

Sub-Neighborhood Specific Plan



SUB-NEIGHBORHOOD PLAN

Oxnard Northeast Community Specific Plan Update
Maulhardt/Stiles Family Property

SARGENT
TOWN PLANNING

Prepared for: Maulhardt/Stiles Families (c/o: Parkstone Companies)
& the City of Oxnard | March 2026



Table of Contents

NECSP SUB-NEIGHBORHOOD PLAN

Chapter 1: The Vision

1.1 Context and Intent 6

1.2 The Neighborhood Framework 8

1.3 The Neighborhood Vision 10

A. The Heart of a New, Walkable Neighborhood. 10

B. East Village Park Edge 14

C. Neighborhood Edge. 16

D. High School Edge 18

E. Rose Avenue Edge 20

F. Southwest Neighborhood 22

G. Illustrative Plan with Building Footprints 25

Chapter 2: Design Standards & Guidelines

2.1 General 28
2.2 Administration 30
2.3 Subdivision Standards 34
2.4 Regulating Plan & Zones 36
2.5 Allowed Uses 40
2.6 Building Standards 42
2.7 Building Frontages 66
2.8 Parking 74
2.9 Thoroughfares 86
2.10 Parks 102
2.11 Utility Placement Standards 106
2.12 Glossary 108

Chapter 3: Implementation

3.1 Implementation 112

1 The Vision





This Chapter Covers:

1.1 Context and Intent 6

1.2 The Neighborhood Framework 8

1.3 The Neighborhood Vision 10

A. The Heart of a New, Walkable Neighborhood 10

B. East Village Park Edge 14

C. Neighborhood Edge 16

D. High School Edge 18

E. Rose Avenue Edge 20

F. Southwest Neighborhood 22

G. Illustrative Plan with Building Footprints 25

1.1 Context and Intent

A. Context and Intent of this Plan

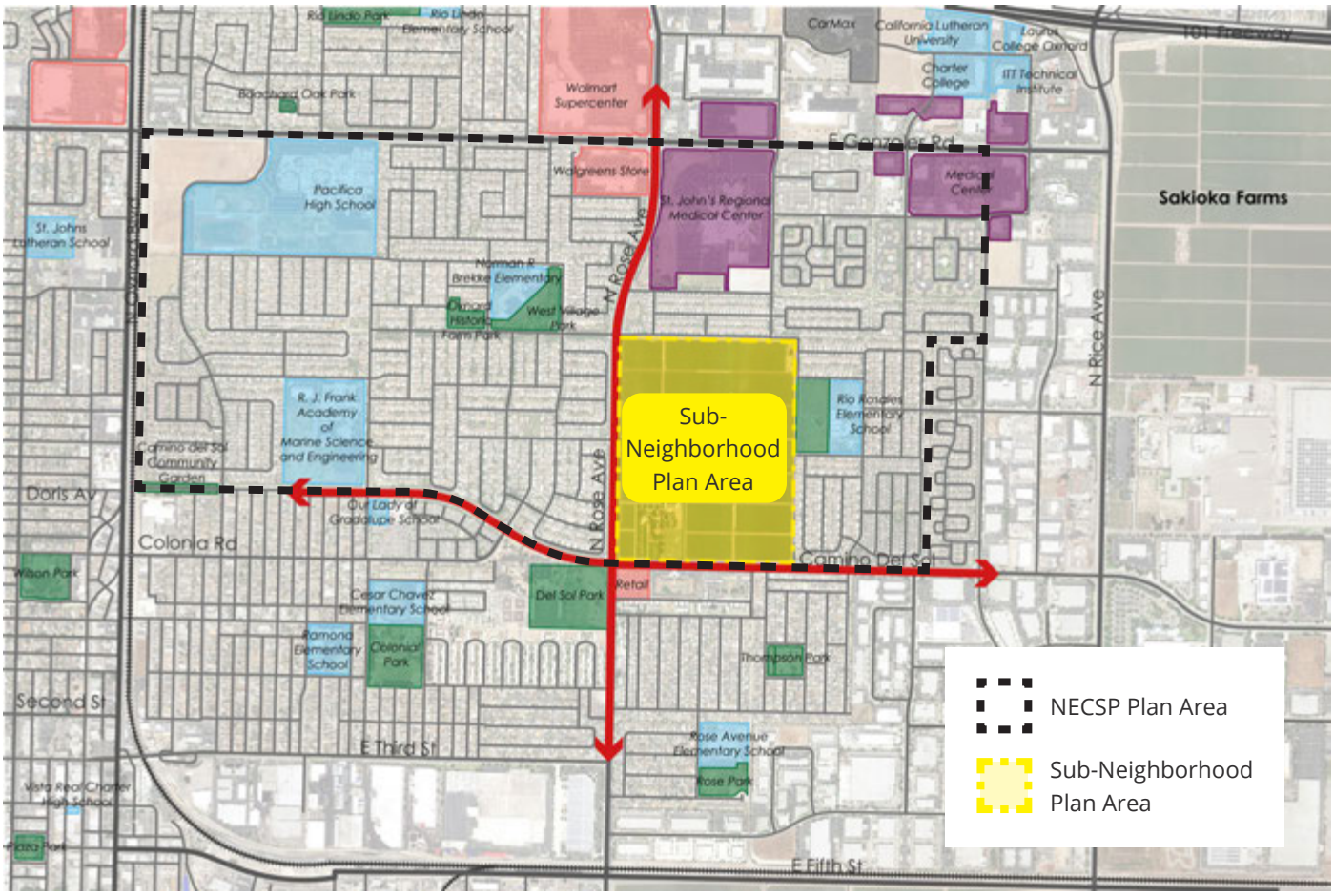


Figure 1.1.A: Plan Area Context

The Maulhardt/Stiles Family property is the last remainder of Oxnard's "inner-city" agricultural ranches, originally set up in the early 1900s. It is now surrounded on all sides by residential neighborhoods built in the past 20 to 40 years, with a number of schools, shopping centers, parks, and St. John's Regional Medical Center within a 10-minute walk. Office and industrial employment districts are within a 10-minute bike ride or very short drive on local streets. Surrounded by housing, this remainder ranch parcel has become much less efficient and less viable for agricultural use, as the impacts of truck traffic and agricultural spraying on nearby residential areas and Rio Rosales Elementary School present ongoing challenges. Therefore, this area has been identified by the City, community, and Maulhardt/Stiles Family as an opportunity for new development.

The Northeast Community Specific Plan (NECSP), last updated in 2003, identified an early vision for this remaining large undeveloped area. This Sub-Neighborhood Plan further refines this vision and amends the Specific Plan according to the more recently updated vision of the 2030 General Plan as well as further City and community input.

B. Accomplishing the City and Community Vision

The 2030 General Plan identifies this site as an opportunity to provide public uses as well as an "Urban Village." As an Urban Village, it is to be "characterized by a mix of land uses, transit accessibility, pedestrian orientation, and neighborhood identity" (Goal CD-7). This Sub-Neighborhood Plan accomplishes this vision by guiding the integration of the following elements:

Walkable, Bikable Neighborhood Fabric

The framework for the Plan Area will connect the new housing, high school, and limited amount of commercial use to the surrounding neighborhoods, commercial, recreational, educational, and employment amenities by all modes—including walking, biking, driving, and transit. Complementing this connected network, the variety of housing types are designed to provide a very cohesive, pedestrian-friendly, human scale, and comfortable neighborhood environment.

Variety of Housing

This site will provide a variety of for-sale and for-rent housing that meets the needs of families of many sizes, types, and means. The North and Southwest Neighborhoods, Areas A and C respectively (shown in Figure 1.1.B), are planned as new neighborhoods that will include single-family detached homes, single-family attached homes, and multi-family housing of several types, including affordable housing that will serve some of Oxnard's lower-income working families.

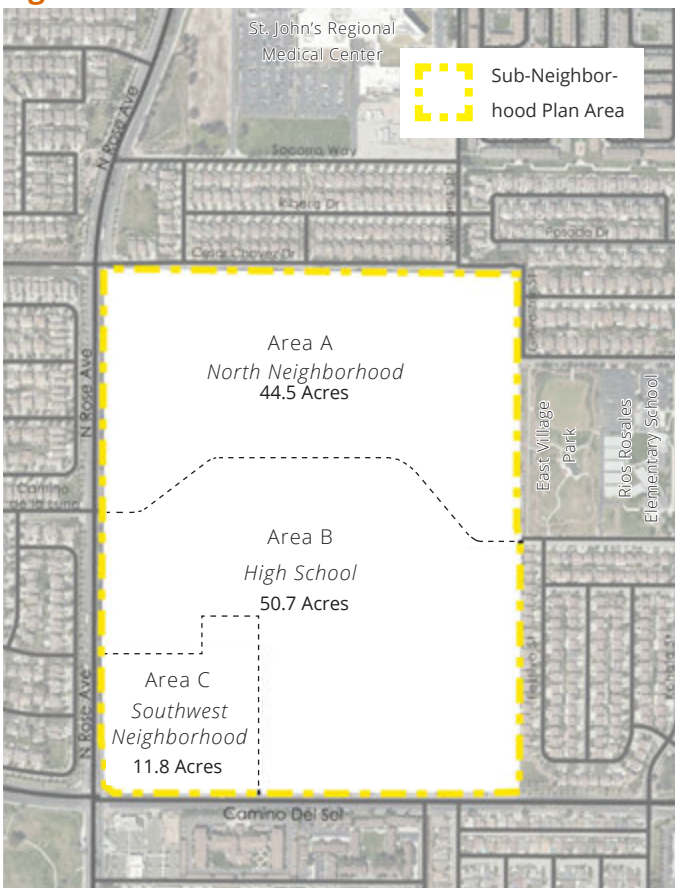
Sensitivity to the Existing Context

The basic planning principles for the new residential areas will be similar to those that guided the development of surrounding neighborhoods, promoting a comfortable neighborhood ambiance and sense of community. This Plan will ensure that the scale, massing, and design of new housing, neighborhood-serving commercial uses, and public open spaces connect seamlessly and appropriately to existing adjoining neighborhoods.

Open Space

This Plan Area will include a variety of open spaces for gathering and recreation. The existing East Village Park will be expanded approximately 5-acres westward into this site, to better serve the wider community and feature active recreational uses, such as soccer fields. More intimate spaces within the neighborhood, such as a Central Green, will act as the outdoor living rooms of the neighborhood, providing for gathering, play, and events.

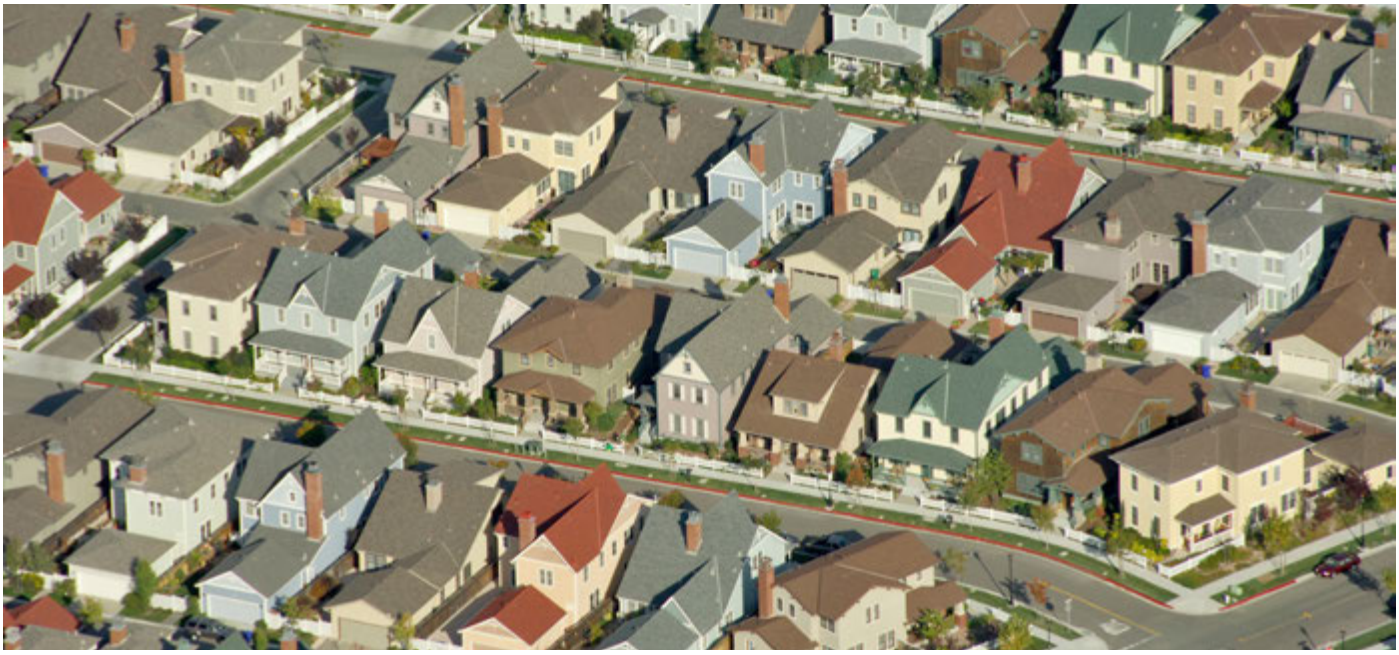
Figure 1.1.B: Plan Area Context



A New High School

The Maulhardt/Stiles family, through extensive collaboration with the Oxnard Union High School District, has made Area B of the Plan Area (shown in ***Figure 1.1.B***) available for a much-needed new high school.

1.2 The Neighborhood Framework



A walkable, traditional street and block framework will host a variety of housing to meet the needs of families of many sizes, types, and means. (Precedent image from Hercules, CA)

A. The Illustrated Vision

This Plan presents a conceptually illustrated, physical manifestation of the goals, planning principles, community priorities, and key outcomes described by the Specific Plan, General Plan, and the Vision for a More Livable Community—cited in the Specific Plan. It demonstrates how this undeveloped site can be organized to create a new neighborhood that fits in and delivers the desired outcomes within the limited water allocation. Through a number of iterations with the Maulhardt/Stiles Family and the City of Oxnard, the framework illustrated in ***Figure 1.2*** was chosen as the "Preferred Alternative." The intent is to provide livable, pedestrian-oriented neighborhoods with a variety of housing types, parks, and a school in close proximity to jobs and commercial amenities.



1 *Beautiful, walkable, bikable streets that lead to green open spaces.*



2 *Active edges of the westward expansion of the existing East Village park, serving the wider community.*

A **General Neighborhood Fabric:** *A human-scale network of streets and blocks make a new, walkable neighborhood.*

B **West Green:** *A neighborhood-serving gathering space near the heart of the North Neighborhood.*

C **East Village Park extension:** *A westward expansion of the existing East Village Park, serving the wider community.*

D **High School:** *A campus including school buildings and athletic fields, some of which will provide public access.*

E **Rose Avenue Improvements:** *In addition to streetscape improvements, Rose Avenue will have a tree-lined multi-use path which ties together its residential, commercial, and high school frontage.*

F **Jacinto Drive:** *A comfortable walking and biking connection between Rose Ave, East Village Park, the neighborhoods, and the school.*

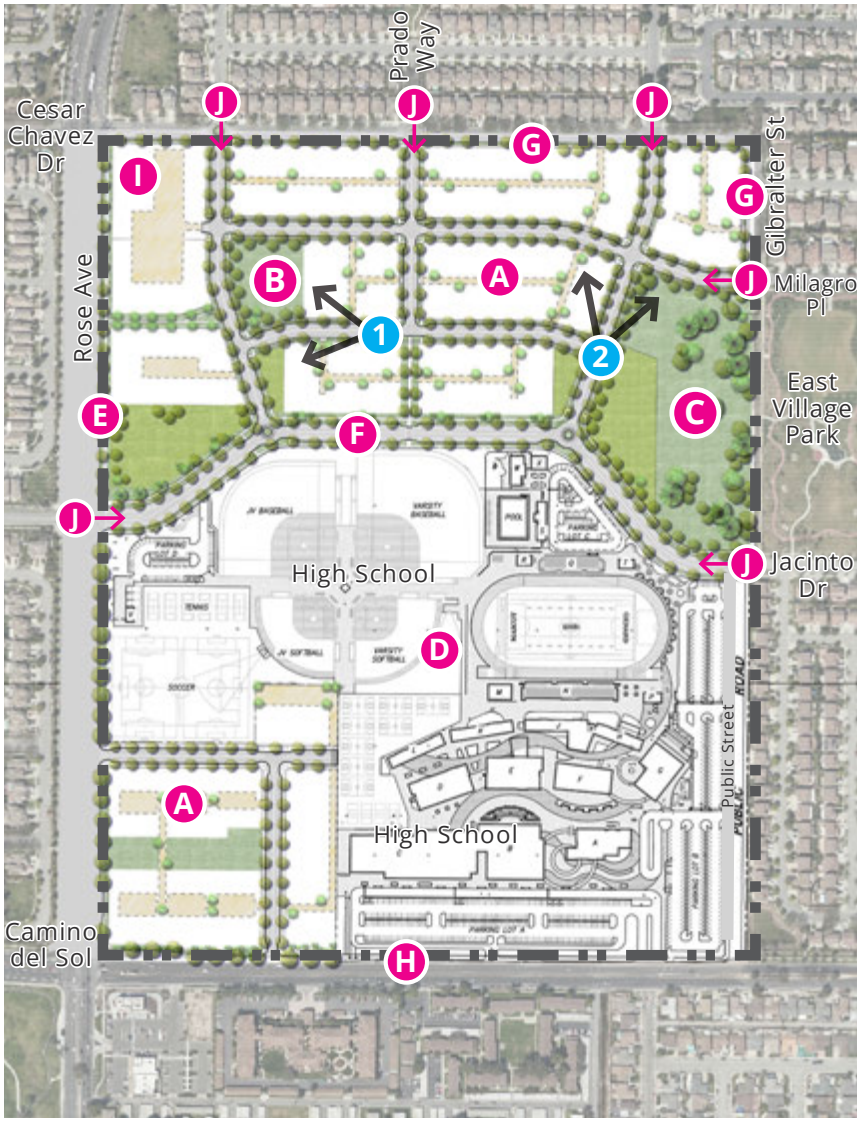
G **Neighborhood Edge:** *New housing will transition seamlessly to the existing neighborhoods along Cesar Chavez Dr and Gibralter St.*

H **Camino del Sol:** *Pedestrian and bicycle improvements connecting to Del Norte Blvd to the east and central Oxnard to the west.*

I **Commercial Opportunity:** *Potential for a limited amount of commercial use accessible to the community by multiple modes of transportation.*

J **Neighborhood Connections:** *Calm neighborhood streets form a connected, walkable, bikable network with existing neighborhoods.*

Figure 1.2: Illustrative Plan



Sub-Neighborhood Plan Boundary

New Blocks: *Human-scale blocks make up new neighborhood fabric.*

Parks: *Neighborhood- and community-serving public green spaces.*

Pocket Parks: *Small parks which can double as opportunities for water retention and/or detention as needed.*

Alleys

1.3 The Neighborhood Vision

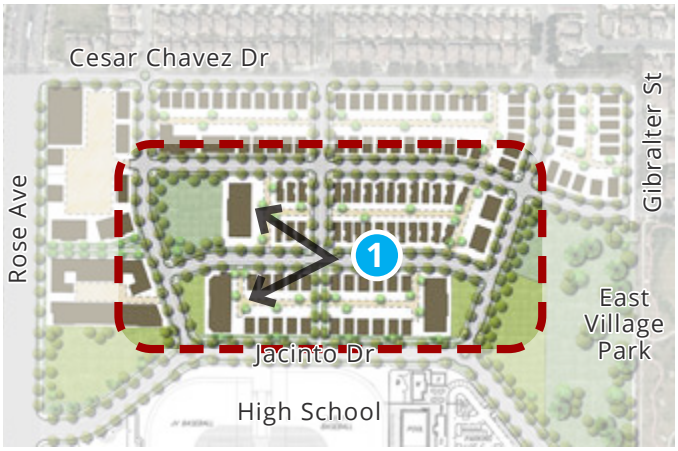


1 *Example neighborhood street leading to a park.*

A. A New, Walkable Neighborhood

The plan's framework of streets and parks is intended to provide connectivity and variety of experience in the public realm, maximizing walkability, providing multiple route choices, and generating long-term value and development flexibility. The neighborhood streets will serve as comfortable outdoor spaces which accommodate multiple modes of transportation and host a variety of housing types, from single family houses up to podium buildings. Key locations and amenities such as the West Green (described further on the following spread) offer opportunities for attached and multifamily types. For example, rowhouses, and multiplexes (see ***Sections 2.6.5 and 2.6.6***) can bring more front doors, increased activity, greater spatial definition, and heightened security to the West Green. Neighborhood streets (see ***Section 2.9.8***) are designed to unite this variety of housing types in a coherent, beautiful public realm.

Figure 1.3.A.1: The Heart of the North Neighborhood



Alleys support the walkability and flexibility of the neighborhood. Alleys provide vehicular access for parking, services, and deliveries, freeing up the street side of the house to be a true, welcoming front, rather than dominated by driveways and utilities. Furthermore, street parking capacity increases in the absence of front driveways. The parking and access efficiency afforded by alleys is all the more important with the growing presence of Accessory Dwelling Units.

Neighborhood Streets *form a coherent and flexible block network which can host a variety of housing types. See* ***Section 2.9*** *for standards and guidelines.*





Engaging and Varied Private Frontages *frame the streets and spaces of the neighborhood and form an attractive and functional transition between public and private realms. See* ***Section 2.7*** *for standards and guidelines.*







Alleys *enable streets to be free of garages and driveways, allowing the fronts of homes to be beautiful and welcoming. Alleys, by nature, carry less traffic and at lower speeds than streets; they therefore can act as safe outdoor playgrounds for kids and families to enjoy. See* ***Sect 2.9.10.***





1.3 The Neighborhood Vision



Figure 1.3.A.2: Illustrative Plan of the West Green Area in the North Neighborhood

The West Green Serves as the Focal Point in a Network of Neighborhood Greens

The West Green in the North Neighborhood will serve as an intimate focal point and gathering space for this new neighborhood, with multiple streets and paths leading to it. Most of the circulation throughout the site, however, is part of a greater network of green spaces of varying sizes and configurations, encouraging outdoor activity and healthy living. This network makes use of pedestrian-only pathways, or paseos, which increases neighborhood safety, improves comfort for children and other pedestrians, and helps reduce automobile noise levels throughout the neighborhood.

A **The West Green:** *This open area for play and events can feature a stage.*

B **Less Formal Pocket Parks:** *Other green spaces will be suitable for more relaxed outdoor enjoyment as well as helping storm water percolate back into the ground.*

C **Allées:** *Tree-lined gravel paths and gathering spaces for walking and other outdoor activities (see **Section 2.9.11**).*

D **Intimate Gathering Spaces:** *Smaller, comfortable outdoor rooms can be defined for lounging and socializing.*

E **Paseo:** *Landscaped pedestrian-only paths connect through long blocks, providing convenient and safe walkways to bring children to the high school grounds just south of the North Neighborhood.*

F **Green Buffers:** *A Multi-Use Path will line Rose Avenue and Jacinto Drive that defines the western and southern edge of the North Neighborhood. Landscaping between the multi-use path and private frontages will provide an opportunity to plant a lush, green buffer to shield homes from street noise.*



A *Concert Park in Playa Vista is a good example of an open area for play and events, featuring a stage for performances.*



B *Tree-lined gravel paths and gathering spaces*



E *Paseos provide green, car-free corridors to walk or bike through blocks.*

A variety of spaces defined within the green can offer opportunities for socializing, dining, events, and play. While the East Village Park serves the wider community, this more intimate gathering space brings value to the heart of the new neighborhood and serves as its outdoor living room along Milagro Place.

Milagro Place continues through the site, but receives dedicated bike lanes to encourage increased outdoor activity and decreased car dependence (see ***Section 2.9.8***). In fact, almost every street within the neighborhood will receive bike lanes, completing the active transportation connection from Rose Ave to the expanded East Village Park, which will be described in the following spread.



Neighborhood Street section: *Active frontages line streets with entries and entry elements, such as porches.*



1 **East Village Park extension:** *A westward expansion of the existing East Village Park, serving the wider community.*

B. East Village Park Edge

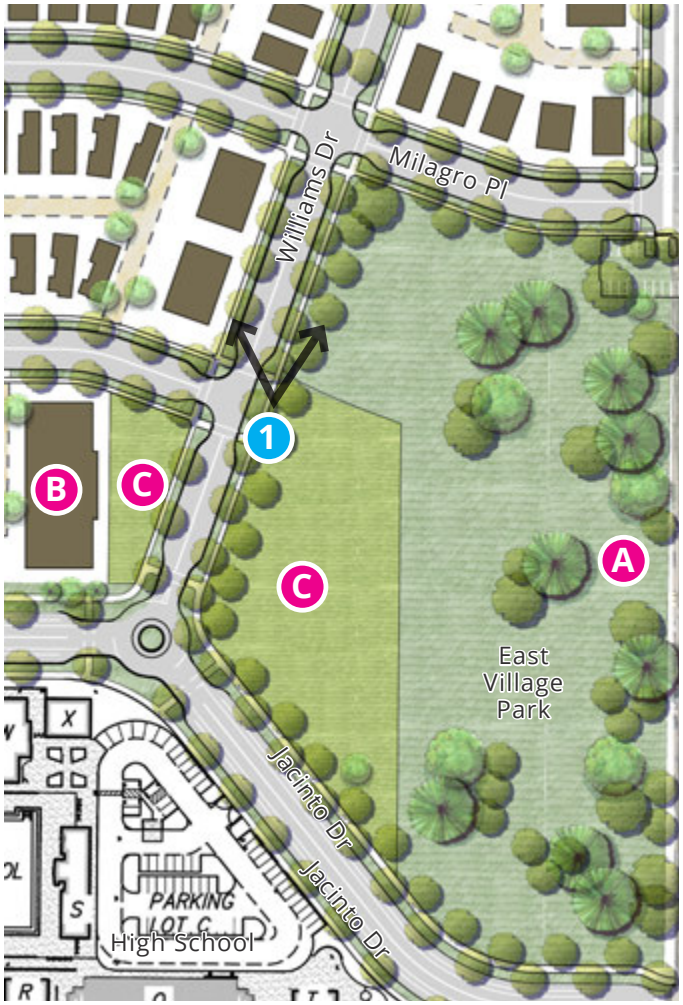
The existing East Village Park lies to the east of the North Neighborhood (Area A), next to Rio Rosales Elementary School. This Plan proposes an approximately 5-acre westward expansion of the existing park into the North Neighborhood to create a larger, unified community-serving park. This park will connect the existing residential neighborhoods to the North Neighborhood, while forming a transition between existing homes and the housing variety of the new neighborhood. In addition to providing active programming, such as sports fields, the park should be wrapped by tree-lined paths—or allées—and gathering spaces for walking, jogging, casual bike-riding, dining, games, and other outdoor activities (see ***Section 2.9.11***). These intimate paths and spaces form a transition between the park and the new housing and an amenity for all nearby residents.

This Park has the opportunity to provide for community needs as identified by the City of Oxnard's Parks and Recreation Master Plan, such as soccer. Uses here should be programmed in coordination with what publicly accessible uses will be provided by the new high school and what is already being provided in the existing East Village Park. The design of the park should provide flexibility, allowing multiple uses and programming that can adapt to needs over time. As previously described, flexible-use allées can wrap the park. These can link into the surrounding pedestrian and biking network, especially on Jacinto Dr, whose bike lanes will connect to a multi-use path on Rose Avenue.



An allée of trees creates spatially enclosed outdoor rooms for gathering and play. Such spaces would work well on the East Village Park edge.

Figure 1.3.B: East Village Park Edge



Higher intensity types could line East Village Park and Milagro Place and transition at the alley to single family homes.

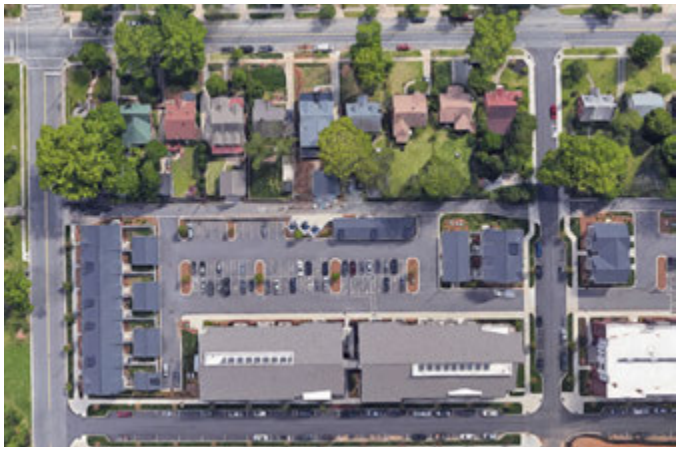
Housing Frontage

The west edge of East Village Park provides an opportunity for a mix of residential types. Such types, including single-family, rowhouses, multiplexes, and podium buildings (see ***Sections 2.6.5 through 2.6.8***), depending on the location in the Regulating Plan. These buildings should take advantage of their location by having multiple balconies and large windows in the upper floors, overlooking the park. Their ground floor private frontages will provide intimacy and create semi-private outdoor spaces such as porches, dooryards, stoops, and courts. The large green space forms a transition from these housing types to the school and existing neighborhood.

A **Park extension:** *Featuring publicly-accessible, much-needed recreational uses, integrated with the existing park.*

B **Building frontage:** *Higher-intensity residential types can front onto East Village Park.*

C **Green infrastructure:** *These open green spaces can be engineered and landscaped to more easily allow stormwater to infiltrate into the ground, forgoing the need for costly underground drainage systems.*



Rowhouses, multiplexes, and walk-ups can face key amenities while still transitioning elegantly to detached houses.



These walk-up apartments in Riverpark overlook a large green space, framing it as an outdoor room.

1.3 The Neighborhood Vision





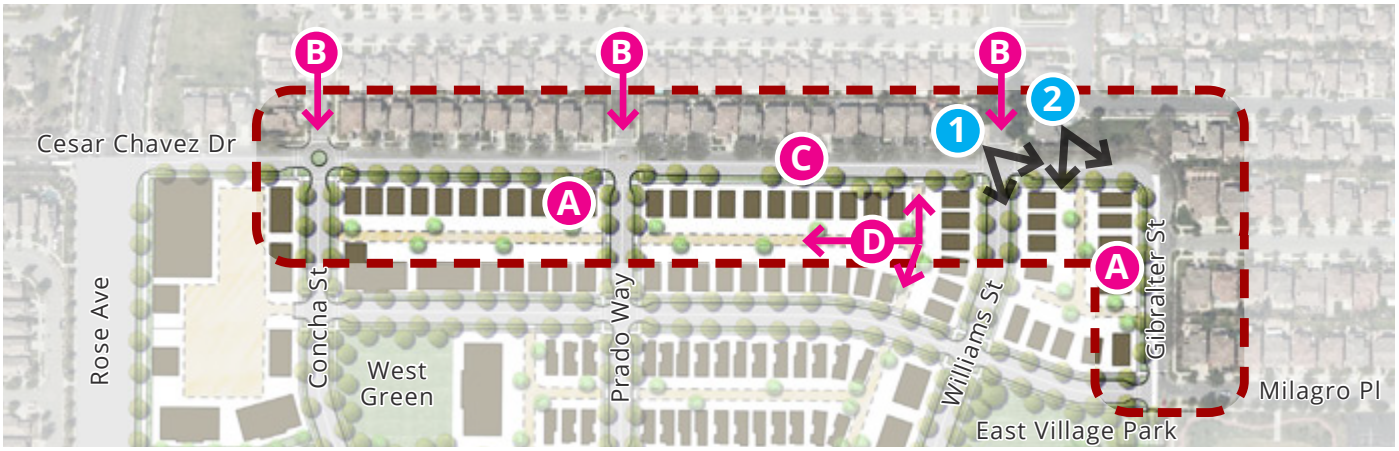
Existing Condition: *Views of the streetscape and housing along the north edge of Cesar Chavez Drive as it exists today.*

C. Neighborhood Edge

A key feature of this new neighborhood is that it will transition seamlessly to the existing neighborhoods, and this is especially important along Cesar Chavez Dr and Gibralter St. Along these northern and northeastern edges of the site, residential types should be similar in scale and form to the existing single family homes, creating a sensitive and harmonious transition to the surrounding neighborhood (See ***Section 2.4.5*** for Standards). Furthermore, these streets will serve as a Bicycle Boulevard with improved mini-roundabouts, creating a pedestrian- and bike-friendly route to the expanded East Village Park (see ***Section 2.9.7***).

- **A** **New Homes** *are massed and scaled to relate to the existing context.*
- **B** **Neighborhood Connections** *link the new and existing communities.*
- **C** **Cesar Chavez Dr and Gibralter St improvements** *create a pedestrian and bike-friendly route.*
- **D** **Alleys are encouraged** *to free front of houses of garages and driveways*

Figure 1.3.C: Neighborhood Edge Illustrative Plan



1 **Contextual Massing and Frontage:** *New homes will present welcoming fronts onto the street, establishing a rhythm similar to existing homes on the other side of the street. Houses at corners present two welcoming frontages to the street.*



2 **Frequent windows and entries from homes and ADUs**. *The use of alleys can reduce interruptions of the sidewalk, as each home does not require its own individual driveway from the street. Where alley entries occur, the street frontage will still be attractive and active.*





1 **Jacinto Drive Section:** *including bike lanes, parking lane tree planters, a wide parkway, and comfortable sidewalks.*

D. High School Edge

The south edge of the North Neighborhood fronts Jacinto Dr, which separates the residential neighborhood from the High School sport fields. Jacinto Drive is envisioned as a connection from Rose Ave, with a multi-use path along the north side of the street curving through the Sub-Neighborhood Plan Area and into the existing neighborhoods to the east. It is likely that most housing fronting Jacinto Dr will be lower intensity types. A north-south street to the east of the high school will complete the neighborhood network, connecting from Jacinto Dr to Camino del Sol. This will provide access to the high school and reduce the traffic load on nearby streets.

A **Jacinto Drive** *will be a multi-modal connection into the neighborhood.*

B **Lower Intensity Housing Types** *will occupy most of the high school edge.*

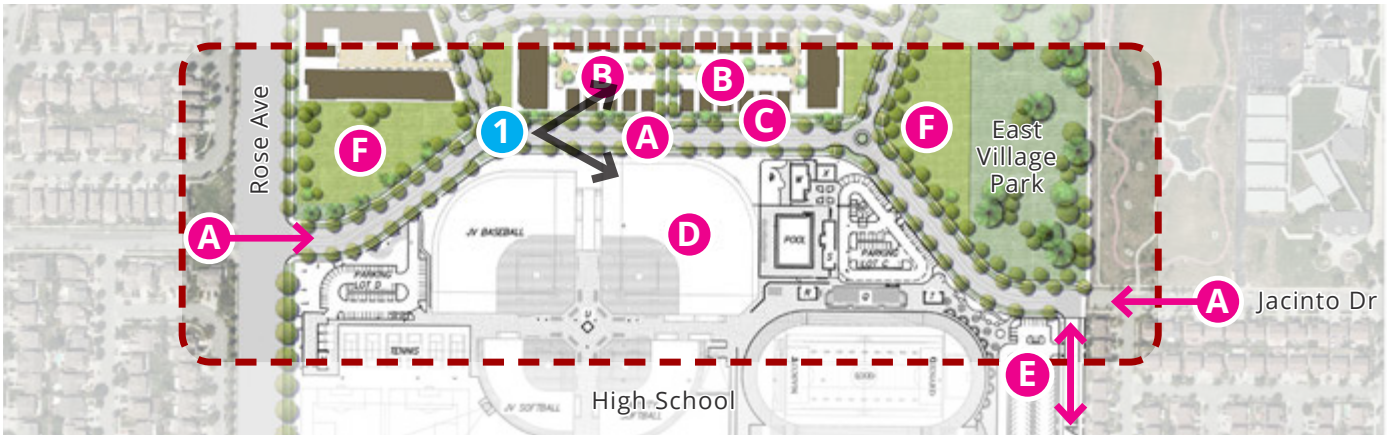
C **A Multi-Use Path** *runs beside a green buffer located along the north side of Jacinto Drive*

D **High School Athletic Fields**, *some of which will provide public access*

E **Street Connection to Camino del Sol:** *A new street connects from Jacinto Dr to Camino del Sol.*

F **Pocket Parks and Stormwater Management:** *Any space required for stormwater management can serve as a pocket park and welcoming gateway.*

Figure 1.3.D: High School Edge Illustrative Plan



Multi-Modal Connection:
Creating a comfortable walking and biking route between Rose, the park, neighborhoods, and the school, reducing traffic impacts on other streets. Mini-roundabouts will help to calm traffic, bringing safety for all modes.





Single Family Detached and Attached Units
may primarily face the north-south neighborhood streets, with their sides facing the high school.





Higher-intensity Multi-family types:
Higher intensity multi-family types are appropriate near East Village Park and near the Rose Avenue edge, which is described on the following spread.





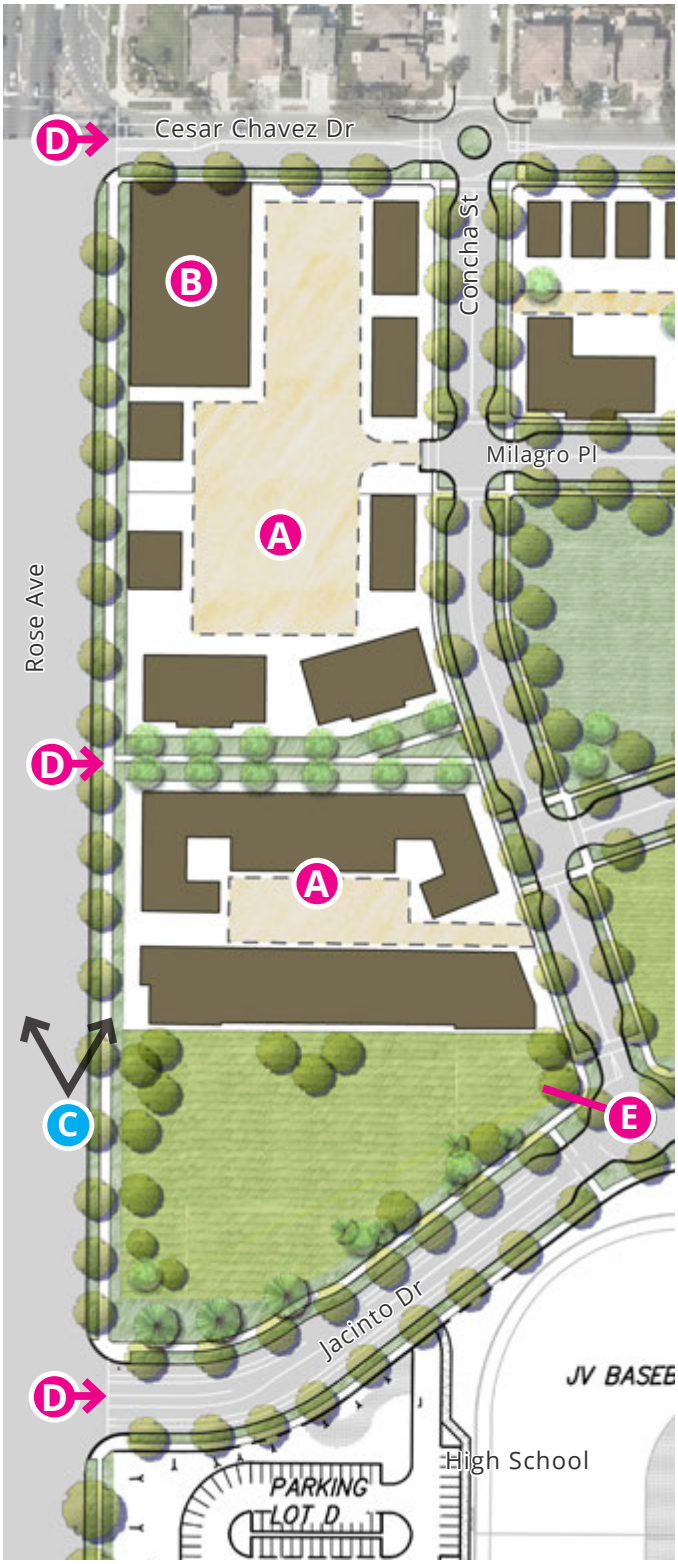


Figure 1.3.E: Rose Ave Edge Illustrative Plan

E. Rose Avenue Edge

Rose Avenue is one of Oxnard's primary north-south thoroughfares, and the General Plan envisions it as part of a city-wide network of scenic corridors (2030 General Plan Background Report). The design of scenic corridors requires careful attention in order to protect the scenic values of the area, and they are to feature a 30'–wide "landscaped buffer" (General Plan CD-9.4). The General Plan has also identified Rose Ave as needing an expansion to 6 lanes in order to accommodate high levels of traffic. By carefully designing a new east edge for this scenic corridor, and thoughtfully choosing the types of buildings and the manner in which they face Rose, it will be possible to enhance the appearance of Rose Avenue while creating value for the new residents in Areas A and C.

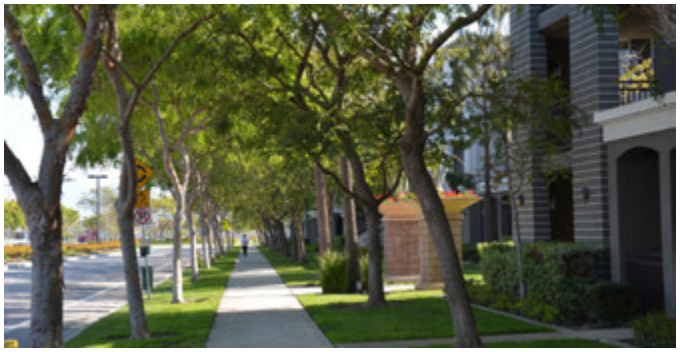
A **Housing along Rose:** *a good setting for new higher intensity multi-family types*

B **Commercial Corner Opportunity:** *a small neighborhood-serving commercial center*

C **Scenic Corridor with a Multi-Use Path** *to provide an active transportation link to destinations along Rose Ave*

D **Neighborhood Connections:** *Even where no vehicular access is possible, pedestrians, cyclists, scooters, etc. can access the walkable neighborhood network.*

E **Corner of Jacinto Dr and Concha St:** *The west corner of this intersection is highly visible and terminates multiple vistas. The landscaping and any monument or signage here should engage the public realm and meaningfully terminate views.*



The multi-use path along Rose Ave will be lined with trees like this example in Riverpark, Oxnard.

A Housing along Rose

Rose Avenue is a good setting for new higher intensity housing types, such as multiplexes, walk-ups, and podium buildings (see ***Sections 2.6.6, 2.6.7, and 2.6.8***). From a sustainable mobility perspective, this enables more residents to be close to the bike lanes and bus lines of Rose Avenue. Door yards, a parkway strip, bike lanes, and frontage lanes (where possible) can transition between the busy street and private realm, making residences feel at home on a major thoroughfare.



B Commercial Corner Opportunity

The intersection of Cesar Chavez Dr and Rose Ave—a focal point identified by the NECSP—offers an opportunity to insert a small neighborhood-serving commercial center which would be conveniently accessible by multiple travel modes along Rose Avenue. The existing retail and restaurants along Gonzalez Road, shown to the right, demonstrate how commercial buildings can actively line the street, shielding the parking lot from the public right-of-way.



C Scenic Corridor with a Multi-Use Path

While frontage types and building uses vary along Rose Avenue, the 30' landscaped buffer of the scenic corridor can work to unite the frontage. The buffer will feature a tree-lined multi-use path, which links this new neighborhood and high school to retail, restaurants, jobs, other homes, institutions, and recreation along Rose Ave. Paseos can lead from this path into the site, breaking up long blocks and increasing access and walkability.

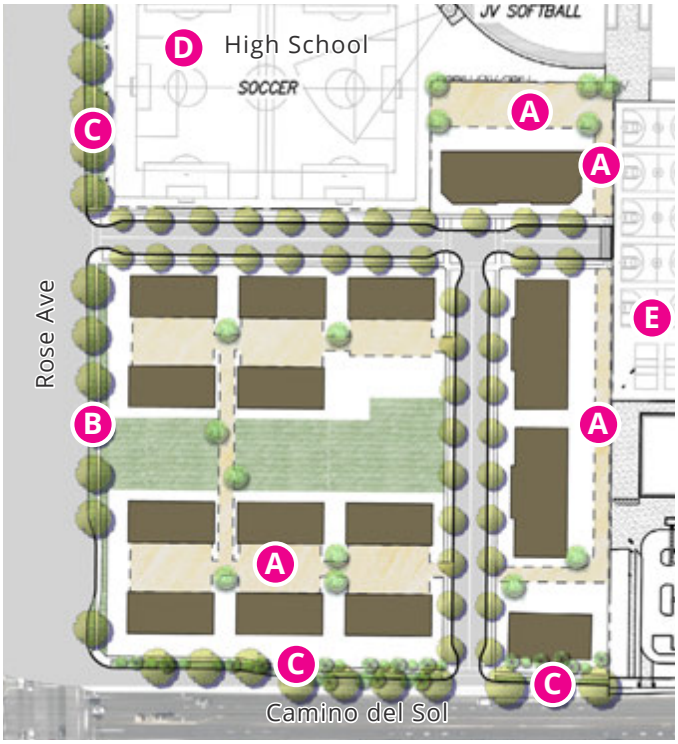


F. Southwest Neighborhood



*Southwest Neighborhood (Area C) will be a good opportunity for multifamily housing types such as multiplexes and walk-ups (see **Sections 2.6.6 and 2.6.7**).*

Figure 1.3.F: Southwest Neighborhood



A **Alleys:** *Alleys run along the site edge so that housing can face neighborhood streets rather than the school security fence. Alleys access the center of the large block to allow housing to face Rose Avenue, Camino del Sol, and the neighborhood streets.*

B **Multi-Use Path:** *Bicycle, pedestrian, and vehicular connections to Rose Avenue and Camino del Sol.*

C **Linear park/landscaping:** *Enhances the public realm and provides a buffer against Camino del Sol.*

D **New High School:** *Proposed high school bounds the Southwest Neighborhood on the north and east sides.*



A variety of housing will serve residents in the Southwest Neighborhood.

Neighborhood Fabric

The Southwest Neighborhood will provide more neighborhood fabric, including housing and potentially commercial use at the corner of Rose Ave and Camino del Sol. It will feature a small neighborhood with the walkable neighborhood qualities of the North Neighborhood. This housing will be within walking distance of Del Sol Park as well as commercial and institutional uses along Camino del Sol. Multifamily housing types, such as multiplexes and walk-ups (see ***Sections 2.6.6 and 2.6.7***), will achieve the intensity and character needed to take advantage of this location.



Paseos provide intimate, enjoyable routes through blocks.

Walkable Network

While this site is small, it must be broken down into multiple blocks for the pedestrian and cyclist in order to provide route choice, variety, and walk- and bike-ability. A paseo can connect through a large block as shown in Figure 1.3.F. Furthermore, the network should link into the proposed pedestrian and bicycle facilities of Camino del Sol and Rose Avenue. This framework takes advantage of the city-wide active transportation network and provides comfortable access to bus stops along Rose Avenue.



A neighborhood park lined with multiplex apartments increases safety through passive community surveillance, or "eyes on the street."

Space for Gathering and Play

High quality open spaces are crucial to this pedestrian-oriented neighborhood. A small green or pocket park serves as an intimate outdoor room, appropriately-scaled for the neighborhood and its residents. It can host events, playgrounds, a gazebo, or a series of spaces that vary in vegetation and hardscaping to satisfy different needs. It can become an iconic marker for the small neighborhood.

Southwest Neighborhood (Cont.)

Camino del Sol frontage

The Southwest Neighborhood is bound on its southern edge by Camino del Sol. Camino del Sol is a collector street—or minor arterial street—connecting to Del Norte Blvd to the east and central Oxnard to the west. The recently updated plan for Downtown Oxnard includes pedestrian and bicycle improvements intended to better connect to Colonia Road and to A Street. A Street is the historic main shopping street of Downtown Oxnard, just over 1 mile (or a 10 minute bike ride) from the Southwest Neighborhood of the Maulhardt Ranch. Accordingly, active transportation improvements to Camino del Sol are proposed, including bike lanes and new sidewalks.

In the Southwest Neighborhood, landscaping along Camino del Sol will provide a transition from the relatively busy street to the intimate dooryards and porches of new homes. Alleys and shared parking within the block will allow housing to present attractive fronts and sides to Camino del Sol.



Any required stormwater retention and detention space along Camino del Sol can also serve as a playground and gathering space.



2- to 4-story multifamily types can support the Southwest Neighborhood vision.



Multifamily types can face a linear park along Camino del Sol.

G. Illustrative Plan with Building Footprints

Figure 1.3.G: Illustrative Plan with Building Footprints



Plan Boundary
Parks
Pocket Parks
Alleys
Building Footprints

Figure 1.3.G displays the entire Plan Area with schematic building footprints, illustrating how new buildings are intended to line the streets. ***Chapter 2*** establishes the standards which ensure a similar pattern to the one shown here while maintaining flexibility for a range of potential outcomes which achieve the vision of this Chapter.

2 Design Standards & Guidelines





This Chapter Covers:

2.1 General 28

2.2 Administration 30

2.3 Subdivision Standards. 34

2.4 Regulating Plan & Zones. 36

2.5 Allowed Uses 40

2.6 Building Standards 42

2.7 Building Frontages. 66

2.8 Parking. 74

2.9 Thoroughfares 86

2.10 Parks 102

2.11 Utility Placement Standards. 106

2.12 Glossary. 108

2.1 General

2.1.1 Title

This Chapter is known, cited, and referred to within this Sub-Neighborhood Plan as the "Code."

2.1.2 Applicability

This Chapter applies to all land, structures, and uses within the Sub-Neighborhood plan area. However, property owned and maintained by the school district as a high school campus is exempt from the private development standards. It shall be applicable for initial subdivisions and buildout and shall remain applicable to all land development and use within sub-areas A and C thereafter.

2.1.3 Intent

Per Section 10.1 of the Northeast Community Specific Plan, the intent of Sub-Neighborhood plans is "to create distinct neighborhoods that meet the goals and objectives of the NECSP." The standards and guidelines within this section have been crafted to ensure that the development of the plan area is consistent with not only the goals and objectives of the NECSP, but also with the more specific vision that is described and illustrated in Chapter 1 of this Sub-Neighborhood Plan.

2.1.4 Relationship to the Northeast Community Specific Plan

This Sub-Neighborhood plan implements the general vision of the NECSP. The development standards of this section shall supersede those contained within the body of the NECSP. If there is conflict between the two, the standards of this document shall take precedence. Matters covered by the NECSP, but on which this section is silent shall be governed by the NECSP.

2.1.5 Relationship to the Oxnard City & Fire Codes

Any requirements not covered within this Sub-Neighborhood plan or within the NECSP shall default to those of the Oxnard City Code (OCC) or other applicable City regulations.

In the event of conflicts between the development standards of this section and those of the City's Building or Fire Code, those of the City's Building and Fire Codes shall prevail.

All projects shall meet the minimum requirements of the Oxnard Fire Department.

2.1.6 Rules of Construction

The following general rules of construction apply to the text of this code:

A. Headings. Section and subsection headings shall not be deemed to govern, limit, modify, or in any matter affect the scope, meaning, or intent of any provision.

B. Illustrations. In case of any difference of meaning or implication between the text of any provision and any illustration or photograph, the text shall control, unless the intent of the code is clearly otherwise.

C. Terms. Throughout this chapter, the following terminology applies:

1. "Shall" is always, mandatory, and not permissive. "May" is permissive. "Should" is advisory and identifies guidance.
2. The words "includes" and "including" shall mean "including but not limited to..."
3. "Director" means the Community Development Director or their designee.
4. "Plan Area" refers to Areas A, B, & C of the Sub-Neighborhood Plan.
5. "Property", "lot", and "design site" are used interchangeably.

D. Ambiguity. In cases where the standards within this code are ambiguous, the Director shall have the authority to determine the appropriate application of the standard based on its intent, and on the intent of the Sub-Neighborhood plan (***Section 2.1.3)***.

E. Tenses and Numbers. Words used in the present tense include the future, words used in the singular include the plural, and the plural includes the singular, unless the context clearly indicates the contrary.

F. Text and Graphics. In the case of any conflict in meaning between the text and graphics of this code, the text shall govern.

G. Conjunctions. Unless the context clearly indicates otherwise, the following conjunctions shall be interpreted as follows:

1. "And" indicates that all connected items or provisions apply.
2. "Or" indicates that the connected items or provisions may apply singly or in any combination.
3. "Either/or" indicates that the connected items or provisions apply singly but not in combination.

2.1.7 Nonconformities

A. Nonconformities are subject to Article VI of the Oxnard City Code (OCC).

2.1.8 Standards & Guidelines

The development standards within this code are mandatory. Design guidelines are also provided throughout to supplement and refine the development standards on aspects that are more appropriately described and addressed through qualitative and advisory information rather than quantitative standards. The guidelines are to help implement the intended form and character by serving as a guide for review of development applications.

2.1.9 Development Intensity

Development of this Sub-Neighborhood plan is not limited by density and/or floor area factors applied to individual parcels because the standards of this chapter have been prepared to implement the aggregate amount allowed by the General Plan through the intended physical character described in ***Chapter 1***. The maximum amount of development within the Sub-Neighborhood plan area is summarized below.

Table 2.1.9 Maximum Development Potential

Residential	950 units*
Commercial	40,000 gross square feet*

**including the entire Plan Area*

2.2 Administration

2.2.1 Introduction

To the extent possible, the administration of this code is intended to follow the same procedures and requirements as elsewhere in the City. The application process, fees, notice of hearing, date of hearing, decision, notice of decision, effective date, vested rights, finality of decision, appeals, and related procedures and revocation shall be in accordance with the procedure set forth in Chapter 16 of the Oxnard City Code.

2.2.2 Director Interpretations

A. Authority. The Director has the authority to interpret any provision of this Code. Whenever the Director determines that the meaning or applicability of any Code requirement is subject to interpretation, the Director may issue an official interpretation. The Director may also refer any issue of interpretation to the Planning Commission for their determination.

B. Rules of interpretation.

1. **Time limits.** Whenever a number of days is specified in the Code, or in any permit, condition of approval, or notice provided in compliance with the Code, the number of days shall be construed as calendar days. A time limit shall extend to 5:00 p.m. on the following working day when the last of the specified number of days falls on a weekend or holiday.
2. **State law requirements.** Where the Code references applicable provisions of State law (for example, the California Government Code, Subdivision Map Act, or Public Resources Code), the reference shall be construed to be the applicable State law provisions as they may be amended from time to time.

C. Procedure for interpretations.

1. **Findings, basis for interpretation.** The issuance of an interpretation shall include findings stating the basis for the interpretation. The basis for an interpretation may include technological changes or new industry standards. The issuance of an interpretation shall also include a finding documenting the consistency of the interpretation with the principles contained in the "Vision for a More Livable Community," as adopted by City Council Resolution No. 10,979, as well as the intent of the standard(s).
2. **Record of interpretations.** Official interpretations shall be:
    a. Written, and shall quote the provisions of the Code being interpreted, and the applicability in the particular or general circumstances that caused the need for interpretations, and the determination; and
    b. Distributed to the Council, Commission, Director, City Director, City Attorney, City Clerk, and Department staff. Any provision of this Code that is determined by the Director to need refinement or revision will be corrected by amending the Code as soon as is practical. Until an amendment can occur, the Director will maintain a complete record of all official interpretations to the Code, indexed by the number of the section that is the subject of the interpretation.
3. **Appeals.** Any interpretation of the Code may be appealed to the Planning Commission in compliance with the applicable requirements.

2.2.3 Project Review

The requirements of this section shall be applicable to the permits and activities listed in ***Table 2.2.3-I***. These requirements are supplemental to those found in OCC Sections 16-520, 16-523, and 16-525, respectively. Special Use Permit applications shall be subject to the provisions of Division 3 of the OCC with the exception of OCC § 16.531(C).

A. Intent. This section is intended to provide for a straightforward and predictable review process for new development within the Sub-Neighborhood Plan Area.

B. Review authority. The reviewing authority shall be as identified in Chapter 16, Article VII (Permit Procedures) of the OCC.

C. Applicability. The requirements of this section shall be applicable to Zoning Clearances (ZC), Site Plan Review Permits (SPR), Development Design Review Permits (DDRP). ***Table 2.2.3-I*** establishes which permit types are required for each activity/development. See OCC Chapter 16, Article VII (Permit Procedures) for further requirements.

D. Project review fee. All planning entitlements shall be subject to fees established by the City Council.

E. Project Application Requirements. The items required on the application forms and required by the City's Development Code (OCC Chapter 16) shall be submitted to the City for project review. As needed, the Director may require the applicant to provide other supporting data. The Director shall not accept an application unless it is accompanied by any required application fee set by resolution of the City Council.

F. Process and Approval. All application packages shall be reviewed for consistency with the intent and regulations of this Sub-Neighborhood Plan and with the conditions imposed by any other previous approvals, and be either approved, approved with conditions, or denied by the approving authority.

1. **Recommendation for approval.** If the application is consistent with all applicable standards of this Code and the findings listed in ***Tables 2.2.3-II*** and ***2.2.3-III,*** the approving authority shall approve the application, or approve the application with conditions.

Table 2.2.3-I Required Permit Types

Activity	Permit Required
New sign(s) or modification to existing sign(s)	Sign Permit
Changeable copy sign	Minor SUP
Sidewalk dining	SPR
Exterior Improvements	SPR
Site improvements (lighting, landscaping, parking areas, trash enclosure, fencing)	MNMD
Building addition(s) (cumulative) of ≤ 1,000 or 10%, whichever is greater	MNMD
Building addition(s) (cumulative) of > 1,000 or 10%, whichever is greater	SPR
Up to 20% deviation from any standard of this Sub-Neighborhood Plan	SUP
New accessory building	SPR
New House, Side Yard House, Rowhouses, Multiplex, or Outbuilding	SPR
New Walk-up, Podium Building, or Commercial Building	SPR
All projects larger than 1 acre in size (see Table 2.2.3-II for Requirements and Findings)	SPR

Key

MNMD	Minor Modification to Underlying Permit
SPR	Site Plan Review Permit
SUP	Special Use Permit

Table 2.2.3-II Additional Application Requirements and Findings for Large Sites

Additional Required Submittal Items	Required Findings
Applicable to all projects larger than 1 acre in size	
• A set of plans that demonstrate how all requirements of ***Section 2.3*** (Subdivisions) are met, along with all other requirements of this code that are applicable to the project. This may include: • A site plan which shows the conceptual public realm network within the entire project area, including all streets (showing design speed), paseos, parks, and other public open spaces, including the proposed size, type, and function of each space. • Plans which show the conceptual landscape plan for the public realm, which includes sidewalks, parkways, trees, landscaping, public furniture, fixtures, and amenities within and adjacent to the project site. • Plans which show the proposed subdivision of land into new lots or design sites, all proposed site improvements, and all proposed building footprints, identified by building type (see ***Section 2.6***). • A development program, which lists the building types block by block and indicates the remaining development capacity for the entire Sub-Neighborhood plan area. • Phasing Plan(s) which: • Demonstrate how the subject development will facilitate the orderly build-out of the Plan area based upon economic conditions; • Demonstrate how the subject development will seamlessly integrate with adjacent developed land; • Demonstrate how the subject development will abut adjacent undeveloped land without dead-end streets; • Provide for infrastructure improvements to meet the needs of each phase of development.	• The project is consistent with the vision that is described and illustrated in Chapter 1; • The project will not adversely affect or be materially detrimental to such adjacent uses, buildings or structures or to the public health, safety or general welfare. • The site that is subject to the permit shall be provided with adequate sewerage, water, fire protection and storm drainage facilities. • The project complies with all applicable mitigation measures contained in the EIR, Mitigation and Monitoring Program, and other applicable environmental documents; • The project complies with any conditions imposed through any existing Master Plan, subdivision, and land use and/or design review approval(s); • Lot(s) created are legal lots; • The project is consistent with applicable General Plan policies and is in conformance with applicable zoning regulations contained in this Specific Plan and other adopted standards.

Table 2.2.3-III Additional Application Requirements and Findings for All Other Permits

Additional Required Submittal Items	Required Findings
• Detailed drawings in plan, elevation, and section which visually describe all physical features associated with the "Activity" requiring a permit per ***Table 2.2.3-I***.	• The project is consistent with the vision that is described and illustrated in Chapter 1; • The project will not adversely affect or be materially detrimental to such adjacent uses, buildings or structures or to the public health, safety or general welfare. • The site that is subject to the permit shall be provided with adequate sewerage, water, fire protection and storm drainage facilities. • The project complies with all applicable mitigation measures contained in the EIR, Mitigation and Monitoring Program, and other applicable environmental documents; • The project complies with any conditions imposed through any existing Master Plan, subdivision, and land use and/or design review approval(s); • The project is consistent with applicable General Plan policies and is in conformance with applicable zoning regulations contained in this Specific Plan and other adopted standards.

2.3 Subdivision Standards

2.3.1 Applicability & Intent

Any future subdivision is subject to the Subdivision Map Act (and applicable Section of the OCC) and the standards of this Section. These standards have been calibrated to ensure that buildout is consistent with the vision for the Sub-Neighborhood plan as described in ***Chapter 1***.

2.3.2 Site Standards

All proposed development shall be subject to the following subdivision standards.

A. The area shall be divided into blocks by new, publicly accessible rights of way and open spaces. (Figure 2.3.2.A)

1. New vehicular rights of way shall align with existing streets that surround the plan area, as shown on ***Figure 2.3.2.A***.
2. All rights of way shall be provided and designed per the requirements of ***Section 2.9***. The one exception to this is a *Close*.[1]
    a. The entirety of any *Close* that is longer than 150 feet must be as wide as the end turnaround required by the Oxnard Fire Department, and must continue through the remainder of the block as a paseo, per the standards of ***Figure 2.9.9***.
3. Blocks shall be defined on all sides by streets, except in the cases listed below.
    a. The area bound by Rose Ave, Cesar Chavez Dr, the southward extension of Concha St, and the park along Jacinto Dr shall be split into smaller blocks by at least one publicly accessible east-west pedestrian and bike connection from Rose Ave to Concha St (see ***Figure 2.4 Regulating Plan***), subject to the following:
        i. This connection shall take the form of either: a Paseo (subject to ***§2.9.9***); or a Close[1] which provides vehicular access from Concha St to on-site parking, stops short of Rose Ave, and connects to Rose Ave via a Paseo.
        ii. Vehicular through-access to Rose Ave is prohibited.
        iii. This connection does not need to be defined at the time of the Master Tentative Tract Map but shall be included in any development application for the area.
    b. In Area C, new lots may attach to (abut) the school property.
    c. A block may attach to (abut) a park on one side, provided that the attached lots are designed to front the park. See ***Section 2.10.3.A***.
    d. A paseo may divide an oversized block into two so that the resulting two blocks meet the dimensional standards established in ***Standard 2.3.2.A.4***. Only one block edge may be a Paseo. Paseos must be designed per the standards and guidelines of ***Section 2.9.9*** and unrestricted public access through the paseo is required.
4. Blocks shall not exceed a perimeter of 1,400 feet.
5. Dead-end alleys are prohibited.
6. Gated communities are prohibited.

B. Zoning and overlays shall be applied to the newly-formed blocks. (Figure 2.3.2.B)

1. Zones and overlays shall be selected only from those established in ***Section 2.4***.
2. Zones and overlays shall be applied to plan areas per the requirements of ***Section 2.4***.

C. Blocks shall be divided into lots or design sites based on selected building types. (Figure 2.3.2.C)

1. Alleys must provide secondary (rear) access to all Houses on lots which have a width less than or equal to 55 feet, Sideyard Houses, Rowhouses, Multiplexes, and Commercial Buildings. See ***Table 2.9.10***.
2. Lot areas and dimensions shall be calibrated to the building types that are allowed in ***Section 2.6***.
3. All lots shall front onto a street or public open space.
4. Lots which are adjacent to the central green shall orient toward the central green or to Milgaro Place; lots which are adjacent to the East Village Park extension shall orient toward the East Village Park extension or to Milagro Place.
5. Through lots shall only be permitted for Walk-ups and Podiums. See ***Sections 2.6, and 2.7***.

Notes

1 See ***Section 2.12 Glossary***

Figure 2.3.2.A - Subdivide Blocks



The above framework illustrates how the plan area is divided into blocks by new rights of way and open spaces and connects to existing streets.

Figure 2.3.2.B - Apply Zoning



Zoning is applied to the newly-formed blocks.

Figure 2.3.2.C - Select & Apply Building Types



Blocks are arranged into lots based on selected building types, and provided with alleys for rear access.

2.4 Regulating Plan & Zones

2.4.1 Zones & Overlay Established

Two regulating zones and two overlay zones are established for this Sub-Neighborhood plan. All development is subject to these Zones and Overlays, and their associated standards throughout this Chapter.

Table 2.4 Allowed Building Types

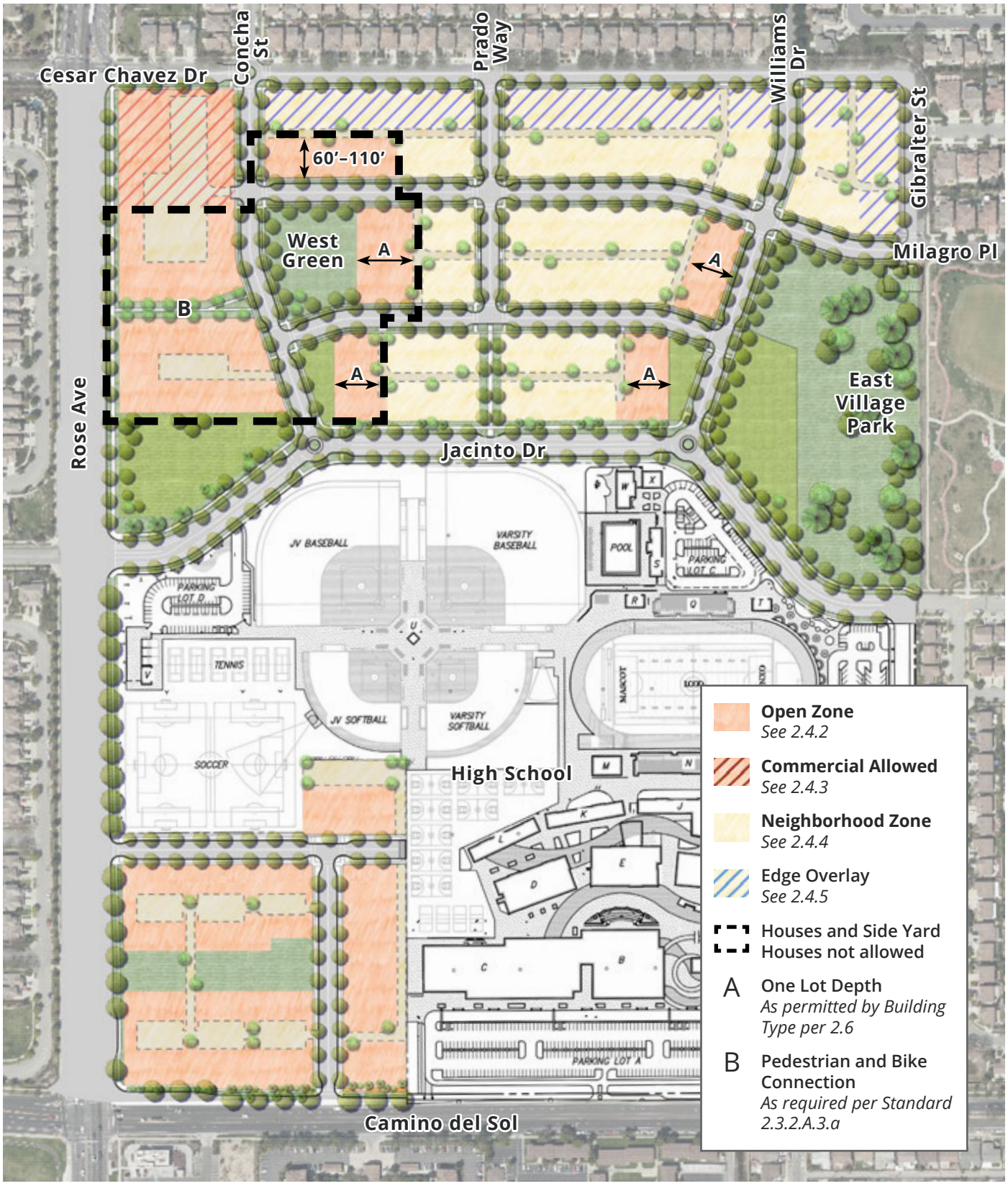
Building Type[1]	Section	Alley Required?	Open	Commercial	Neighborhood	Edge
House	**2.6.3**	Yes if lot width is ≤ 55'	●[2]	●	●	●
Side Yard House	**2.6.4**	Yes	●[2]	●	●	●
Rowhouse	**2.6.5**	Yes	●	●	●	●
Multiplex	**2.6.6**	Yes	●	●	●	●
Walk-up	**2.6.7**	No	●	●		
Podium	**2.6.8**	No	●	●		
Commercial	**2.6.9**	Yes	●[3]	●		
Outbuilding [4]	**2.6.10**	NA	●	●	●	●

Notes

● *Allowed*

1 Multiple building types may be used with a single project. This may result in "mixed-use development" in the Commercial Overlay.
2 Certain locations only. See Figure 2.4.
3 Outside the Commercial Overlay, a Commercial Building Type shall not exceed 1,000 square feet of leasable floor area and shall only be permitted on corner lots that are adjacent to (including across a street from) parks.
4 Only allowed on a lot with a House.

Figure 2.4 Regulating Plan



2.4 Regulating Plan & Zones

2.4.2 Open Zone

A. Location. See ***Figure 2.4***.

B. Intent. The Open Zone is intended to accommodate the entire range of allowable building types within the Sub-Neighborhood plan. Multiple building types and uses may occur within a single project, resulting in a mix of uses and building forms. It is the only zone in which Podiums are allowed. Larger buildings, or portions of buildings, which front the Neighborhood Zone are scaled down - both vertically and horizontally - to create streets with consistent and coherent building patterns. Buildings are close to the public right of way, with active frontages and conspicuous entrances. Sidewalks are wide, and streets are lined with trees.

C. Standards Specific to the Open Zone

1. Houses, Side Houses, and Rowhouses not allowed within the specified area shown on ***Figure 2.4***.
2. Commercial Buildings outside of the Commercial Overlay may not exceed 1,000 square feet of leasable floor area, and may only be permitted on corner lots that are adjacent to parks.
3. Any nonresidential uses outside of the Commercial Overlay shall be subject to SUPs per ***Section 2.5***.
4. Nonresidential uses within residential buildings shall be subject to SUPs per ***Section 2.5,*** limited to 750 square feet, and shall be exempt from on-site parking requirements.

2.4.3 Commercial Overlay

A. Location. See ***Figure 2.4***. The Commercial Overlay is established within the Open Zone. It shall include:

- The northwest corner of the Plan Area: from Rose Ave. eastward to the southern extension of Concha St., and from and Cesar Chavez Dr. southward 300 feet.

B. Intent. The Commercial Overlay, with its exposure to high volumes of traffic, is intended to enable concentrations of commercial uses that exceed 1,000 square feet. Other building types and uses are also allowed in this Overlay, which may result in a mixed-use development.

2.4.4 Neighborhood Zone

A. Location. See ***Figure 2.4***.

B. Intent. The Neighborhood Zone consists of house-scale buildings which contain primarily residential uses. Buildings have active frontages, such as porches, stoops, and dooryards. Garages are typically in the rear of each lot, but where in front, they do not visually dominate. Streets are tree-lined with wide sidewalks. Alleys allow for streets of uninterrupted active and interesting frontages.

2.4.5 Edge Overlay

A. Location. The Edge Overlay is established within the Neighborhood Zone along Cesar Chavez Dr. and Gibralter St. The Edge Overlay extends from the property lines along said streets and extends directly back 100 feet. See ***Figure 2.4***.

B. Intent. The Edge Overlay is intended to ensure that new development is compatible with existing development across the streets in form, scale, and character.

C. Standards Specific to the Edge Overlay. The following development standards are specific to the Edge Overlay, and supplement the other development standards throughout this code.

1. Buildings shall not exceed 2.5 stories (see ***Section 2.6.2.K***).
2. The maximum building length along Cesar Chavez Drive shall be 44', regardless of Building Type.
3. Building facades longer than 30' shall have elements, such as porches or projecting portions of the facade, that are 10' to 30' in width, preserving the house-form rhythm of the street.
4. East of Concha Street, on-site parking may not be accessed directly from Cesar Chavez Dr. Alleys entries are permitted as shown in the Regulating Plan (***Figure 2.4***).
5. No more than 2 rowhouses shall be attached to each other (2 attached rowhouses are also known as a side-by-side duplex).

2.5 Allowed Uses

2.5.1 Introduction

This section includes land use provisions for all properties within the Sub-Neighborhood plan area. Uses not listed in ***Table 2.5*** shall be prohibited unless the Director can make a finding of similar use. Definitions of the uses are in ***Section 2.12 Glossary***. If a word or phrase used in this Chapter is not defined in ***Section 2.12 Glossary***, then the definition in Chapter 16 of the Oxnard City Code shall be used. If a word or phrase used in this Chapter is not defined in Section 16-10 of the City Code, the Director shall determine the correct definition, giving deference to common usage. All uses are subject to all applicable development standards, State law, and any other applicable requirements that are beyond the scope of this Chapter.

2.5.2 Special Use Permits

Special Use Permit applications shall be subject to the provisions of Division 3 of the OCC with the exception of OCC § 16.531(C). Home Occupations are allowed pursuant to the OCC and shall not require Special Use Permits.

2.5.3 Maximum Commercial Area

This Sub-Neighborhood Plan and associated environmental documentation has been prepared with an assumption of a maximum of 40,000 square feet of net leasable commercial space. The Community Development Department shall track the amount of permitted commercial space within the Sub-Neighborhood Plan Area, and shall not approve additional commercial space without an amendment to this Sub-Neighborhood Plan and required environmental and traffic analyses. Outside the Commercial Overlay, a Commercial Building Type shall not exceed 1,000 square feet of leasable floor area and shall only be permitted on corner lots that are adjacent to (including across the street from) parks.

Table 2.5 Allowed Uses

Use	Open	Commercial	Neighborhood	Edge
Residential				
Residential Uses	P[1]	P[1]	P[1]	P[1]
Recreation, Resources Preservation, Open Space, and Public Assembly				
Community Assembly ≤ 10,000 sq ft	SUP	P	---	---
Community Assembly > 10,000 sq ft	SUP	SUP	---	---
Day care (family, child, adult) < 15	SUP	P	SUP	---
Day care (family, child, adult) ≥ 15	SUP	SUP	---	---
Institution (includes school)	SUP	SUP	SUP	---
Public Facilities	SUP	SUP	SUP	---
Public Open Space	P	P	P	P
Recreation/Commercial	---	SUP	---	---

Use	Open	Commercial	Neighborhood	Edge
Retail, Service, and Office				
Alcohol[3], beverage, with food sales (on-site consumption)	---	SUP	---	---
Bed and Breakfast Inn < 12 rooms	SUP	P	SUP	---
Brew Pub, Winery, Tasting Room	SUP[2]	SUP	---	---
Grocery Store[4]	SUP[2]	P	---	---
Health and exercise center / spa	---	SUP	---	---
Hotel	---	P	---	---
Home-Based Business	HOP	HOP	HOP	HOP
Live Theater	---	P	---	---
Museum, Art Gallery	---	P	---	---
Office: financial, professional, government, administrative	SUP[2]	P	---	---
Office, medical	---	P	---	---
Outdoor Dining / Sidewalk Cafe[5]	SUP	P	---	---
Outdoor Display	---	P[4]	---	---
Restaurant Establishment[3]	SUP[2]	P	---	---
Retail[4]	SUP[2]	P	---	---
Services, Administrative and Professional, Business Support	SUP[2]	P	---	---
Services, Personal	SUP[2]	P	---	---
Studio: art, music, dance	SUP[2]	P	---	---
Use involving sale of alcohol for off-site consumption	---	SUP	---	---

Key

P	Use allowed by right.
SUP	Use requires approval of Special Use Permit.
---	Use not allowed.
HOP	Home-Occupation Permit

Notes

1. See Table 2.6, which regulates the location of building types.
2. Limited to 1,000 square feet.
3. Bar allowed if accessory to a restaurant; requires SUP. All "off-sale" alcohol establishments shall be restricted to markets and drug stores where alcohol sales will not be more than 20% of gross sales. Liquor stores and convenience stores will be prohibited from off-sale of alcoholic beverages. Any "on-sale" alcohol establishment (restaurants) shall be limited to operating between hours of 7 a.m. and 11 p.m.
4. Does not include smoke shops, tobacco sales, or liquor stores.
5. Minimum 6-ft clear path on sidewalk, and subject to issuance of an encroachment permit.

2.6 Building Standards

2.6.1 Introduction

The majority of the private development standards of this code are specific to each building type. These building types are derived from market analyses prepared to inform the Sub-Neighborhood plan. In addition to detached single-family building types, this section describes a number of other, more intense types - some of which might freely intermix with houses. The standards of this section are intended to ensure that all buildings are sized, scaled, and designed to form a cohesive neighborhood, contribute positively to shaping and engaging the public realm, and relate well to the surrounding built environment.

2.6.2 General Standards

This section sets forth standards applicable to all site improvements. See ***Table 2.6*** for an overview of the allowed building types by zone.

A. Building Types.

1. New construction shall be selected from the building types allowed within the zone.
2. Except for Walk-ups (***Section 2.6.7***) and Podiums (***Section 2.6.8***), only one primary building may be permitted to be constructed per lot, according to the standards applicable to the type.
3. Applicants subject to a Master Plan requirement may not entitle or build one side of a right of way without also entitling the other side.

B. Lots. For the purpose of ensuring the intended pattern described in this Sub-Neighborhood plan, all site plans shall show lot lines around each building regardless of whether or how the parcel is intended to be subdivided ("design sites"). Shown lots and the building(s) that sit on them shall conform to all standards of selected building type. All new lots shall front directly onto a street or public open space.

C. Building Orientation.

1. All primary buildings shall orient toward, and take direct pedestrian access off the adjacent street, paseo, or park. No building shall front onto a drive aisle, fire lane, or parking area. No building shall back onto a street, paseo, or park.
2. Street side façades (on corner properties) must be built to the same standard of architectural quality as the front façade, with the same materials and pattern of openings.

D. Building Footprint.

1. **Buildout.** Each permitted building type requires that a specified percentage of the length of the lot be "built-to." This means that the façade of the primary building or outbuilding (in the case of side buildout) must meet the "build-to" line for the specified width. Required side setbacks are exempt.
    a. Within the Neighborhood Edge Overlay, portions of a façade that are set back 8–10' from the "build-to" line to achieve a house-scale massing pattern (as required in ***Section 2.4.5***) shall count toward that lot's façade buildout.
2. **Building Depth.** Building depth is measured from the primary facade to the rear of the primary building, at the furthest point it extends into the lot. The primary building includes any attached garage or tuckunder parking, but it does not include any detached accessory building, such as a detached garage.

E. Encroachments.

1. **Encroachments Past Build-to Lines.** Porches, stoops, dooryards, and balconies may encroach up to 10 feet past build-to lines, provided that a distance of at least 5 feet is maintained to the back of sidewalk. Steps may encroach all the way to back of sidewalk; staircases to outbuildings may encroach all the way to back of sidewalk (see ***Section 2.7.3***).
2. **Encroachments into Setback Areas.** Nonhabitable architectural elements may encroach into required interior side yards provided that a minimum clearance of 3 feet is maintained.
3. **Encroachments into Rights of Way.** At the discretion of the Community Development Director and Public Works Director, commercial uses may provide awnings or canopies over the sidewalk. Display of merchandise and outdoor dining may also be permissible. Encroachment permits issued by the City of Oxnard shall be required for any encroachment into the public right of way.

F. Access. No unit entrance shall be located more than 250 feet from the sidewalk or the tenant/visitor parking space(s) assigned to that unit, as measured along walking paths. All direct and common entrances shall be accessible on foot either directly from the sidewalks or via the extension of the public realm (see ***Section 2.7.2***).

G. Building Separation. The minimum separation between any two buildings on the same site shall be a distance that is equal to half of the height of the taller structure unless otherwise determined by health and safety requirements during the Development Advisory Committee review process.

H. Building Materials and Ornamentation.

1. The design and detail of retaining walls, sidewalks, street-facing yards, fences, walls, and all other architectural elements between the curb and the building façade shall be of the same architectural style and quality as the primary building.
2. No building, fence, or wall material may simulate another material.
3. With the exception of garage door ornamentation, false architectural elements or ornamentations are prohibited.
4. All outbuildings shall match the finishings of the primary building, and be alike in architectural quality and detail.
5. Textured stucco finishes such as rough-cast or sand-finish are highly discouraged; and stucco should be either smooth or minimally textured.

I. Floorplans. The ground floor space adjacent to the street, public open space, or extension of the public realm (see ***Section 2.7.2***) may not be bedrooms or bathrooms.

J. Private and Common Open Space.

1. **Minimum Size for House, Side Yard House, Rowhouse, and Mutiplex building types.** A minimum of 15% of the total floor area of dwelling units shall be provided as private and/or common open space. A minimum of 50% of this required area shall be provided as private open space. See the standards for each building type (***Sections 2.6.3*** through ***2.6.6***) for any applicable dimensional requirements.

2. **Minimum Size for Walkup and Podium building types.** A minimum of 15% of the total floor area of dwelling units shall be provided as private and/or common open space. A minimum of 50% of this required area shall be provided as private open space. In addition to this required 15% area, each project shall provide at least one common open space of not less than 2,500 square feet, subject to the following:

   a. The common open space shall have a minimum dimension of not less than 35 feet in any direction.
   b. Square footage beyond 2,500 may count toward the 15% requirement.
   c. One such common open space may satisfy this standard for all units within each block.
   d. This common open space shall have recreational facilities, including at least one of the following:
      i. Swimming pools and/or spa
      ii. Tennis/basketball/volleyball courts;
      iii. Barbecues and picnic facilities;
      iv. Recreation buildings;
      v. Exercise courses and stations;
      vi. Children's play equipment; and
      vii. Such other facilities as are approved by the Planning Commission.
   e. This requirement may be waived if the project is within .25 miles of one of the shared private parks.

3. **Requirements Applicable to All**

   a. Any private open space counting toward the area requirements shall have a minimum dimension of 8 feet in any direction. Some building types provide additional dimensional standards (see ***Sections 2.6.3*** through ***2.6.6***).
   a. In cases where alleys are easements over portions of adjacent legal lots, the easement portions of the lot shall not be included in the calculation of required open space.
   b. Private open space requirements shall only be satisfied by area that is behind the front build-to line, unless it is a porch or a balcony.
   c. Porches, balconies, and terraces—built to the dimensional requirements of ***Section 2.7***—shall count towards minimum open space requirements.
   d. All residential front setbacks shall include in-ground landscaping, regardless of whether or not a porch or terrace is present on a portion of the setback.

K. Building Height.

1. Building Height is determined by zone and by building type. Buildings or portions of buildings must further respect the height limit of the Edge Overlay where applicable (***Figure 2.4***).
2. Height for eaves, flat roofs, and roof peaks shall be measured from the finished interior ground floor.
3. Buildings or portions of buildings on facing or abutting lots shall not differ in height by more than one story for every 50 feet, as measured from the closest façade.
4. ADA access requirements shall prevail over the minimum ground floor elevation requirements of this code.
5. The following architectural elements may exceed the height limits by right.
    a. Roof structures for the housing of elevators or stairways, tanks, ventilating fans or similar equipment required to operate and maintain the building, firewalls, skylights, bell towers, church steeples, chimneys, and structures that the Director determines to be similar. Such structures shall not exceed the maximum by-right height limit by more than 10 feet.
    b. Upper-floor terraces and rooftop decks are allowed on all building types, provided that parapets do not exceed the height limit for flat roofs by more than 4 feet.
6. Half-stories.
    a. Intent. Half stories are stories above the eaves of a pitched roof, lit by dormers. Their allowance is intended to facilitate the possibility of greater interior floor areas without affecting the intended character of the street. Their footprint shall not exceed 60% of the overall building footprint.
    b. Requirement. Knee walls under the roof slopes may not exceed 4 feet in height. The cumulative length of dormer windows above the second story eave may not exceed 50% of the total roof eave length per side.

Table 2.6 Allowed Number of Stories

Building Type	Reference	Open [1]	Neighborhood	Edge
House	2.6.3	3	2.5	2.5
Side Yard House	2.6.4	3	2.5	2.5
Rowhouse	2.6.5	3	2.5	2.5
Multiplex	2.6.6	3	2.5	2.5
Walk-up	2.6.7	4	2.5	2.5
Podium	2.6.8	4	NA	NA
Commercial Building	2.6.9	4	NA	NA
Outbuilding	2.6.10	2	2	2

Notes

1 **Commercial Overlay:** In the Commercial Overlay and Open Zone, all buildings—or portions of buildings—within 100 feet of Cesar Chavez Dr (as measured from the property line along Cesar Chavez Dr) shall be limited to 2.5 stories in height. The remainder of the Commercial Overlay is subject to the Open Zone limits on number of stories.

Figure 2.6.2.J-I Heights for Buildings with Residential Ground Floors

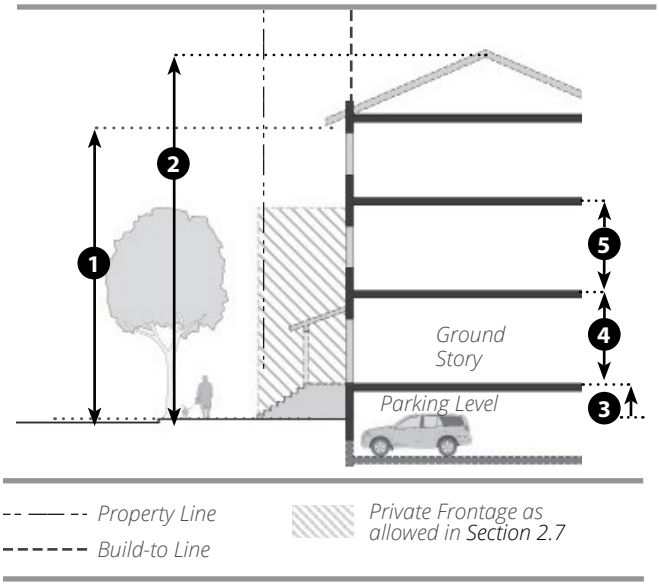


Figure 2.6.2.J-II Heights for Buildings with Commercial or Retail-Ready Ground Floors

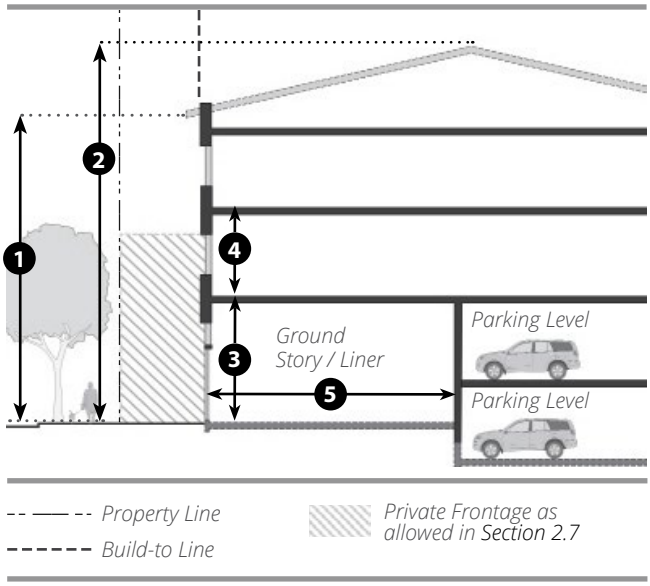


Table 2.6.2.J-I Heights for Buildings with Residential Ground Floors

Stories	1	2	2.5	3	4
1 To eave or top plate of flat roof (max)	10′	25′	25′	35′	50′
2 To top of pitched roof (max)	20′	35′	35′	45′	57′
3 Ground floor above grade	1.5′ - 3.5'				
4 Ground floor height (min floor to floor)	10'				
5 Upper floor story height (min floor to floor)	10'				

Table 2.6.2.J-II Heights for Buildings with Nonresidential Ground Floors

Stories	1	2	3	4
1 To eave or top plate of flat roof (max)	20′	32′	44′	56′
2 To top of pitched roof (max)	26′	38′	50′	62′
3 Ground floor height (floor to floor)	14' - 20′			
4 Upper floor story height (floor to floor)	10' - 12′			
5 Liner depth (min)	18'			

L. Site Walls. Unless otherwise noted within this code, the following standards apply to all site walls, fences, and hedges. Additional standards may be required and enforced at the discretion of the Director based on the standards contained in OCC Sections 16.308 through 16.316. See ***Section 2.8.6.B.2*** for standards specific to surface parking lots.

1. Chain link fences are prohibited.
2. The design of all fences and walls must be found by the Director to be consistent with the design of the building(s) on the same site.
3. Wall, fence, and hedge height shall be measured from the grade directly below. In cases where the grade differs on either side of the fence or wall, the lower measuring point shall be the average between the grades of the sides.
4. Specific to front yards and side street yards (corner lots).
    a. Per OCC section 16.308, openwork fences, railings guarding depressed ramps, boundary hedges, and landscaping or architectural features, as defined in OCC section 16-304, may be located in any required front yard, providing such structures or hedges do not exceed 3.5 feet in height and are 50 percent or more open.
    b. Walls and solid fences which do not exceed 18 inches in height may be located in front yard areas.
    c. Entrance arbors up to 9 feet in height and 5 feet in width may be permitted.
    d. On corner lots, walls and fences may reach 6 feet in height to enclose the private rear yard from the side street, but must be set back at least as far back as the building face of the primary building.
5. Interior side yards and rear yards
    a. Walls may reach 6 feet in height beginning 5 feet behind the façade of the primary building. Interior side and rear walls and fences may reach 8 feet in height, provided that any portion of the fence or wall that is in excess of 6 feet in height is at least 50% open. Through lots do not have rear yards.
    b. Any rear fence or wall along any alley shall be so constructed as to provide a space in the rear yard, not less than six feet in width, 30 inches in depth and four feet in height, for the location of trash barrels off of the alley. Such space shall be open to the alley and shall be so designed and constructed that it will be easily accessible directly from the rear yard, for the deposit of trash in barrels placed within the space. If another area within the rear yard meets the above requirements, it shall not be necessary to incorporate such a space for trash barrels into the fence or wall.
    c. Gates and doors on rear fences shall not open over the alley, but shall be designed to open over the owner's property.

M. Landscaping

1. New or modified landscape and irrigation shall comply with the following:
    a. Turf is not to exceed 30 percent of the landscape areas in residential developments.
    b. All on-site paving materials that are visible from the public right of way shall be attractive and complementary to the main building design.
2. Landscaping should be used to soften walls and fences and provide a green screen, where appropriate, between abutting commercial and residential properties.
3. Ground water recharging and stormwater runoff limits should be facilitated on all parts of new building sites. Possible strategies include:
    a. Rain gardens and vegetated bioswales that convey and infiltrate rainwater.
    b. Pervious pavement that allows stormwater to infiltrate directly into the ground below. Acceptable permeable surfaces include pervious concrete, pervious pavers, decomposed granite, and gravel.

N. Waste Enclosures. Solid waste enclosures shall be designed into each site in accordance with the guidelines set forth in the document entitled Solid Waste Collection Service for Residential and Commercial Entities – Material Management & Enclosure Design Guidelines, which is available on the City website. Receptacles, where required, shall be enclosed by elements which match the architecture of the building. See ***Section 2.11***.

O. Utilities. All utilities and utility cabinets shall be located within alleys, interior building corners, at building offsets, or other similar locations where the building mass acts as a shield from public view. See ***Section 2.11*** for more detail.

P. Lighting

1. Shielding. Site lighting should be shielded by permanent attachments to light fixtures so that light sources are not visible from a public way and to prevent off-site glare.
2. Extent. Site lighting includes illumination of parking areas, buildings, pedestrian routes, and public ways.
3. Wall-pack lighting. Wall-pack types of lighting are not recommended, but if proposed must be provided with full cutoff shields and must contribute to the architecture of the building.
4. Shared pedestrian areas and walkways that are internal to site must provide lighting with an average of 0.6 footcandles but not less than 0.3 footcandles.
5. Specific to residential uses. Site and building-mounted luminaires may produce a maximum initial illuminance value no greater than 0.04 horizontal and vertical footcandles at the street.
6. Specific to commercial uses. Site and building-mounted luminaires may produce a maximum initial illuminance value no greater than 0.1 horizontal and vertical footcandles at the boundary with adjoining residential lots, and no greater than 0.01 horizontal footcandles 10 feet beyond that boundary.

Q. Signage. Signage within the Sub-Neighborhood plan area shall be subject to the procedures and standards of Chapter 16, Article IX of the Oxnard City Code, with Division 3 of said section being only applicable as follows:

1. Section 16-605(A) shall apply to the Edge Overlay.
2. Section 16-605(B) shall apply to the Neighborhood Zone, exclusive of the Edge Overlay, and to residentially-developed land within the Open Zone.
3. Section 16-607 shall apply to commercial uses.

R. Side Frontages on Corner Lots. Corner lots have two frontages: a front and a side. While side frontages are not subject to the same standards as fronts (per ***§2.6 Building Standards*** and ***§2.7 Building Frontages***), side frontages and any secondary buildings (e.g., outbuildings or garages) should still line the street in an attractive and engaging manner per ***Figure 2.6.2.R*** below.

Figure 2.6.2.R Side Frontages on Corner Lots

A Deep break in the wall plane helps achieve a more "house-scale" massing pattern.

B A change in roof form helps differentiate the masses below.

C A wraparound porch brings activity and visual interest to the side of the house.

D Outbuildings that take pedestrian access off of the side street sidewalk help define and engage the side street.

E Piers that flank alley entrances can visually narrow the opening, as well as calm traffic.



2.6 Building Standards

2.6.3 House

A. Description & Intent

Houses are freestanding, single-unit residential buildings that sit in the middle of their lots. They will be simple in form, with well-composed façades that have large windows, short landscaped front gardens, and conspicuous front doors.

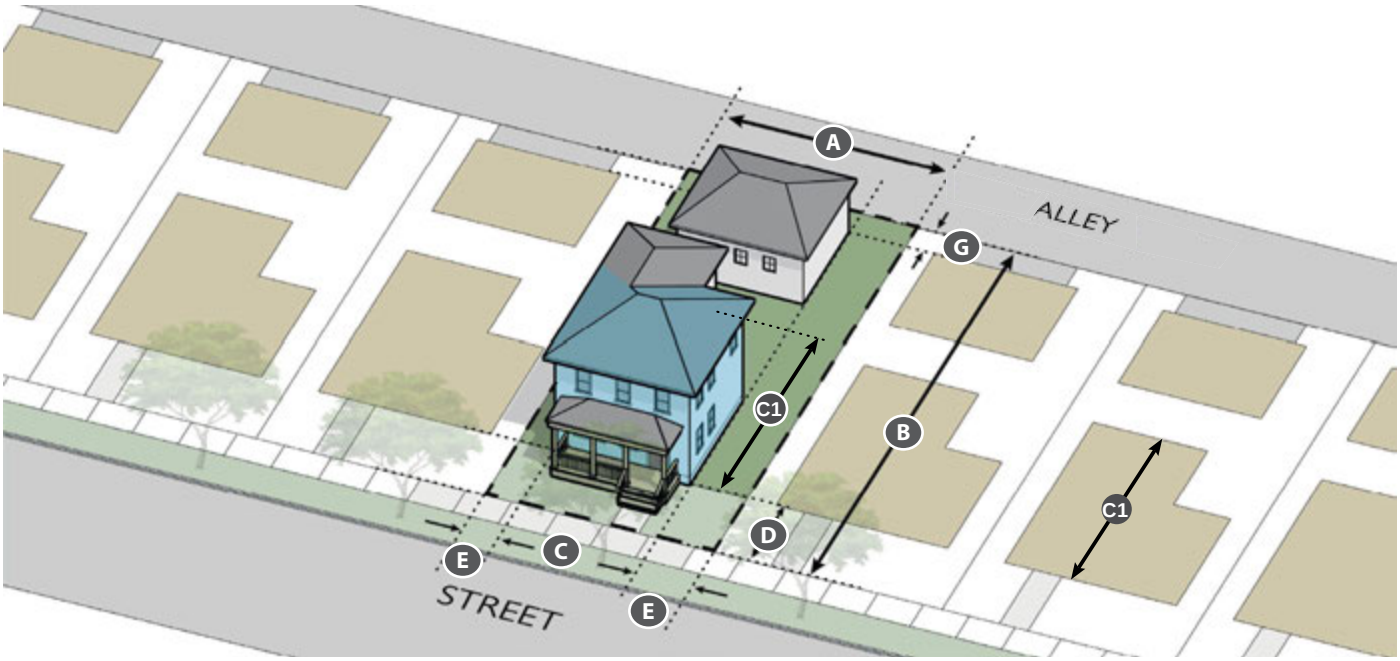


Table 2.6.3 House

Lot Size	Min	Max
A Width	35′	55′
B Depth	95′	140′
Unit Count	**Min**	**Max**
Units per building	-	1
Building Size	**Min**	**Max**
C Building width	25′	44′
C1 Building depth	-	65′
Building Setbacks	**Min**	**Max**
D Front build-to line	15′	
Front buildout	60%	-
E Side yard setback	Min. 10% of lot width	
Side street build-to line	10′ [1]	
Side street buildout	50%	-
G Rear to alley	5′	
Rear with no alley	5′	

Open Space	Min	Max
Private Open Space *(% of lot area)*	15%	-
Private Open Space *(any dim)*	15′	-
Common Open Space	None Required	
Parking		

On-site parking shall be configured per the standards of either ***Section 2.8.4 or 2.8.5***, as applicable per ***Table 2.8-I***.

Notes

1 15′ on Cesar Chavez Dr. and on Milagro Pl.

B. Building Form & Character

1. **Massing.**

   a. **Façade increments.** Houses are required to visually differentiate the façade into simple and distinct masses that are no greater than 25 feet in length (one story) or 30 feet in length (two stories). Two or more of the following architectural techniques are also required to satisfy this standard:

      i. A break in the façade;

      ii. Different façade materials and/or colors;

      iii. Groupings of windows;

      iv. A different number of stories between the frontmost masses;

      v. Any other differentiation that meets the intent of the Sub-Neighborhood plan to the satisfaction of the Director.

   b. Open gables may not exceed 25 feet in length.

2. **Frontage & Access.** Houses shall be accessed from the front, through a door that leads to the interior of the house via one of the frontage elements in ***Section 2.7.3*** (porch, stoop, or dooryard). Front doors shall be visible from the street and not be set in more than 5 feet from the front or side street façade.

3. **Corner lots.** Outbuildings must align with the building face of the primary building on street side yards. See ***Section 2.4.5*** for standards specific to the Edge Overlay.



The stoop, dooryard, and balcony provide ample opportunity for activity at the edges of the public realm.



A raised ground floor provides for residential privacy, compensating for the relatively short setbacks.



A simple, planar façade with a conspicuous and welcoming front door, and large, vertically-oriented windows give this house excellent frontage.

2.6.4 Side Yard House

A. Description & Intent

Side Yard Houses are freestanding, single-unit residential buildings. Like Houses, they will be simple in form, with well-composed façades that have large windows, short landscaped front gardens, and conspicuous front doors. In lieu of a rear yard, Side Yard Houses have side yards.

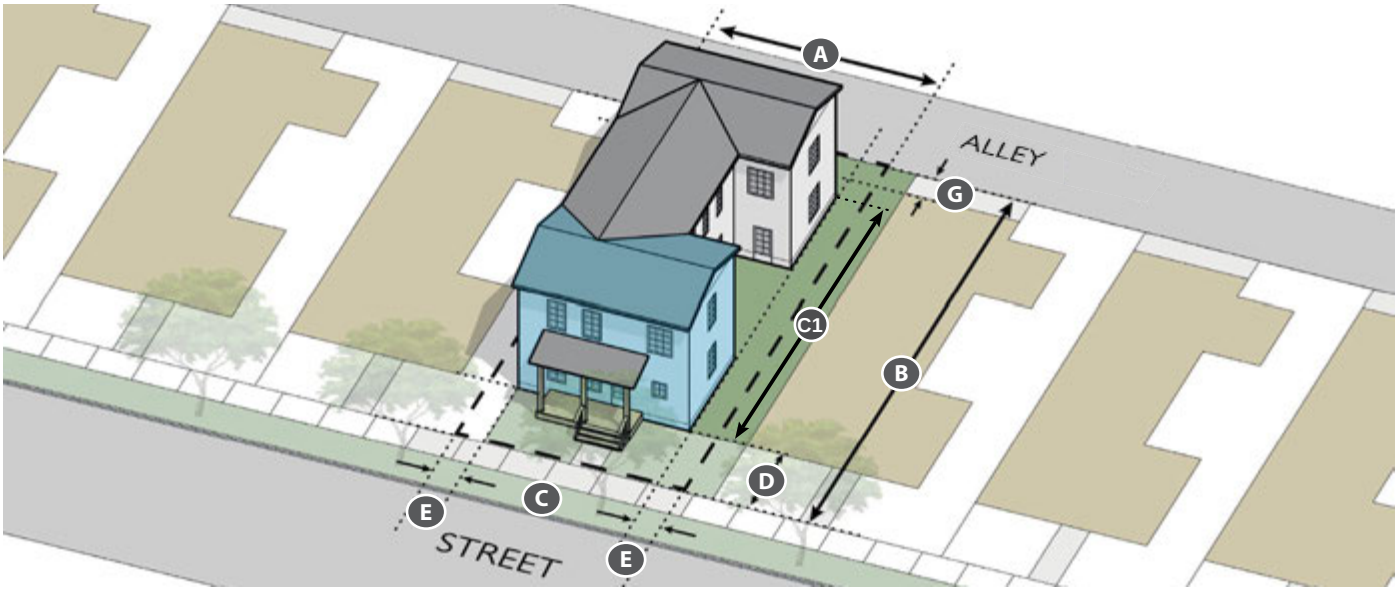


Table 2.6.4 Side Yard House

Lot Size	Min	Max
A Width	35′	45′
B Depth	80′	100′
Unit Count	**Min**	**Max**
Units per building	-	1
Building Size	**Min**	**Max**
C Building width	25′	36′
C1 Building depth	-	65′
Building Setbacks	**Min**	**Max**
D Front build-to line	15′	
Front buildout	60%	-
E Side yard setback	Min. 10% of lot width	
Side street build-to line	10′ [1]	
Side street buildout	35%	-
G Rear to alley	5′	
Open Space	**Min**	**Max**
Private Open Space *(% of lot area)*	15%	-
Private Open Space *(any dim)*	15′	-
Common Open Space	None Required	
Parking		

On-site parking shall be in the rear and configured per the standards of ***Section 2.8.4***.

Notes

1 15′ on Cesar Chavez Dr. and on Milagro Pl.



Side yard houses are traditionally accessed through a front door that leads to the side porch.

B. Building Form & Character

1. **Configuration.** Side yard houses were traditionally built on side property lines, leaving the opposite side of the property open as a 'side yard.' But because modern building and fire codes do not allow windows on walls that sit on property lines, a different approach must be taken to achieve the same result. The following provisions shall be required for Side Yard Houses.

    a. A Side Yard House may not be developed unless the entire block face is developed with Side Yard Houses.

    b. Each lot has an *active* and a *passive* side. See ***Figure 2.6.4.B***.

        i. The *active* side of the lot has the yard, and may contain an internal porch. This should be the south or west side of the lot.

        ii. The *passive* side of the lot contains an easement from the side of the building to the side lot line, and contributes to the side yard of the neighboring property. This should be the north or east side of the lot, where possible.

2. **Frontage & Access.** Traditionally, side yard houses are accessed through a front door or gate that leads directly to the side porch, through which the interior of the house is accessed. Alternatively, primary access may be located on the front façade through one of the permitted frontage variations (see ***Section 2.7).***

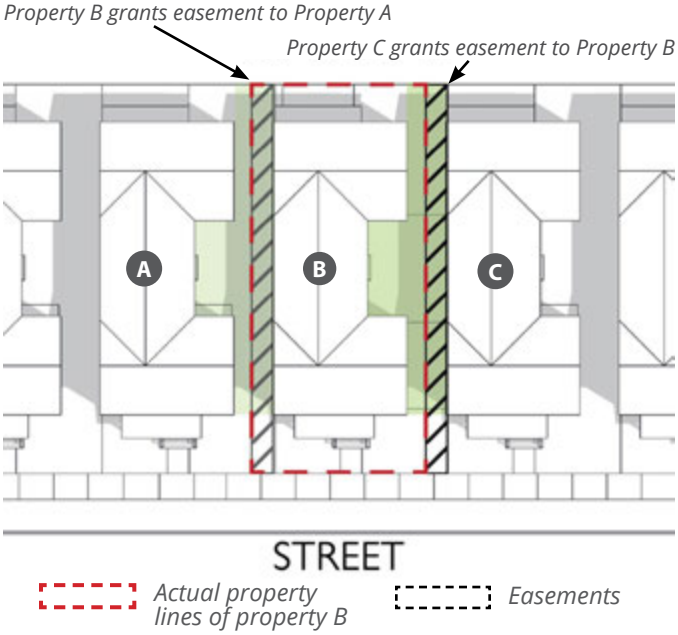
3. **Architectural features.**

    a. Side porches which face the active side yard may be one or more stories, and either stretch the entire length of the house, or terminate at a rear wing of the house. Porches may additionally wrap around the front.

    b. Only privacy windows (see ***Section 2.12 Glossary***) are permitted on the *passive* side of each house (not applicable or allowed when the *passive* side is adjacent to a right of way).

4. **Covenants, conditions, and restrictions (CC&Rs).** Side Yard Houses shall only be located in HOA(s) with CC&Rs that enforce the standards of this Section (***2.6.4***) and regulate the use of the easement on the passive side of the house (see ***Standards 2.6.4.B.1*** and ***Figure 2.6.4.B***) by the easement's owner and its neighbor (unless the passive side easement abuts a right-of-way). The CC&Rs shall establish the following:

Figure 2.6.4.B Side Yard House Configuration



The easements create a situation in which Property B's usable area is shifted, releasing control over it's left side yard to Property A, and gaining access to the side yard area of Property C.

    a. **Neighbor's Rights.** The passive side easement shall function as an extension of the neighbor's yard and may be enclosed by the neighbor's site wall(s) (which are subject to the standards of ***2.6.2.L***). The neighbor may pave and/or plant the easement but shall not construct permanent structures within the easement. The neighbor shall have full and continuous access to the easement, except per ***§2.6.4.B.4.d*** below.

    b. **Owner's Rights.** The owner shall have access to their passive side easement for purposes of necessary maintenance of their home, including but not limited to: painting and otherwise maintaining their exterior wall and windows; repairing and maintaining the structural integrity of their home and foundations; and pest management (including tenting for fumigation).

    c. **Dispute Resolution Process.** A dispute resolution process shall be established under the auspices of the HOA which states that any dispute between adjoining property owners shall go to a mediator or arbitrator selected by the HOA.

2.6 Building Standards

2.6.5 Rowhouse

A. Description & Intent

Rowhouses are side-by-side attached dwelling units. While more affordable than detached single family homes, they each occupy a stretch of street frontage and are accessed directly off the sidewalk. They typically contain stoops, and are differentiated from the next by vertical elements.

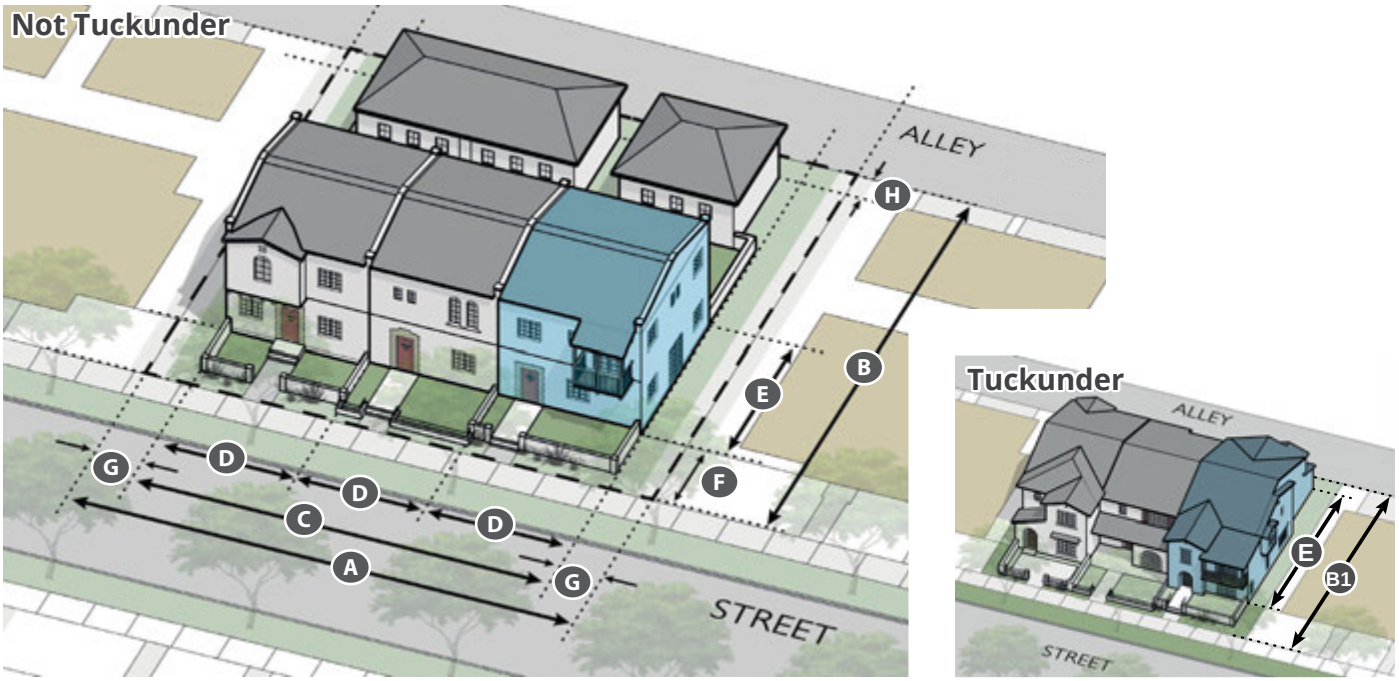


Table 2.5.5 Rowhouse

Lot Size	Min	Max
A Width	50′	-
B Depth - not tuckunder	90′	-
B1 - tuckunder	60	-
Building Size	**Min**	**Max**
C Building width	44′	120′
Number in array	2	5
D Unit width	22′	25′
E Building depth (mid unit)	-	50′
Building depth (end unit)	Max 50′ + garage	
Depth of livable space between the façade and the garage.	15′	-

Building Setbacks		
F Front build-to line	15′	
Buildout percentage	100%	-
G Side yard (min)	10% of lot width	
Side street build-to line	10′ [1]	
Side street buildout	35%	-
H Rear setback to alley	5′	
Open Space		
Private Open Space (if provided in the form of a rear yard or roof terrace)	15 x 15 min	
Private Open Space (if provided in the form of a front porch or balcony)	12 x 8 min	
Common Open Space	None Required	
Parking		
On-site parking shall be in the rear and configured per the standards of ***Section 2.8.4*** and ***Section 2.8.6.***		

Notes

1 15′ on Cesar Chavez Dr. and on Milagro Pl.

B. Building Form & Character

1. **Form & Massing.** Rowhouses should be massed simply, with unit being its own composition that is discrete from those adjacent. This can be achieved well with a vertical element between each unit and/or coherent window groupings (see ***Figure 2.6.5***). Gratuitous façade modulation and overlapping architectural features that blur the division between each unit are highly discouraged. Open gables shall not span multiple units.
2. **Frontage & Access.** Each unit shall be accessed directly from the sidewalk via a stoop or dooryard (see ***Section 2.7).***
3. **Siting & Orientation.** Rowhouse developments shall orient towards, and take access directly off the street, paseo, or park. No unit shall orient toward, or take primary access off of a drive aisle, parking area, or fire lane. Rowhouse developments may not be perpendicular to the street unless they front onto a publicly-accessibly paseo which connects two streets.
4. **Live/work Arrangements.** Rowhouses are ideal building types for live/work arrangements.
    a. Nonresidential uses shall be subject to SUPs per ***Section 2.5***.
    b. Nonresidential uses within rowhouses shall be limited to 750 square feet, and shall be exempt from on-site parking requirements.



Rowhouses provide street frontage similar to that of single family homes, with each unit entered directly, and oriented towards an active and welcoming space.



Simple differentiation between units can make for a clean appearance from the street.

Figure 2.6.5 Rowhouse Façade Composition



Upper floor windows are grouped and stacked above ground floor openings to create coherent compositions which correspond to the dwelling units within. Divisions between units are noted above with yellow dashed lines.



A raised and set back ground floor provides privacy to residences.

2.6 Building Standards

2.6.6 Multiplex

A. Description & Intent

Multiplexes are wood-framed, single-stair buildings of two to eight units. They are generally the size and shape of large houses. Units can be side-by-side and/or stacked, and are accessed either through a shared entry or individual entries along the front. Parking is provided in the rear via garages and/or surface parking.



Table 2.6.6 Multiplex

Lot Size	Min	Max
A Width	50′	72′
B Depth	60′	140′
Unit Count	**Min**	**Max**
Units per building	2	12
Building Size	**Min**	**Max**
C Building width	36′	60′
C1 Building depth	30′	100′
Building Setbacks	**Min**	**Max**
D Front build-to line	15′	
Front buildout	60%	-
E Side yard setback	Min. 10% of lot width, but no more than 6′	
Side street build-to line	10′ [1]	
Side street buildout	35%	-
Rear to alley	5′	

Private & Common Open Space	
Private Open Space (if provided in the form of a rear yard or roof terrace)	15 x 15 min
Private Open Space (if provided in the form of a front porch or balcony)	12 x 8 min
Common Open Space	None Required
Parking	
On-site parking shall be in the rear and configured per the standards of ***Section 2.8.4*** and ***Section 2.8.6.***	

Notes

1 15′ on Cesar Chavez Dr. and on Milagro Pl.

B. Building Form & Character

1. **Form & Massing.**

   a. **Façade increments.** Multiplexes are intended to appear much like large houses, with simple façade compositions of conspicuous front entrances and large windows. Multiplexes are required to visually differentiate the façade into simple and distinct masses that are no greater than 25 feet in length (one story) or 30 feet in length (two or more stories). Two or more of the following architectural techniques are also required to satisfy this standard:

      i. A break in the façade;

      ii. Different façade materials and/or colors;

      iii. Groupings of windows;

      iv. A different number of stories between the frontmost masses;

      v. Any other differentiation that meets the intent of the Sub-Neighborhood plan to the satisfaction of the Director.

   b. Multiple Multiplexes may share courtyards between each other.

   c. Open gables may not exceed 30 feet in length.

2. **Frontage & Access.**

   a. Multiplexes may provide unit access in one or more of the following ways:

      i. Via a common entrance that is accessed directly from the sidewalk.

      ii. Directly from the sidewalk through porches, stoops, or dooryards.

      iii. Through a courtyard which leads directly to entrances.

   b. No unit may take primary access off of a parking lot or fire lane.

   c. At least one street-facing primary entrance is required per 50 feet of frontage. This does not apply to side street frontage on corner lots.

   d. No more than two units may be served by the same external walkway/landing.



Multiplexes can fit well into small lots, creating the opportunity for small multifamily buildings. What is important is that the building addresses, and provides intuitive access from the street.



Short walls can create a transitional space from the public realm. Primary access is always in the front, whether directly into units, or to a small lobby.



Units in multiplexes can take access directly off the street, providing a sense of ownership of that street, and a more lively and interesting ground floor.

2.6 Building Standards

2.6.7 Walk-up

A. Description & Intent

Walk-ups are developments consisting of one or more multi-story, multi-unit buildings. They define and address the public realm, with parking provided behind the building(s). They may house flats that may be rented or sold.

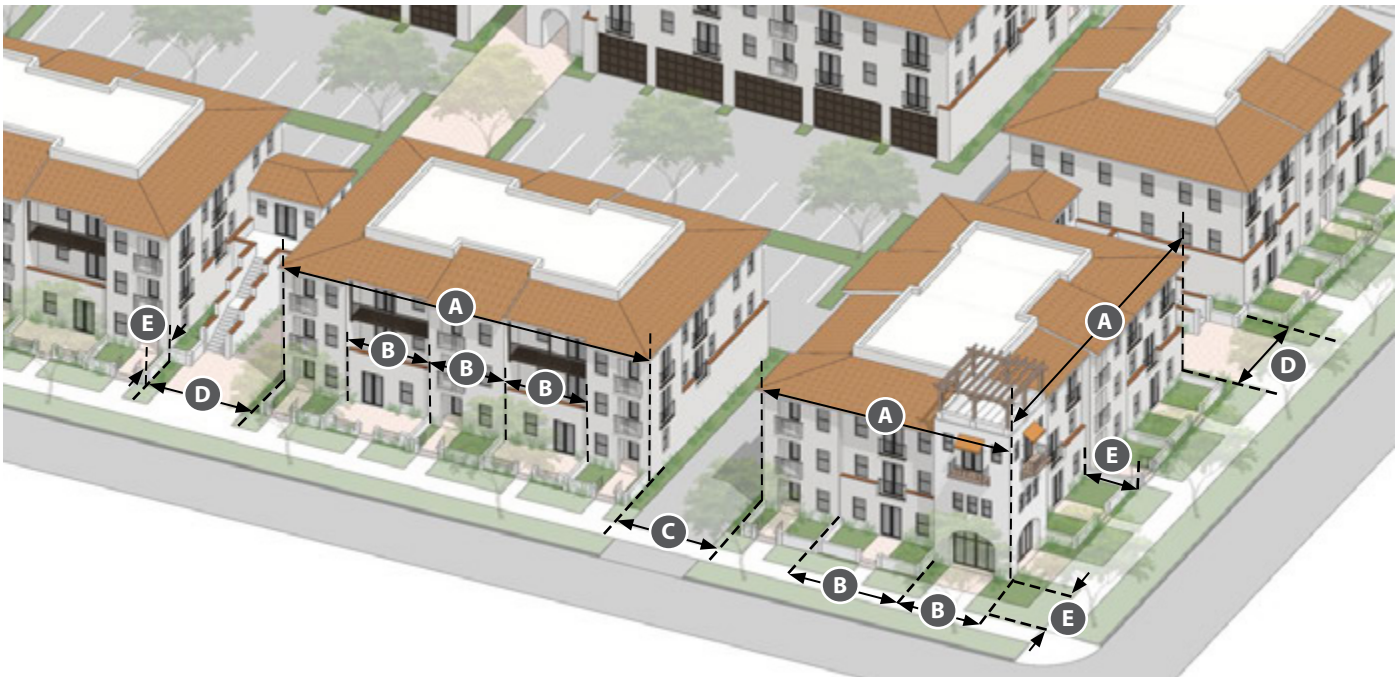


Table 2.6.7 Walk-up

Lot Size	Min	Max
Width	50′	Block
Depth	60′	Block
Massing	**Min**	**Max**
A Building length along any street or open space (max)	-	240′
Major massing increment [1]	45′	85′
B Façade increment [2]	15′	30′
C Width of parking access	24′	30′
D Width of paseos	10′	-

Building Setbacks	Min	Max
E Front build-to line	15′	-
Buildout percentage	100% [3]	-
Side yard (min)	10% of lot width [4]	
Rear, with alley (min)	15′ from centerline	
Rear, no alley	10′	-
Private & Common Open Space		
See ***Section 2.6.2.J.***		
Parking		
Parking shall be located in shared surface lots per ***Section 2.8.6*** and/or within the building and accessed from the rear (tuckunder) per ***Section 2.8.4***. In either case, the standards of ***Section 2.8.6.B*** shall apply.		

Notes

1 See ***Section 2.6.7.B.3***
2 See ***Section 2.7.1.E***
3 See ***Section 2.6.2.D.1*** and exceptions in ***Section 2.6.7.B.4***
4 Only applicable where adjacent to separate lot

B. Building Form & Character

1. **Form & Massing.**

   a. Walk-ups may range in size from a single, street-facing multi-unit building to an entire block of buildings.

   b. No building may back up against a street, court, paseo, or park.

   c. Surface parking shall be aggregated into the center of the block per the standards of ***Section 2.8.6***; buildings shall line the perimeter of the block and orient outward towards the street(s), court(s), paseo(s), or park(s). Any public or semi-public open space within the site must be directly attached to a street.

2. **Frontage & Access.**

   a. The entirety of building frontage along streets, courts, paseos, and parks are subject to the frontage standards of ***Section 2.7***.

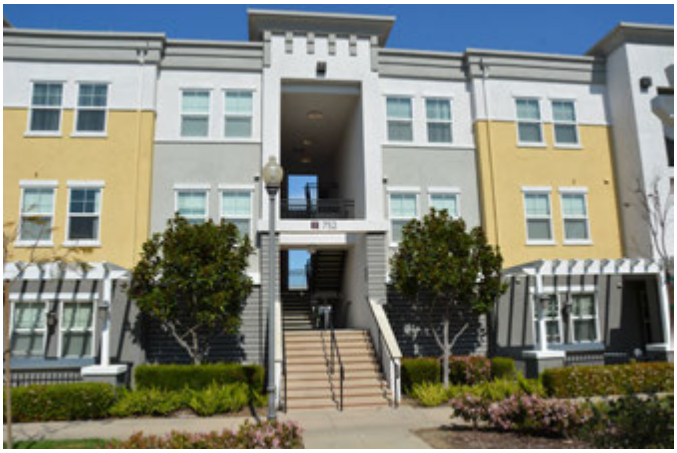
   b. At least one primary entrance is required per major massing increment. This may be a direct entrance into a ground floor unit, or a common entrance which leads to a lobby. Alternatively, a shared external stairway that provides common residential access from within or between major massing increments may satisfy this requirement. Paseos and courts may also provide additional building access.

   c. No primary entrance shall be off of a parking lot or fire lane.

   d. Any fences or site walls that are internal to the site and intended to enclose private space shall be limited to 3.5 feet in height.



Walk-ups can fit well into mid-block parcels.



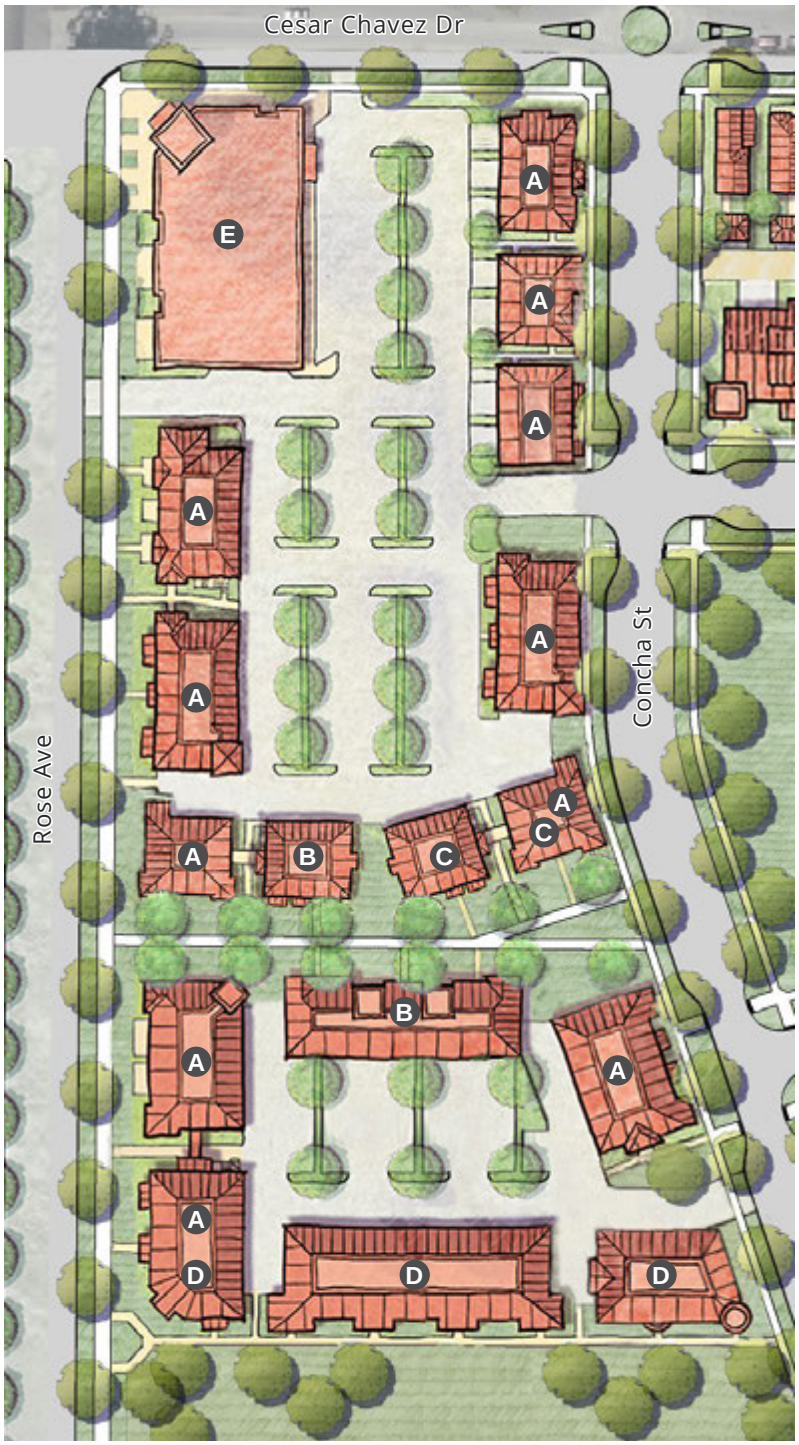
Common site access must be conspicuous and welcoming, whether it is via a doorway into a lobby, or via external staircases that lead directly from the sidewalk.



Units in Walk-ups can take access directly off the street, providing a sense of ownership of that street, and a more lively and interesting ground floor.

2.6.7 Walk-up (Cont.)

3. **Major massing increment.** Buildings greater than 85 feet in length are required to visually differentiate the façade into simple and distinct compositions, each being between 45 and 85 feet. The cornice, eave, or parapet of each major massing increment shall differ in height by at least 4 feet. Two or more of the following architectural techniques are also required to satisfy this standard:
    a. Massing breaks, formed by recessions at least 20' wide and 20' deep (may occur at second floor and above);
    b. Different façade materials and colors;
    c. Pilasters;
    d. Different sizes, shapes, and/or patterns of windows;
    e. The differentiation and/or misalignment of horizontal architectural features, like cornices and string courses;
    f. Any other differentiation that meets the intent of the Sub-Neighborhood plan to the satisfaction of the Director.
4. **Exception to buildout.** The following elements may recess from or break the streetwall, and constitute allowed exceptions to the frontage buildout requirement.
    a. Forecourts, provided they are at least 20' by 20' and contain either a conspicuous common entrance (to a lobby), a common exterior stairway, or direct access to ground floor units.
    b. Entrances to paseos/walkways.
    c. The width of exterior staircases and landing areas.
    d. Chamfered corners, provided they include a primary entrance or stairway.
    e. The frontage of a required side yard.
    f. The frontage of a surface parking lot, subject to the standards in ***Section 2.8.6.C.***



A Walk-up is oriented towards a *street*

B Walk-up is oriented towards a *paseo*

C Walk-up is oriented towards a *court that is* along a *paseo*

D Walk-up is oriented towards a *park*

E Commercial building is oriented toward Rose Ave and Cesar Chavez Dr



GOOD: Houses, rowhouses, and walk-ups peacefully coexist on the same block. The alley provides access to private garages and surface parking that is in the center of the block



AVOID: The "streets" surrounding these walk-ups are not streets at all, but parking aisles. The buildings effectively sit in a sea of parking, with many units far off from the public realm.



GOOD: Walk-ups line the block, orienting towards, and taking primary access directly from the sidewalk. Parking has limited street frontage.



AVOID: While one building defines and takes access off of the street, the remainder of the project is huddled within a perimeter of parking.



GOOD: Walk-up buildings of different sizes line the majority of the block, with narrow access drives. The block is defined on all sides by streets.



AVOID: Small blocks will preclude this sort of development, where the public realm of the street is far off, and units are set deep within a parking lot.

2.6.8 Podium

A. Description & Intent

Podiums are large-footprint, multi-unit buildings that sit atop a concrete parking level. The ground floor parking area is lined with residential or commercial uses and frontages. On-site open space is provided on the parking lid in the form of courts, walkways, and amenities like pools or playgrounds.

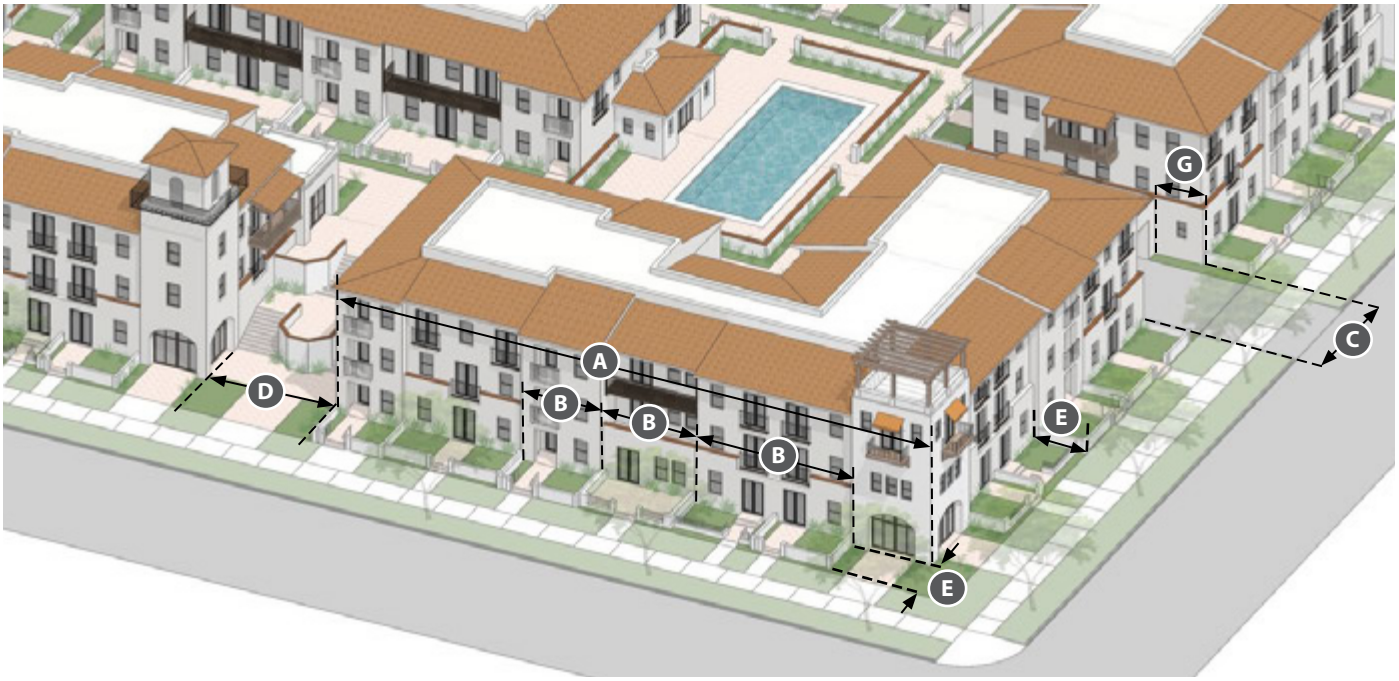


Table 2.6.8 Single Podium

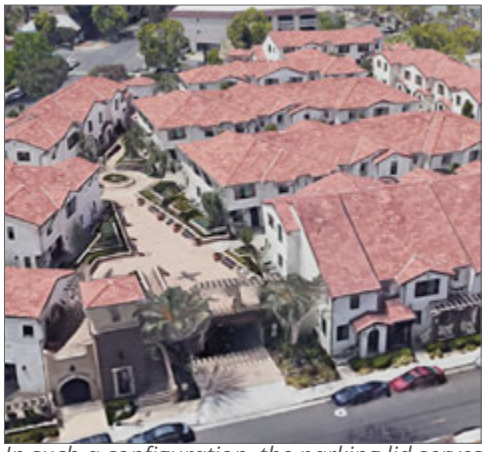
Lot Size	Min	Max
Width	120′	Block
Depth	120′	Block
Unit Count		
Units per building	-	-
Massing		
(A) Building length along any street or open space (max)	-	240′
Major massing increment [1]	45′	85′
(B) Façade increment [2]	15′	30′
(C) Width of parking access	24′	30′
(D) Width of paseo	15′	-

Building Setbacks	Min	Max
(E) Front build-to line	15′	-
Buildout percentage	100% [3]	-
(G) Parking entrance	Min. 10′ from façade	
Side yard (min)	10% of lot width [4]	
Rear, with alley (min)	15′ from centerline	
Rear, without alley	NA	
Private & Common Open Space		
See ***Section 2.6.2.J.***		
Parking		
Requirements specific to structured parking are contained in ***Section 2.8.7***. Surface parking for visitor spaces may be permitted as well, subject to the standards of ***Section 2.8.6***.		

Notes

1 See ***Section 2.6.8.B.3*** and ***4.***
2 See ***Sections 2.6.8.B.2.b*** and ***2.7.1.E.***
3 See ***Section 2.6.2.D.1*** and exceptions in ***Section 2.6.8.B.4***
4 Only applicable where adjacent to separate lot

B. Building Form & Character



In such a configuration, the parking lid serves as the extension of the public realm into the site, providing access to the units that have no street frontage.



Access to the lid of the parking garage can be provided directly off the street with well-designed and welcoming stairways. A security gate at the top may be appropriate.

1. **Form & Massing.** Podiums will take up all or much of a block, meaning that they will have multiple street frontages. With the exception of entrances to parking, the entirety of the parking structure must be lined wherever abutting streets.

2. **Frontage & Access.**

   a. At least one primary entrance that leads directly from the sidewalk is required per major massing increment. Ground-floor units may be accessed directly from the sidewalk or internally. Upper-floor units may be accessed through a conspicuous common entrance located near the sidewalk at the front of the building. Units built atop the parking lid may be accessed either from enclosed corridors or from paseos that are accessible from the sidewalk.

   b. The entirety of building frontage along the street shall be organized into façade increments consistent with the standards of ***Section 2.7.1.E.***

   c. Any fences or site walls that are internal to the site and intended to enclose private space shall be limited to 3.5 feet in height.

3. **Major massing increment.** Buildings greater than 85 feet in length are required to visually differentiate the façade into simple and distinct compositions, each being between 45 and 85 feet. The cornice, eave, or parapet of each major massing increment shall differ in height by at least 4 feet. Two or more of the following architectural techniques are also required to satisfy this standard:

   a. Massing breaks, formed by recessions at least 20′ wide and 20′ deep (may occur at second floor and above);

   b. Different façade materials and colors;

   c. Pilasters;

   d. Different sizes, shapes, and/or patterns of windows;

   e. The differentiation and/or misalignment of horizontal architectural features, like cornices and string courses;

   f. Any other differentiation that meets the intent of the Sub-Neighborhood plan to the satisfaction of the Director.

4. **Exception to buildout.** The following elements may recess from or break the streetwall, and constitute allowed exceptions to the frontage buildout requirement.

   a. Forecourts, provided they are at least 20′ by 20′ and contain either a conspicuous common entrance (to a lobby), a common exterior stairway, or direct access to ground floor units.

   b. Entrances to paseos/walkways.

   c. The width of exterior staircases and landing areas.

   d. Chamfered corners, provided they include a primary entrance or stairway.

   e. The frontage of a required side yard.

   f. The frontage of a surface parking lot, subject to the standards in ***Section 2.8.6***.B.

2.6 Building Standards

2.6.9 Commercial Building

A. Description & Intent

This Sub-Neighborhood plan envisions a possible commercial component at the northwest and/or southwest corner of Area A. It may be single-story or contain upper floor offices or residential flats. It is important that commercial buildings define, orient towards, and take direct pedestrian access off of the adjacent street(s). Likewise, the streetwall it forms should be divided into a rhythm of shopfronts with ample, clear fenestration and frequent entrances.

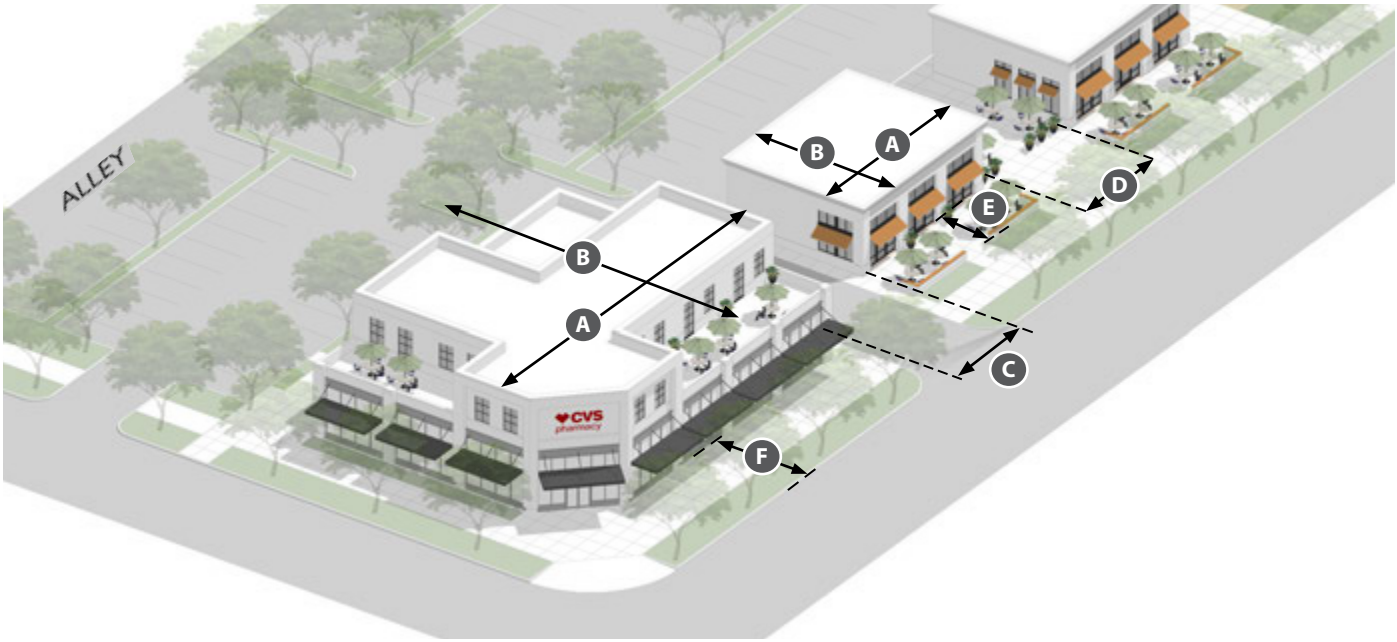


Table 2.6.9 Commercial

Lot Size	Min	Max
Width	-	Block
Depth	-	Block
Building Size	**Outside Commercial Overlay**	**Inside Commercial Overlay**
A Building length	50′ max	175′ max
B Building depth	50′ max	175′ max
Massing		
C Width of parking access (building-to-building)	25′	30′
D Width of paseo	25′	-

Building Setbacks		
Setback from property line	10′	15′
E Dining terrace depth[1]	10′	15′
Buildout percentage	100%	-
Rear, with alley	15′ to centerline	
F Curb to building if fronting directly onto Rose Avenue "Scenic Corridor"	30′	40′
Parking		
Requirements specific to surface parking are contained in ***Section 2.8.6.*** A Parking Management Plan is required for any project which includes a Commercial Building in the Commercial Overlay.		

Notes

1 Where provided. See ***Section 2.7.4.D*** and diagrammatic section on facing page.

B. Building Form & Character

1. **Frontage & Access.** See Commercial Frontages - ***Section 2.7.4***

    a. The entirety of the building frontage along the street shall be organized into shopfront frontages consistent with the standards of ***Section 2.7.4.***

    b. Any tenant space abutting the sidewalk must take direct access from the sidewalk.

    c. One entrance shall be provided for every 50 feet of building frontage along the street.

    d. Additional entrances may be permitted off the sides and rear.

2. **Off-Street Loading & Unloading Areas.** Except where in conflict with the provisions of this section, off-street loading & unloading requirements shall match those of Section 16-644 of the OCC. Loading docks must be located between the building and an alley - not between the building and another street. Loading docks shall not be located any closer than 50 feet from any property line and shall be screened from public view.

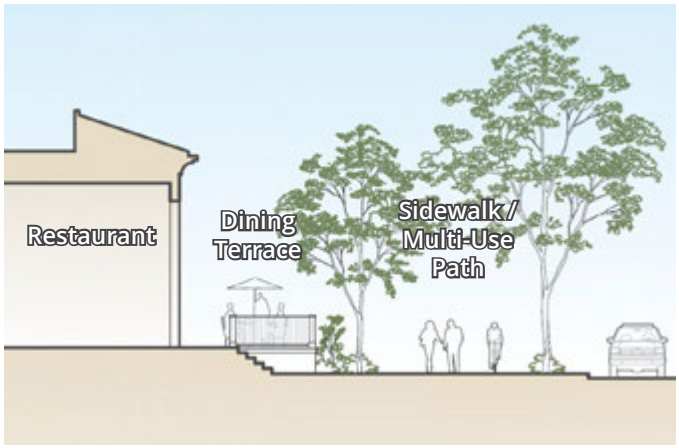
3. **Encroachment into the right of way.** Outdoor seating areas may encroach into the public right of way, provided that at least 8 feet of sidewalk area is kept clear. Subject to the approval on an encroachment permit by the Public Works Department.



Commercial buildings shape and address the street along the most possible amount of street frontage. Chamfered corners provide opportunities for conspicuous entrances.



Ample and clear fenestration that provides views deep into well-lit space is crucial for an interesting ground-floor environment.



An example of a dining terrace elevated above the sidewalk level. While dining terraces need not be elevated, this can provide additional comfort for diners along a busy street.



An example of a neighborhood-scale and neighborhood-serving commercial building that could be appropriate at corners outside of the Commercial Overlay.

2.6 Building Standards

2.6.10 Outbuildings

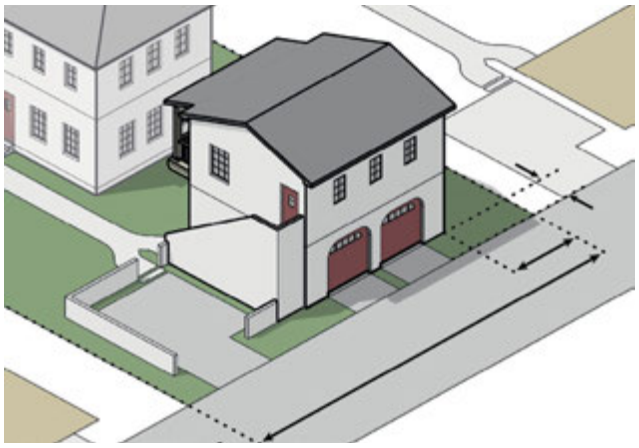
A. Description & Intent

Outbuildings are detached structures in the rear third of House lots. They typically have garages on the ground floor, and above, they may provide workspace, playspace, or living space. When an Outbuilding accommodates an additional household and therefore functions as an Accessory Dwelling Unit (ADU), it is further regulated by Oxnard City Code §16-465.



Table 2.6.10 Outbuilding

Lot Size		
House lots only		
Building Size	**Min**	**Max**
A Building width	-	-
B Building depth	-	-
Building Setbacks		
C Side yard	5′	
Street Side Yard	Flush with house	
Rear, with alley	Min. 15′ from centerline	
D Rear to alley	5′	
Building Height	**Min**	**Max**
Stories (see ***Section 2.6.2.K***)	2	



Additional surface parking adjacent to outbuildings can supplement the on-site parking supply as desired.

B. Building Form & Character

1. **Location.**
    a. Outbuildings shall be allowed only on lots developed with Houses (§2.6.3), and limited to the rear third of the lot, as measured from the front setback line.
    b. 2-story outbuildings shall be located on or near the side setback line of the westernmost or southernmost side of the lot. This does not apply to corner lots with no adjacent lot to the east or north.
    c. Outbuildings on corner lots should be located on the street side of the lot, and take access directly off the sidewalk below.
2. **Access.** Upper floor units may be accessed via an internal or exterior staircase which leads to an internal yard or directly to the alley or side street sidewalk.
3. **Windows.**
    a. Openings must constitute 20% of upper floor, alley-facing façades (the "upper floor" refers to the entire façade area from the floor of the second floor to the ceiling of the top floor).
4. **Accessory Dwelling Units.**
    a. For ADUs, see Oxnard City Code §16-465 and applicable State law. Where permitted by City or State law, ADUs in any other arrangements or on other Building Type lots are subject to the Building Type standards of that lot, per ***Section 2.6*** of this Code.
5. **Parking.**
    a. See Oxnard City Code §16-468 for parking requirements. See ***Section 2.8.4.C*** for efficient parking strategies which facilitate increased parking within the block.



Outbuildings are designed to the same standards of architectural quality as the primary building on the site.



Access to the upper floor can be provided via external staircase, which may lead to an internal yard.



Windows and doors near alleys provide "eyes on the street" (natural surveillance) to help keep less active spaces safe.

2.7 Building Frontages

2.7.1 Private Frontage Standards

A. Introduction. The private frontage is the face of the building and the space between the building and the public or semi-public space that the building fronts. It defines not only the character of each building, but - collectively - private frontages define the character of the neighborhood and of the city. Welcoming frontages are the most important private design element of walkable neighborhoods, making the streets and open spaces comfortable, safe, pedestrian-scale "outdoor rooms" for healthy communities.

B. Applicability. Private frontage standards apply to the façade of buildings that front or side on a street or public or semi-public open space (See ***Section 2.7.2***), and the space between the façade and property line. The following standards apply to all private frontages.

C. Building Entrances.

1. A primary entrance shall be provided for every 50 feet of building frontage along a street or public open space. Even spacing is not required. This shall not apply to the side frontages of Houses, Side Yard Houses, Rowhouses, or Multiplexes.
2. Primary entrances may include direct access into a ground floor unit or a common entrance into a lobby.
3. External stairways and entrances on chamfered corners satisfy the requirement for frequent primary entrances; fire exit, service, utility, and similar doors do not.

D. Fenestration. All façades on a street or public open space must be articulated by frequent openings that are organized into simple, coherent patterns.

1. **Design.**
   a. Depth. Except for shopfront and bay windows, individual windows must be recessed by a minimum of 4 inches, as measured from the main façade plane to glass.
   b. Frequency. The horizontal distance between openings shall not exceed 15 feet in any direction
   c. Transparency. All ground-floor windows must have an external reflectance of less than 15%, and a transparency higher than 80%.

2. **Façade coverage.** The following minimum areas prescribe the required percentage of glass area within the ground floor of any freestanding building, or any façade increment (see ***Section 2.7.1E***). The ground floor is the entire façade area from floor to ceiling; "upper floors" refers to the entire façade area from the floor of the second floor to the ceiling of the top floor.
   a. Ground-floor residential units: 20%. Sills of windows satisfying this requirement may be no higher than 3 feet above interior finished floor.
   b. Ground-floor commercial: 70% - 90%. Sills of windows satisfying this requirement may be no higher than 3 feet above interior finished floor.
   c. Upper floors (any use) - 30% - 70%.

E. Division into façade increments. The facade of any building with 50 feet or more of frontage along a street or public open space, the entirety of the ground floor that is in fulfillment of the buildout requirement shall be divided into façade increments. Façade increments are coherent compositions of openings, distinguishable from each other, that are each between 15 and 30 feet wide. Upper floor window patterns should be clearly grouped by façade increment. Modulation of the wall plane and overlapping architectural features that confuse the division between each façade increment are discouraged.

F. Grading. The average slope between the façade of a building and the right of way shall be between 0.5% and 5%.

G. Building Services. All utilities, utility cabinets, above-ground equipment, fire exits, and trash containers shall be located in the rear or interior side of the lot. Rooftop equipment screening should be an integral element of building architecture. See also ***Section 2.11***.

H. Frontage elements. ***Sections 2.7.3 and 2.7.4*** contain variations of frontage elements that are appropriate for the sub-neighborhood plan. In addition to the standards of this section, the standards specific to each frontage element apply wherever such element occurs.



A low fence and short front yard provide a comfortable transitional space from the sidewalk and the private porch.



Conspicuous front doors, ample fenestration, and quality building ornamentation and materials allow the design to be simple, comfortable, and engaging.



With short residential setbacks, it is necessary to raise the ground floor and group public rooms at the front.

2.7 Building Frontages

2.7.2 Frontage & Access Standards

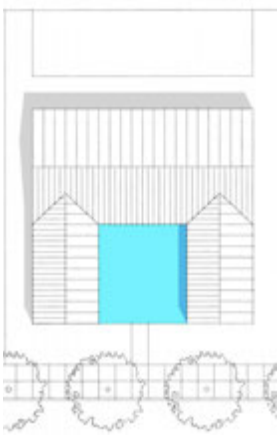
A. Description & Intent

All buildings must take primary access from the adjacent right of way. This may be through direct entrances from the sidewalk into units, through a conspicuous and welcoming common entrance that leads to a lobby, through a conspicuous and welcoming staircase that leads to an internal court, or through an extension of the public realm, off of which units can be accessed. The public realm can spill into a site in the form of forecourts, zaguans which lead into internal courtyards, and paseos/rosewalks. These spaces function as semi-public transitions between the public and private, and must be designed to balance the need for privacy, convenience, and beauty.

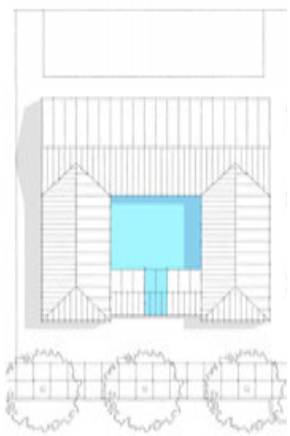


This paseo is a good example of an extensions of the public realm. It leads the pedestrian from the sidewalk, into the site where individual units are accessed.

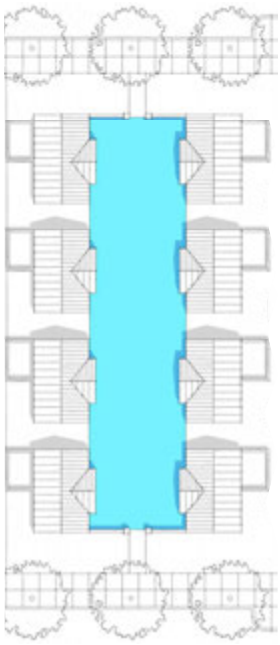
Figure 2.7.2 Public Realm Extensions



Forecourts *abut the public right of way. They have a maximum depth of twice their width.*



Internal Courtyards *are accessed from the public right of way by internal lobbies or corridors or by paseos/rosewalks.*



Paseos/Rosewalks *connect through blocks, creating a non-vehicular link between public rights of way.*

B. Standards & Guidelines

1. **Access into the Site.** Public realm extensions provide access from the street to dwellings, retail, office spaces, or buildings within the lot that lack direct access from the street. They may provide fully public access or they may limit access to residents or tenants.

2. **Access through the Block.** Public realm extensions can also provide connections through blocks. This can be accomplished with a paseo or through a sequence of courts and paseos linking together through the block. Where a non-vehicular connection is being used to meet walkable block size standards (***Section 2.3.2.A***), full and unrestricted public access must be provided through the route which meets this requirement.

3. **Amenities.** Public realm extensions can also double as amenity space and should be designed and furnished as such. They can serve as spaces for gathering, dining, play, and can include fountains and another amenities.

4. **Private frontage.** The private frontage variations described in ***Section 2.7.3*** provide the needed transition between the public realm and private space. Such transitions are also necessary when the transition is between public realm *extensions* and private space. Therefore, the frontage standards of ***Section 2.7.3*** also apply to building frontages along these public realm extensions.

5. **Security.** Blocks or portions of blocks which are intended to be secure and shared only by tenants and authorized guests shall be designed accordingly. Such facilities shall include security cameras, controlled access to common areas which are not open to the public, and secure mail and parcel delivery. Areas which are intended to provide partial or full public access shall take advantage of passive security measures, such as passive surveillance from the windows of private frontages designed per this Section.





A sequence of courts and paseos can created a non-vehicular connection through blocks and larger sites.



Amenities such as water fountains can greatly add to the quality and comfort of courts.



This court functions as a outdoor room while providing access to multiple buildings.

2.7 Building Frontages

2.7.3 Residential Frontages

A. Description

The neighborhoods of this plan will be characterized by relatively narrow streets framed with simple arrangements of façade elements that sit behind short front yards. This frontage space between the front lot lines and the building façades can be configured in more than one way, as the diagrams on this page illustrate. Each provides a transition from the public realm of the sidewalk to the private space of the home interior.



Table 2.7.3 Residential Frontages

		Frontage element	MIN	MAX
General	A	Front / street side wall height	-	3.5′
	B	Elevated yard height	-	3′
	C	Grading on Front Yard	0.5%	5%
	D	Ground floor above grade at setback	1.5′	3.5′
Porches	E	Porch depth (not including stairs)[1]	8′	-
	F	Porch width	12′	-
	G	Porch floor height [2]	8′	12′
	H	Floor height [3]	1.5′	3.5′
	I	Between porch and front PL	3′	-
Stoops	J	Stoop width	3′	8′
	K	Stoop depth (not including stairs)	3′	8′
	L	Stoop floor height[3]	1.5′	3.5′
		Planter/fence height	-	3′
	M	Entry Recession depth	0.5′	6′

		Frontage element	MIN	MAX
Balconies & Projecting Rooms	A	Width	6′	24′
	B	Height	-	2 floors
	C	Depth	4′	10′

B. General Standards

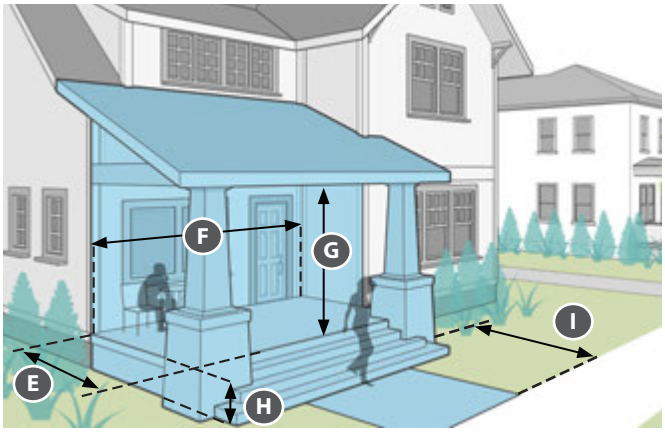
Residential buildings may be accessed through direct entrances from the sidewalk into units, through a conspicuous and welcoming common entrance that leads to a lobby, through a conspicuous and welcoming staircase that leads to an internal court, or through an extension of the public realm, off of which units can be accessed (see ***Section 2.7.2***). Porches, stoops, dooryards may encroach past the build-to line and into required front yards.

Notes

1 Between wall and end of porch deck.
2 From porch floor to top of porch columns.
3 Measured from adjacent finished grade.
4 If counting toward a project's Open Space requirement, additional minimum dimensions apply per Building Type and ***Section 2.6.2.J.3***.

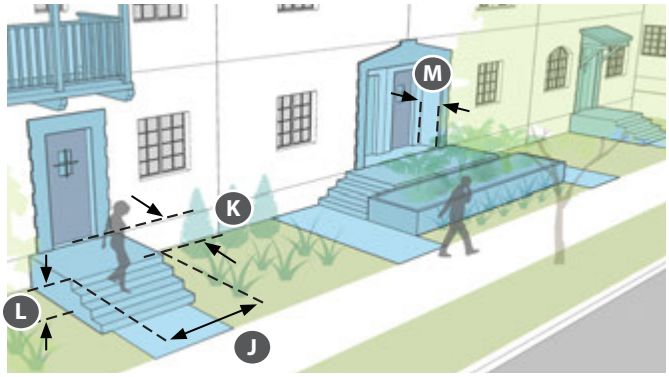
C. Specific to Porches

1. Porches may encroach into required front setbacks up to within 5 feet of the front lot line.
2. Porches must be open on at least two sides.
3. Porches may also wrap around a corner of the building. This are particularly appropriate on corner lots.
4. Railings may be up to 3 feet in height above the porch floor, and must be at least 30% open.



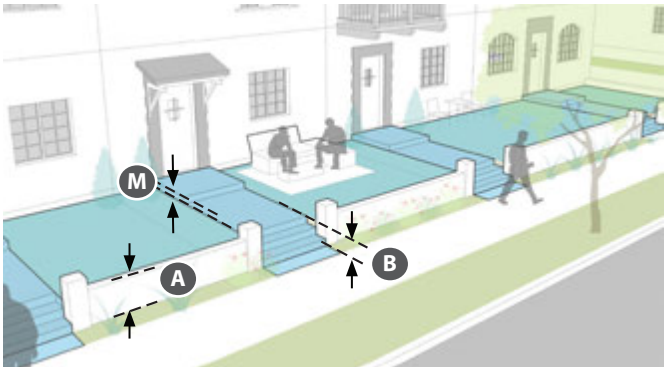
D. Specific to Stoops

1. A stoop may provide access to no more than two ground-floor dwellings.
2. Landscaping should be provided in the remaining private setback area, either at grade or in raised planters, and should be compatible with street/ parkway landscaping.



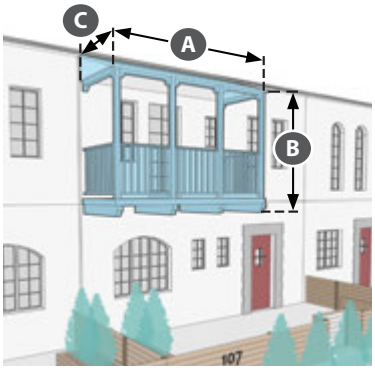
E. Specific to Dooryards / Terraces

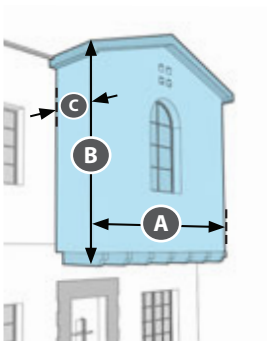
1. Walls enclosing or retaining elevated front yards may not exceed 3.5 feet above the sidewalk. Fences that are required by the California Building Code (CBC) that are in excess of 3.5 feet shall be open railing.
2. Entry openings in walls may be provided with gates.
3. Gates shall be designed to not swing into the sidewalk area.



F. Specific to Balconies and Projecting Rooms

1. Balconies and projecting rooms shall logically correspond to interior rooms, units, and the design of facade and massing increments. They shall not overlap the division between increments or appear arbitrarily placed on a facade.





2.7 Building Frontages

2.7.4 Commercial Frontages

A. Description

Nonresidential ground floor uses must be welcoming, and allow for easy transition from the public sidewalk to the interior commercial space. The basic required architectural elements comprising the frontage of nonresidential ground floors are *shopfront assemblies*, which are discrete compositions made up of large windows, doors with glass, transom windows, and a solid shopfront base - all between vertical piers that are set about 25 feet apart. Optional elements of shopfront assemblies include awnings, cantilevered shed roofs or canopies, signage, lighting, and cornices.

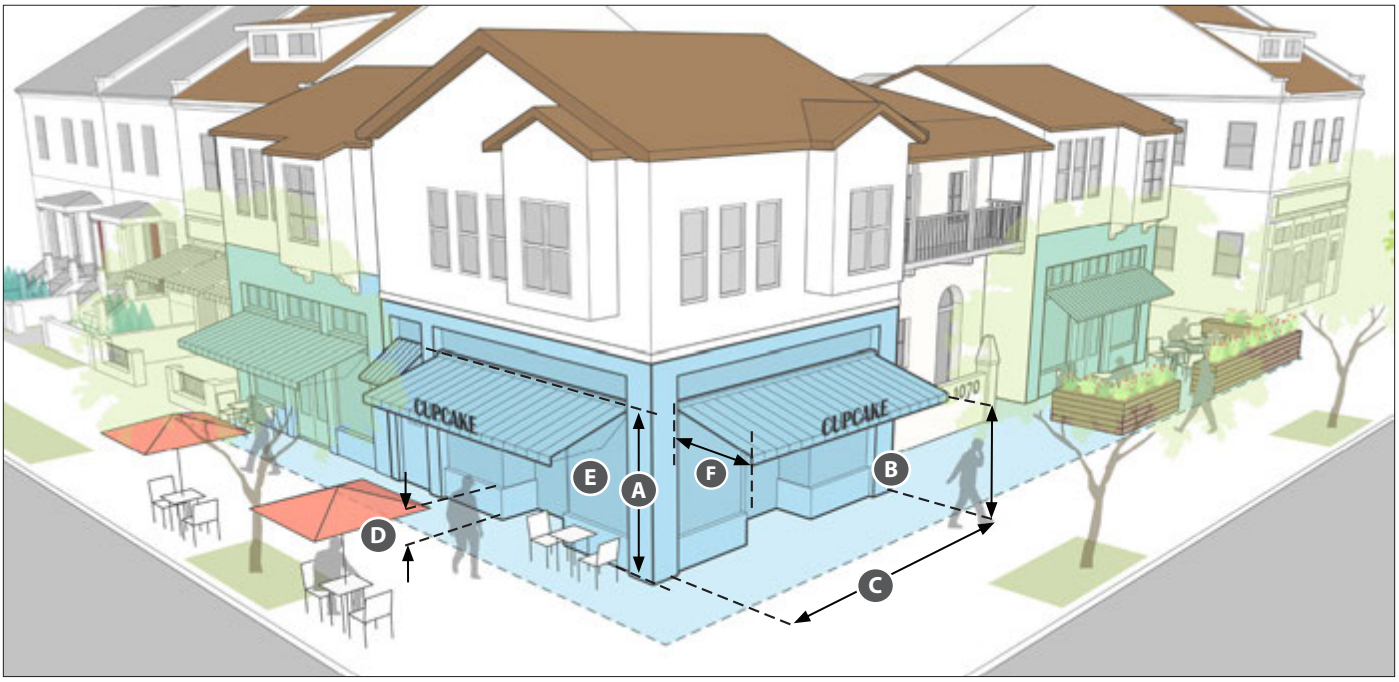


Table 2.7.4 Commercial Frontages

	Frontage element	MIN	MAX
A	Height to top of transom [1]	12′	16′
B	Height to bottom of awning [2]	8′	10′
C	Width of shopfront bay(s) [3]	10′	25′
D	Height of shopfront base [2]	1.5′	3′
E	Glass within ground floor wall area [4]	70%	90%
F	Awning Depth	4′	-

Notes

1 Clear.
2 If provided.
3 Measured between piers.
4 This is measured as a percentage of the ground floor façade that is glass. The ground floor façade is the entire façade from interior finished floor to ceiling.

B. General Standards

1. **Shopfront Bays Required.** Nonresidential ground floors shall be organized into shopfront bays.
   a. Each bay shall contain its own simple and coherent storefront assembly of large display windows between piers.
   b. Not every shopfront bay requires an entrance, though a primary entrance into the building must be provided for every 50 feet of building frontage.

C. Specific to Galleries and Arcades

1. Galleries and arcades must be maintained within private property.
2. Column height should be 4–8 times column width.
3. Column spacing should align with storefront openings.
4. Planter boxes may be placed between columns to provide enclosure for such uses as cafe seating.
5. Depth (façade to interior column face): 12-16 feet.
6. Height (sidewalk to ceiling):12 feet minimum.



D. Specific to Terraces

1. The average grade of the terrace (where provided) should not be more than 3 feet higher or lower than the adjacent sidewalk or space. Walls may extend an additional 2 feet in height and open work fences/ railings may reach the height required by California Building Code (CBC).
2. Terraces should feature planters or hardscape features that help to provide shade and seating.
3. Max length of terrace: 150 feet.
4. Minimum depth to shopfront façade: 8 feet.



2.8 Parking

2.8.1 Introduction

It is the intent of this section that on-site parking areas be located and configured to provide sufficient supply with convenient access to the buildings they serve, without having an adverse effect on the physical character of the neighborhood.

2.8.2 Applicability

A. The parking standards of this section shall apply to all new development, changes in use, and changes in density or intensity within the sub-neighborhood area.

   1. On-site parking requirements shall not apply to nonresidential uses that do not exceed 750 square feet.

B. Unless where in conflict, all requirements of Chapter 16, Article X of the Oxnard City Code shall apply, which include, but shall not be limited to:

   1. Computation of Off-Street Parking Spaces. See Section 16-620 of the OCC.
   2. Bicycle Parking. Bicycle parking requirements shall match those of Sections 16-623 and 16-637 of the OCC.
   3. Motorcycle Parking. Motorcycle parking requirements shall match those of Sections 16-624 of the OCC.
   4. Dimensional Standards. Except where in conflict with the provisions of this section, standards for parking spaces and aisles shall comply with the minimum dimension standards established in Sections 16-636, 16-638, and 16-639 of the OCC.
   5. Except where in conflict with the provisions of this section, location requirements shall match those of Section 16-645 of the OCC.
   6. Parking Area and Construction Standards. Except where in conflict with the provisions of this section, parking area and construction standards requirements shall match those of Section 16-643 of the OCC.
   7. Off-Street Loading & Unloading Areas. Except where in conflict with the provisions of this section, off-street loading & unloading requirements shall match those of Section 16-644 of the OCC.
   8. Location of Parking Spaces. Except where in conflict with the provisions of this section, parking location requirements shall match those of Section 16-645 of the OCC.

2.8.3 Parking Standards

A. This sub-neighborhood plan recognizes and provides standards for four general on-site parking configurations: private parking in the rear of lot, private parking in the front of lot, shared surface parking, and shared garage parking. Standards specific to each configuration are provided on the following pages. Additional standards related to parking may also be specific to each building type, in which case they are included in the building type's section (***Sections 2.6.3*** through ***2.6.9***.

Table 2.8-I Parking Configurations [1]

Building Type	Allowed Parking Configurations	Section
House on 55'-wide lot	Private parking - front or rear of lot	2.8.4 or 2.8.5
House on lot less than 55' wide	Private parking - rear of lot	2.8.4
Side Yard House	Private parking - rear of lot	2.8.4
Rowhouse	Private parking - rear of lot, and/or surface parking	2.8.4 and 2.8.6
Multiplex	Private parking - rear of lot, and/or surface parking	2.8.4 and 2.8.6
Walk-up	Private parking - rear of lot, and/or surface parking	2.8.4 and 2.8.6
Podium	Structure, surface parking allowed for visitor spaces	2.8.6 and 2.8.7
Commercial	Surface parking, structure if part of mixed use development	2.8.6 and 2.8.7

Notes

1 See also ***Section 2.8.3.B***.

B. Tuckunder parking is allowed with any applicable building type, provided that all spaces are located at the rear of the building and behind at least 18 feet of occupiable space (per ***Figure 2.8.4-II***). Parking within podiums shall be set behind 30 feet of occupiable space (per ***Figure 2.8.7-I***). Semi-subterranean spaces may extend to building faces (per ***Figure 2.8.7-II)***.

C. A Parking Management Plan shall be required for any project which includes one of the following:

1. A Commercial Building within the Commercial Overlay.
2. A request for administrative relief from parking requirements (see OCC § 16-651).

Parking Management Plans shall includes site plan(s) and table(s) that demonstrates compliance with the parking requirements of this code and of Chapter 16, Article X, Division 4 of the OCC. Parking Management Plans shall be submitted, considered, and either approved, approved with conditions, or denied together with a SUP or DDRP.

D. Buildings with the following conditions may not contain front-of-lot garages, surface parking frontage, or entrances to structured parking garages, regardless of lot width:

1. Along Jacinto Dr;
2. Directly fronting onto or across the street from a park;
3. Cesar Chavez Dr, east of the southerly extension of Concha St (exception: front of lot garages allowed subject to 2.8-1).

E. Required number of spaces.

1. Allowed on-site parking locations and parking access configurations are determined by building type. See ***Table 2.8-I***.
2. The number of required on-site parking spaces are itemized in ***Table 2.8-II.***
3. On-street parking may only count toward the minimum requirements for nonresidential uses and required visitor parking for residential uses. On-street parking counting towards these requirements must be directly adjacent to the lot on which the use is located. On-street spaces may double count at the discretion of the Director if it is determined that the uses have different peak times. Requirements regarding location and dimensions for on-street parking are covered in ***Section 5.9***.
4. Administrative parking relief may be allowed through the provisions of Section 16-650 and 16-651 of the OCC.

F. Driveways.

1. One-way driveways shall not exceed a width of 14 feet; two-way driveways shall not exceed a width of 24 feet.
2. Driveway aprons shall not exceed the width of the driveway by more than 20%.
3. Driveways shall be perpendicular to the street.
4. Driveways shall be designed to prioritize the user of the sidewalk, and have no effect on sidewalk width or direction; the sidewalk slope across alley entrances shall no case exceed slope of 2%.

Table 2.8-II Parking Spaces Required

Building Type [1]	Number of Spaces Required
House on 55'-wide lot	2 per unit
House on lot less than 55' wide	2 per unit
Side Yard House	2 per unit
Rowhouse	2 per unit
Multiplex	1 per 1-bedroom unit 1.5 per 2- or 3-bedroom unit 2 per 4-bedroom unit
Walk-up	
Podium	
Commercial	3 per 1,000 square feet of net floor area

Notes

1 Any use not listed here shall default to the parking minimum contained in the OCC. Any ADUs shall require one parking space per unit or per bedroom, whichever is less, subject to OCC §16-468.

2.8 Parking

2.8.4 Private Parking - Rear of Lot

A. Description & Intent

Private parking at the rear of the lot is an appropriate configuration for Houses, Side Yard Houses, Rowhouses, and Multiplexes. Ideally, rear parking is accessed via alley, but in absence of an alley, they may be accessed via a narrow side drive. This configuration allows for a more welcoming streetscape, uninterrupted by garage doors. It also frees street space for more street parking.

B. General Standards

1. **Access.** Lots with alleys may only provide access to on-site parking from the alley. Front curb cuts are prohibited on lots with alleys
2. **Location.** Parking areas shall be located wholly within the rear third of the lot. Rear parking may be attached to or detached from the primary building.
3. **Corner lots.** Corner lots with no alley may provide parking accessible from the side street instead of the front street.
4. **Enclosure.** On-site parking may be housed in outbuildings, or be provided via carport. In either case, the architectural quality and style of the structure shall match that of the primary building on the lot.
5. **Dimensions.** Each on-site un-enclosed surface parking space must measure 9 feet wide by 18 feet deep. The interior of a single car garage shall measure at least 10.5' by 20'. The interior of a two car garage shall measure at least 20' by 20'.
6. **Driveway Width.** The pavement of front driveways to garages in the rear of lots (See ***Configuration C***) shall not exceed 11 feet in width. Side driveways on corner lots (See ***Configuration D***) shall not exceed 18 feet in width.
7. **Driveway Material.** Asphalt is not a permitted driveway material. Landscaped strips, grasscrete, and other driveway designs which incorporate landscaping are encouraged.



Garages and surface parking spaces can be accessed from the alley.



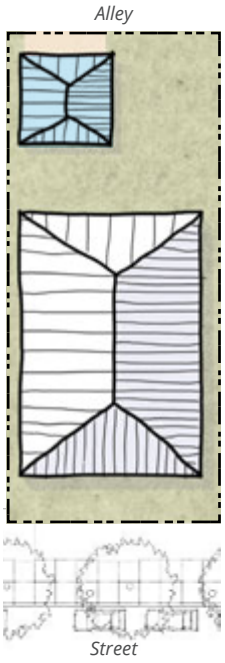
This pergola is consistent with the architectural quality of the house, and adds shade to the parking spaces.



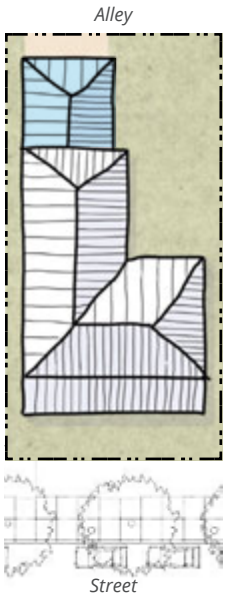
Corner lots may have garages which are accessed from side streets. (Does not apply to Edge Zone sites).

Figure 2.8.4-I Rear Parking Configurations: Detached Housing Types

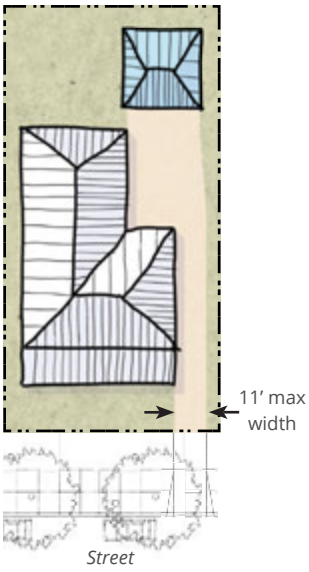
Configuration A
Alley-accessed parking at the rear of, or behind the house.



Configuration B
Alley-accessed parking at the rear of, or behind the house, attached to the primary mass of the house.



Configuration C
Rear parking is accessed by a narrow side driveway.



Configuration D
A rear garage accessed from the side street.

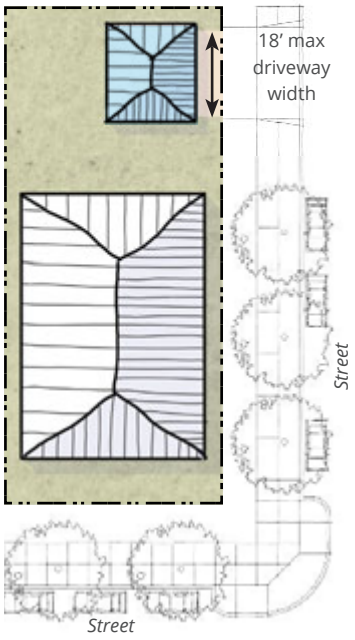
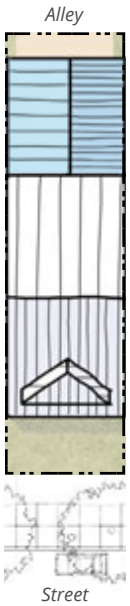


Figure 2.8.4-II Rear Parking Configurations: Attached Housing Types

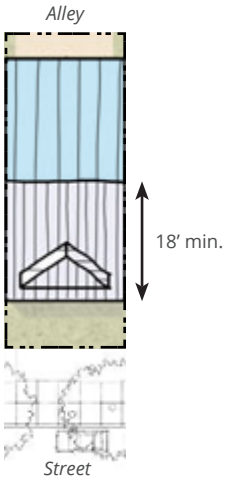
Configuration A
Parking is detached.



Configuration B
Parking is attached.



Configuration C
Tuckunder: Parking is "tucked under" the rear portion of the building.



Legend

- Lot line
- Driveway
- Garage

2.8.4 Private Parking - Rear of Lot (Cont.)

C. Efficient Parking Strategies within the Block

Where additional parking spaces are needed to meet parking requirements and/or demand, the rear garage configurations of ***Figures 2.8.4-I*** and ***2.8.4-II*** should be combined with surface and/or tandem parking behind buildings. See the configurations of ***Figure 2.8.4-III*** and precedents below. Any surface parking is subject to the standards of ***Section 2.8.6***. Parking areas should contain trees for privacy, shade, and a sense of place and enclosure. Carports may also be used for shade.



Configuration B: *This alley features tandem spaces behind the tuckunder garages of rowhouses. Trees between parking areas provide privacy and improve views from the windows of homes. They also create shade and a sense of enclosure.*



Configuration D: *This inner block features surface parking in addition to tuckunder garages at the rear of multifamily buildings. Because these spaces are not directly behind garage doors, they can more easily be shared or allocated to different units.*

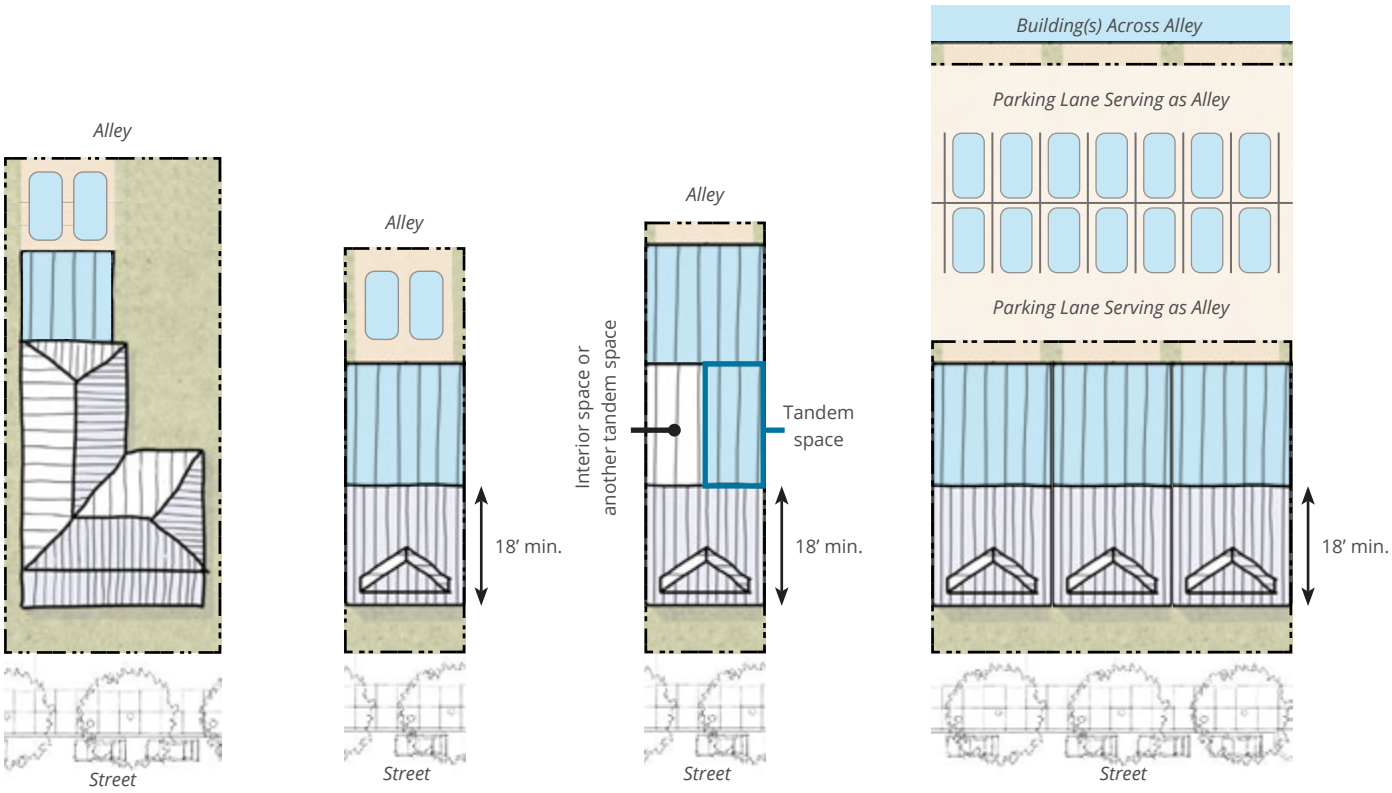
Figure 2.8.4-III Efficient Parking Strategies within the Block

Configuration A
Tandem spaces can be located behind the garage of a detached house or multifamily building.

Configuration B
Tandem spaces can be located behind the tuckunder garage of a rowhouse.

Configuration C
Tandem spaces can be located within the tuckunder garage of a rowhouse or multifamily building.

Configuration D
Surface parking within the block. Inner block surface parking can be used to supplement any garage type. A variation on this configuration could include tandem spaces behind the garages.



Legend

- Lot line
- Driveway
- Garage
- Surface Parking

2.8 Parking

2.8.5 Private Garage - Front of Lot

A. Description & Intent

Private garages can be appropriate in the front of residential lots when no alley is present. However, they risk dominating the street frontage, creating a sterile streetscape, and compromising the security of the sidewalk. The intent of these standards is to help minimize these negative aesthetic impacts of front garages.

1. **Enclosure.** Front-of-lot on-site parking must be housed in garages.
2. **Dimensions.** The interior of a single car garage shall measure at least 10.5' by 20'. The interior of a two car garage shall measure at least 20' by 20'.
3. **Driveway Width.** The pavement of front driveways to front-of-lot garages shall not exceed 18 feet in width.
4. **Garage Doors.** Each bay shall contain its own door. Openings shall be limited to the upper 1/4 of the door.
5. **Driveway Material.** Asphalt is not a permitted driveway material. Landscaped strips, grasscrete, and other driveway designs which incorporate landscaping are encouraged.



This pergola mitigates the visual impact of the garage doors.



Garage doors are set back from the primary façade.



One garage door is permitted per bay.

Figure 2.8.5 Front Parking Configuration

Configuration A

A front garage is set well behind the house's façade.

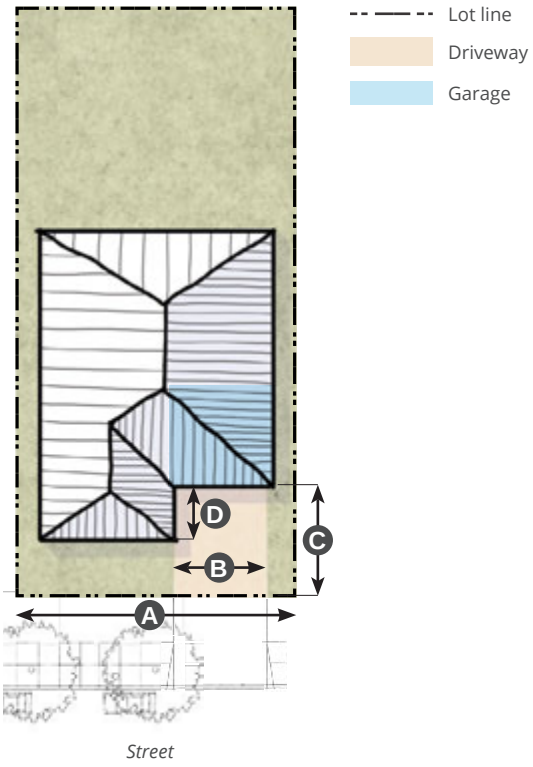


Table 2.8.5 Front Parking Configuration

A Lot width at front lot line	55' min width
B Driveway to front garage	18' max width
C Front garage setback	20' from front lot line
D Front garage setback	5' from house façade

2.8.6 Surface Parking

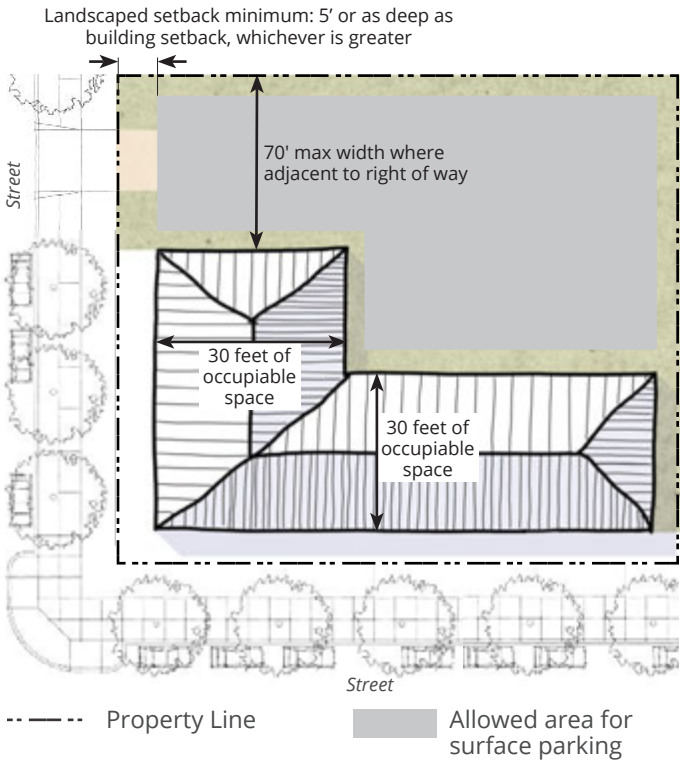
A. Description & Intent

Surface parking lots provide convenient, shared parking. To the extent practical, they should be screened behind buildings, heavily shaded with tree canopies, and have permeable surfaces. Wherever fronting a street, they should be sized and configured to host future development or easily convert to a more desirable use. Except where in conflict with the provisions of this chapter, surface parking lots shall be designed and built to the standards of Chapter 16, Article X, Division 4 of the OCC.

B. General Standards

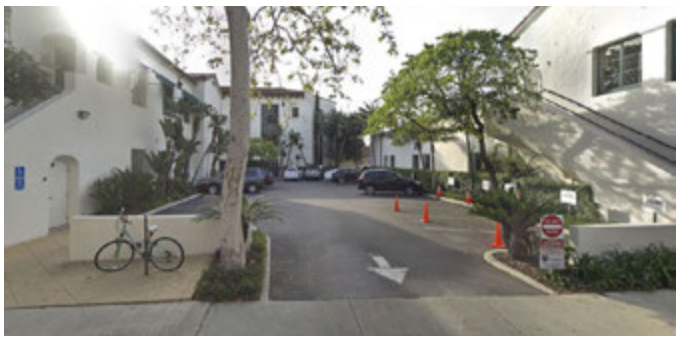
1. **Location and Configuration.**
   a. No surface parking shall be provided between the façade of a primary building and the front or street-side property line.
   b. Surface lots may abut rights of way provided the following criteria are met:
      i. The lot does not abut an adjacent surface parking lot.
      ii. Except for within the Commercial Overlay, no surface lot may contain more than 70 feet of frontage along a street.
      iii. The following streets may not contain surface parking frontage:
         - Cesar Chavez Dr, east of the southerly extension of Concha St.
         - Any street segment abutting a park
      iv. If surface parking is provided on a separate lot from that of the primary building, that lot shall be sized to accommodate future development in compliance with the standards of this sub-neighborhood plan.
2. **Vehicular Access.** Parking lots shall be accessed by a drive (side of lot) or alley (rear of lot). Driveways may be one- or two-way and must provide a dedicated entrance/exit.
3. **Pedestrian Access.** Lots which contain more than 20 parking spaces must provide pedestrian access from on-site parking to the street by a path which is not shared with the vehicular access. All pedestrian access shall be clearly marked, lit and meet all Americans with

Figure 2.8.6 Surface Parking Configuration





Surface parking is ideally located in the center of the block, with buildings fronting the streets.



Parking adjacent to the right of way is minimized (one bay) and screened by low walls and landscaping.

Disabilities Act and California Building Code accessibility requirements.

4. **Screening.** Any portion of the surface parking lot adjacent to the street and in excess of the required driveway width must be set back 5 feet from the sidewalk or as far back as the building face - whichever is greater. A wall or hedge that is between 3 and 3.5 feet in height must be located within this setback area, but shall be no closer than 1.5 feet to either the sidewalk or to the edge of the surface lot. The remainder of the setback area shall include trees and shrubs which are selected for their ultimate scale to the space. Screening shall be interrupted only for vehicular and pedestrian access and visibility. Architectural features, such as pergolas may frame pedestrian or vehicular entrances, and shall not exceed a height of 9 feet.

5. **Shade.** A minimum of 10 percent of the parking facility shall be covered by tree canopy, but shade is encouraged to be provided throughout surface lots. In addition to trees, shade structures may be provided, including arbors, trellises, pergolas, mesh and overhead canopies. For lots without public frontage and not visible from the sidewalk, standalone solar structures may be used. For lots within public view, individual solar panels may be applied to existing shade structures.

6. **Lighting.** Like alleys, parking lots must have lighting with an average of 0.6 footcandles but not less than 0.5 footcandles. Within public frontage in front of parking lots, lighting is subject to the standards of §2.9.2.D. Outdoor light fixtures shall be recessed and shielded so that the light source (the bulb) is not visible from the right of way and that glare and reflections are confined to the parking lot.

7. **Landscape.** Water-conserving vegetation shall be applied in compliance with the following:

   c. **Amount of landscaping.** Landscaping within or around the parking area shall cover a minimum ratio of 10% of the gross area of the parking lot. A minimum of one shade tree shall be provided for every eight parking spaces, or trees shall be provided to achieve 30% canopy coverage of paved area at maturity, whichever is greater.

   d. **Location.** Landscaping shall be evenly dispersed in a parking area with trees planted around the perimeter. For larger parking areas, orchard-style tree plantings (placed in uniformly-spaced rows) are required.

   e. **Irrigation.** Appropriate irrigation and drainage shall be provided for all landscaped areas.

   f. **City Code.** Except where in conflict with the provisions of this section, landscaping and maintenance requirements shall match those of Sections 16-640, 16-641, and 16-642 of the OCC.

8. **Paving.** Parking areas should be designed to reduce the amount of run-off generating surface area. The following permeable surfaces for parking and maneuvering areas are encouraged subject to fire department approval:
   g. Pervious asphalt and concrete;
   h. Permeable pavers;
   i. Reinforced gravel paving;
   j. Reinforced grass paving;
   k. Other permeable and rated surfaces as approved by the City.

9. **Finishes.** Parking lot and structure materials, finishes, fixtures and colors should be designed in a manner that is consistent with the architectural character of adjacent buildings.

10. **Amenities.** The following amenities may be integrated to support alternative modes of transportation and sustainability. These amenities should be located in convenient locations to incentivize their use.

    l. **Bicycle Parking.** Bicycle parking may be located within surface lots.

    m. **Clean Air/Electric Vehicle Parking and Charging Stations.** Parking facilities may incentivize the use of clean air and electric vehicles.

    n. **Golf-Cart / Motorcycle / Scooter Parking.** Parking for regulation-size golf-carts, motorcycles and scooters may be provided in compliance with city standards.

2.8 Parking

2.8.7 Structured Parking

A. Description & Intent

Structured parking may be in the form of a podium building (See ***Section 2.6.8***). What is important from an aesthetic perspective, is that the parking be lined so as not to be visible from the public right of way. Likewise, the vehicular entrance/exit should be intuitively located,but designed so as not to dominate the frontage.



Parking access should be intuitively located but not dominate the frontage.



***DON'T**: The parking entrance dominates the composition, interrupting the ground floor frontage. Its width, height, central location, and even signage make the entrance more conspicuous than it needs to be.*

B. General Standards

1. **Location.**
   a. This type of parking configuration is only allowed for Podium buildings, which are restricted to the Open Zone. (See ***Figure 2.4***).
   b. The following streets may not contain garage entrances:
      i. Milagro Pl.
      ii. Edge Overlay
      iii. Any street abutting a park

1. **Setbacks.**
   a. At grade. Where adjacent to any street, structured parking shall be behind at least 30 feet of occupiable space on all floors. The lining shall be designed per the Frontage Standards in ***Section 2.7.*** and ***Figure 2.8.7-I.***
   b. Subterranean. Fully-subterranean garages may extend to all lot lines. Semi-subterranean garages may extend to building faces. ***Figure 2.8.7-II***.

2. **Height.** Parking levels shall not exceed the height of the occupiable portion of the building.

3. **Pedestrian Access**
   a. All pedestrian access shall be clearly marked, well-lit, and separate from vehicular access.
   b. All pedestrian access must be provided to the public right of way by a path which is independent from the vehicular access.

4. **Lighting.** Parking structures shall have lighting with an average of not less than 1 footcandle.

Figure 2.8.7-I Podium Parking

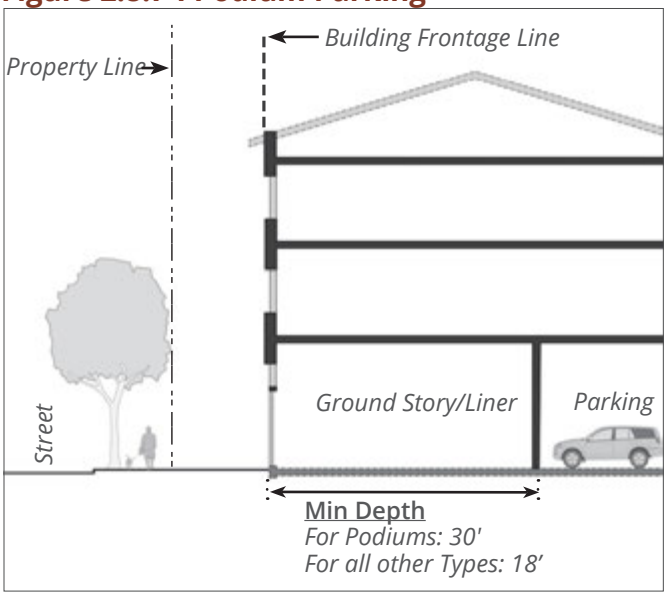
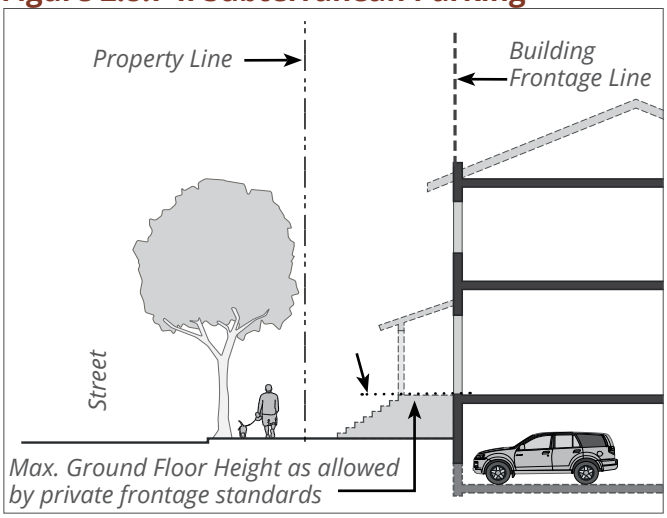


Figure 2.8.7-II Subterranean Parking



2.9 Thoroughfares

2.9.1 Introduction

Neighborhood streets throughout the plan will serve as comfortable outdoor spaces which accommodate multiple modes of transportation. Wide sidewalks, well shaded with trees and lined with human-scaled street lighting provide a welcoming pedestrian experience. Where possible, parallel street parking shall be provided on both sides of streets for additional resident and visitor spaces. Lane widths should be narrow to keep traffic speeds low, and therefore compatible with the presence of pedestrians and cyclists. A variety of private frontages with a consistent rhythm of front entries and living spaces facing the streets provide interest and life to the street.

All rights of way within the plan area shall be designed and developed in compliance with the standards provided in this section, as well of those of the Bicycle and Pedestrian Master Plan. While the block structure and street alignments may deviate from this figure, the required street types and their respective standards may not. The street network and street designs of each street will be reviewed and approved through the Master Plan process, as defined in ***Sections 2.2.3.***

All new street within the sub-neighborhood plan area shall demonstrate a design speed that is not in excess of 20mph. To the extent possible, all new streets should be designed for low speeds, so that additional traffic-calming applications are not necessary. Traffic -calming applications may be applied to existing, retrofitted streets.

Figure 2.9 shows the street network of the plan. Each line of the legend corresponds with its own sub-section below, containing dimensional standards and illustrations. [1]

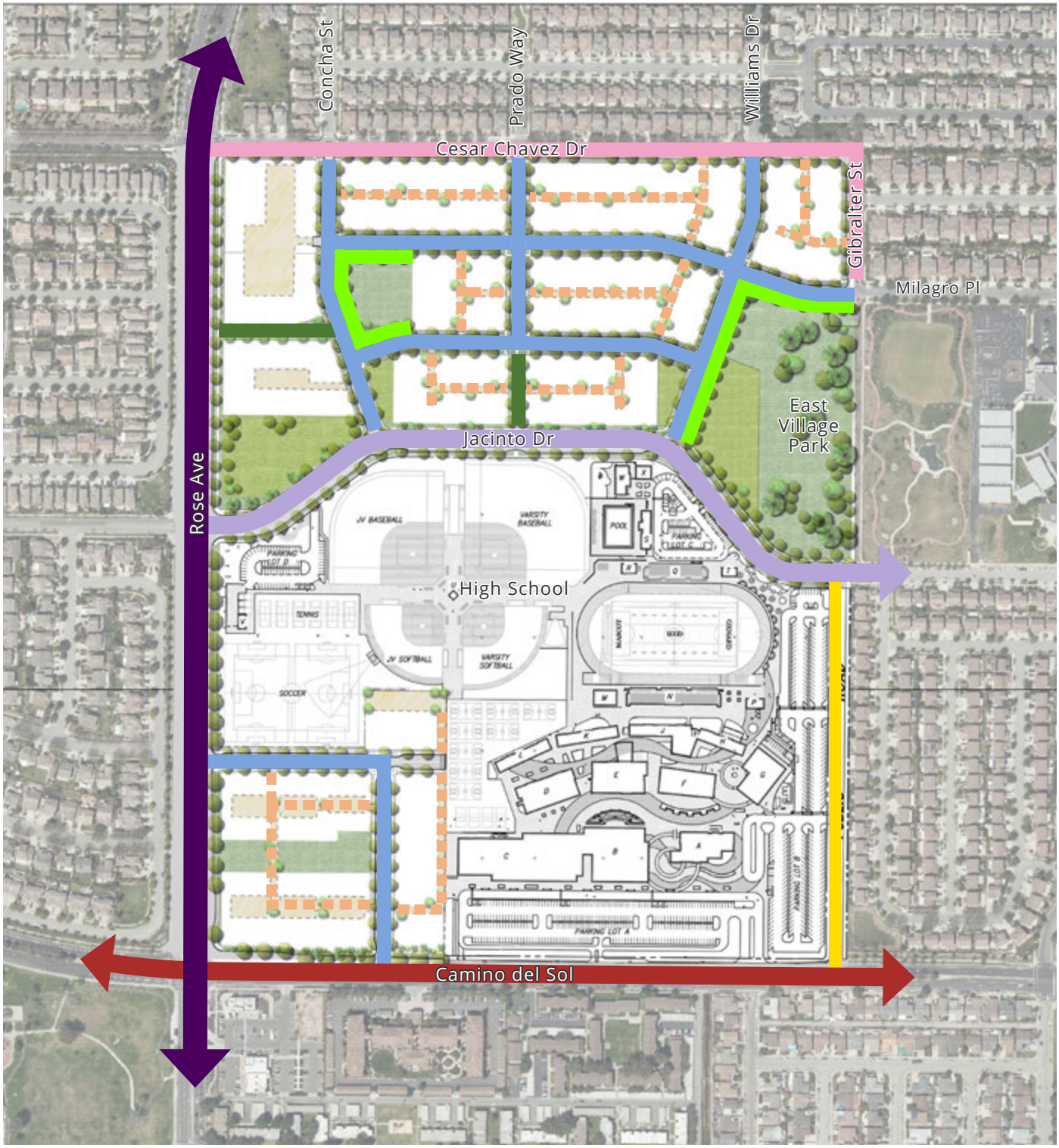
Thoroughfares Legend

- ***Rose Ave.***
  *See Section **2.9.4***
- ***Camino del Sol***
  *See Section **2.9.5***
- ***Jacinto Dr.***
  *See Section **2.9.6***
- ***Cesar Chavez Dr. & Gibraltar St.***
  *See Section **2.9.7***
- ***Neighborhood Street***
  *See Section **2.9.8***
- ***High School Public Road***
  Per improvement agreement with the City
- ***Paseo***
  *See **Fig 2.9.9***
- ***Alley***
  *See **Fig. 2.9.10***
- ***Park Edge***
  *See Section **2.9.11***

Notes

1 In the illustrations in this section lane lines and centerlines are shown for clarity of functional areas and dimensioning, but are not intended to illustrate the final striping plans for each type. For example, residential streets will typically not have any striping, and parking lanes will in most cases not be striped.

Figure 2.9.1 Thoroughfares



2.9 Thoroughfares

Figure 2.9.2 Pedestrian and Bike Network



2.9.2 Public Frontage

Public frontage is the area within the public right of way that is not dedicated to the movement of automobiles. This typically includes the sidewalk and parkway, and often also includes a parking lane and bike lane. The following general standards apply to all public frontage elements within the plan area.

A. Parkways. Parkways adjacent to fully-residential property will include low plantings and native, drought-tolerant street trees. Softscape may be occasionally interrupted by narrow strips of permeable hardscape or stepping stones. It is recommended that parkways be used as stormwater detention opportunities where possible.

B. Street Trees. Drought-tolerant and shade-producing street trees shall be included in all parkway strips, and have an average spacing of no less than 30 feet on each block face.

C. On-street Parking. On-street parking is assumed on all streets. Near corners, spaces shall be placed so as not to infringe upon pedestrian visibility.

D. Lighting. With the exception of Rose Ave and Camino del Sol, all new streets shall have at least one lamp post within parkways per every four trees, and alternate sides. They shall be limited to 15 feet in height. Street light fixtures shall be spaced as widely as practical for public safety purposes, and shall be International Dark-Sky-Association-approved Dark Sky Friendly Fixtures. All sidewalks must have lighting with an average of 0.6 footcandles but not less than 0.3 footcandles.

E. Curb Paint. Curbs should not be painted. Every effort shall be made to identify curb parking regulations through other means.

F. Bicycle lanes. In addition to the standards provided herein, all proposed bike lane designs shall be reviewed against the recommendations of the most current edition of NACTO's Urban Bikeway Design Guide.

G. Utilities. All above-ground utilities shall be located within alleys, interior building corners, at building offsets, or other similar locations where the building mass acts as a shield from public view. See ***Section 2.11*** for more detail.

2.9.3 Street Corners

As Illustrated in ***Figures 2.9.3.A & B***, the effective turning radius takes parked cars and bike lanes into account. The curb radii, however, shall not exceed 20' (see ***Figure 2.9.3.A***) except in atypical circumstances as deemed necessary by the City Engineer. Curb radii of 10' or less are recommended (***Figure 2.9.3.B***).

Fig 2.9.3.A Turning Radii

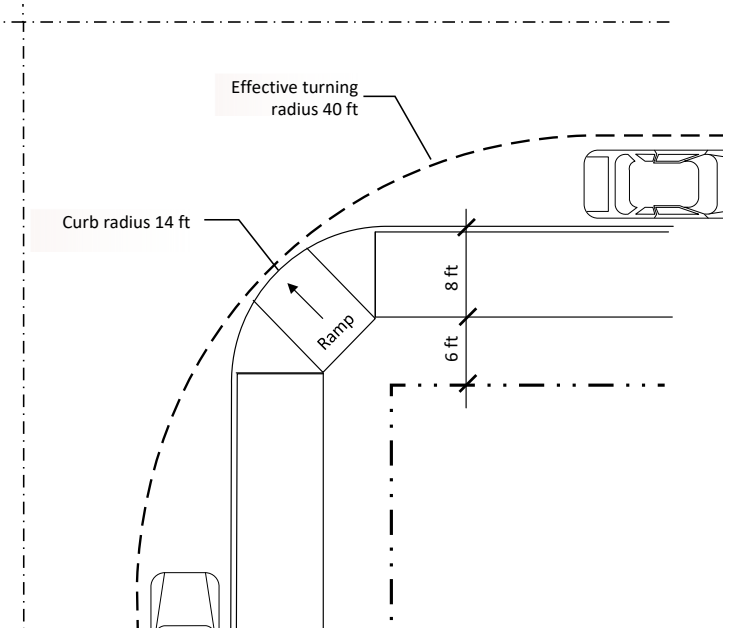
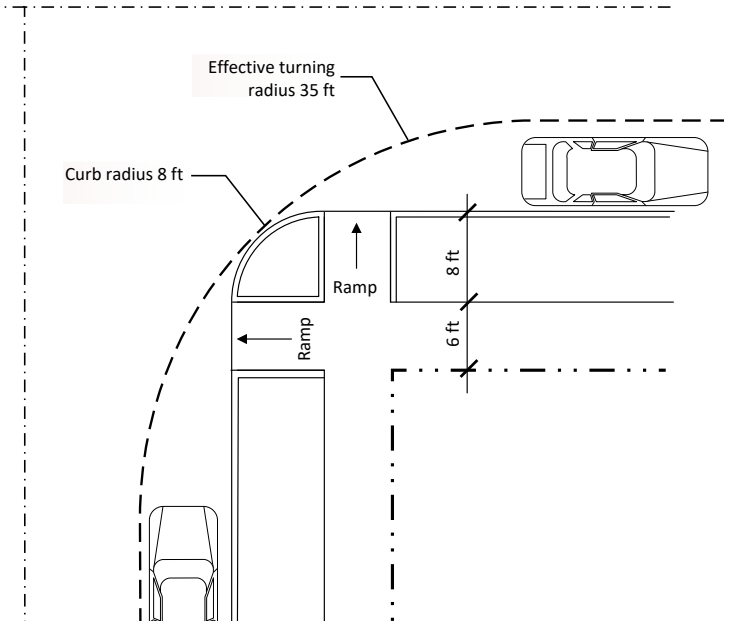
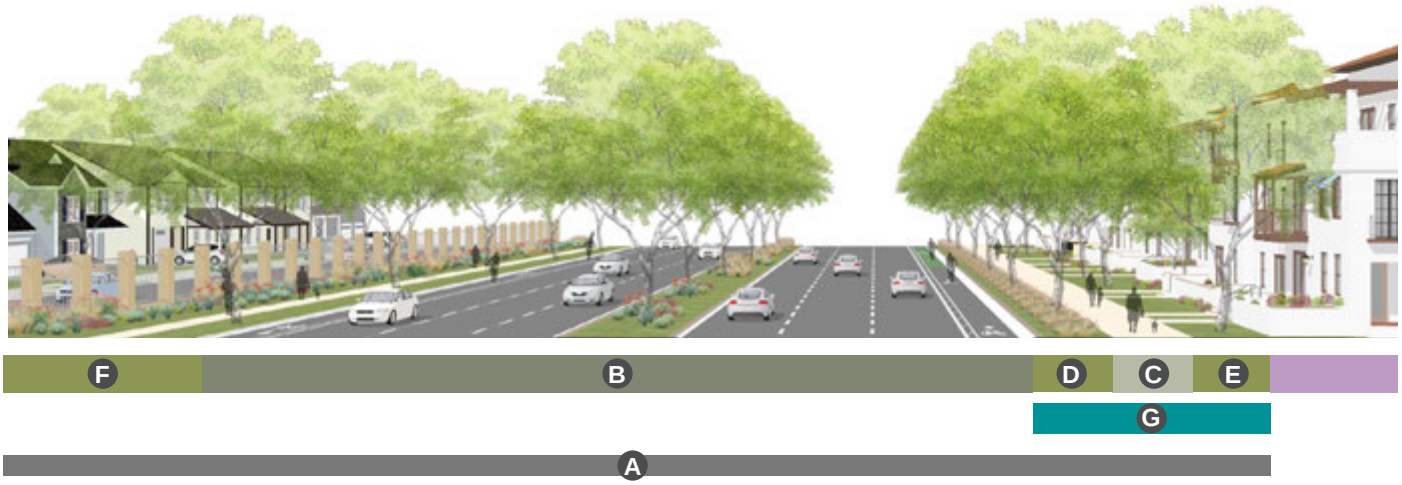


Fig 2.9.3.B Turning Radii



2.9 Thoroughfares

2.9.4 Rose Avenue



Intent

Rose Avenue is one of Oxnard's primary north-south thoroughfares, and the General Plan envisions it as part of a city-wide network of scenic corridors (2030 General Plan Background Report). The design of scenic corridors requires careful attention in order to protect the scenic values of the area, and they are to feature a 30'–wide "landscaped buffer" (General Plan CD-9.4). The parkway strip closest to the street will be planted with 18-inch shrubs or continuous hedges to dissuade crossing at the middle of the block. A Multi-Use Path will run down this landscaped buffer to provide an active transportation link to destinations along Rose Ave. The General Plan has also identified Rose Ave as needing an expansion to 6 lanes in order to accommodate high levels of traffic. See ***Section 1.3.E*** for more on the vision for Rose Avenue.

Area C Right Turn Lane Requirement

A right turn lane from Rose Avenue into Area C (Southwest Neighborhood) shall be required.

Table 2.9.4-I Rose Ave - Parkway

1. Public Right-of-Way		
A	R.O.W. per improvement agreement with City	Varies*
2. Roadway		
B	Roadway and bike lane configuration per improvement agreement with City	~104' (varies)
3. Public Frontage		
C	Multi-Use Path (MUP)	10' min.
D	MUP Parkway	10' min.
E	MUP Parkway 2*	10'–15'
F	Sidewalk & Landscaping per Existing	
G	Required "Scenic Corridor" landscaped buffer: 30' min. from curb to private frontage.	
4. Private Frontage		
	See Section 2.7 - Building Frontages	

**The MUP Parkway 2 (E) shall permit pedestrian access from the MUP to the private frontage along Rose Ave and to any Paseos connecting to Rose Ave.*

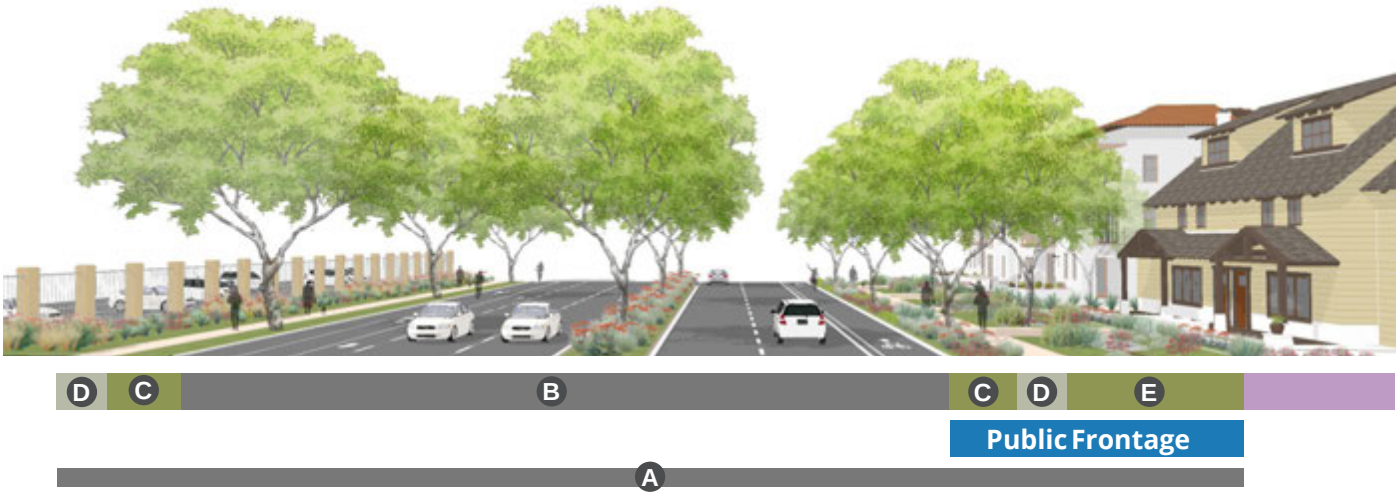
Figure 2.9.4-II Rose Ave - Commercial Frontage

Design Standards (5.7.11C)		
C	Multi-Use Path (MUP)	10’ min.
D	MUP Parkway	10’ min.

The intersections of Rose Ave with Cesar Chavez Dr and Camino del Sol offer opportunities to insert a small neighborhood-serving commercial center. Here, landscaping defines and shields dining terraces and the multi-use path continues.



2.9.5 Camino del Sol



Intent

The Southwest Neighborhood is bound on its southern edge by Camino del Sol. Active transportation improvements to Camino del Sol are proposed, including bike lanes and new sidewalks. In the Southwest Neighborhood, a linear park and frontage lane along Camino del Sol will provide a transition from the relatively busy street to the intimate dooryards and porches of new homes. The frontage lane also provides parking, allowing front doors to face Camino del Sol rather than buildings turning their back on the street. The landscaping and lane also provide opportunities for water retention and detention along this southern edge of the neighborhood. See ***Section 1.3.F*** for more on the vision for Camino del Sol and the Southwest Neighborhood.

Frontage Lane Standards

If this design is utilized, any frontage lane entry or exit onto a neighborhood street must be a minimum of 45' from Camino del Sol.

Table 2.9.5 Camino del Sol

1. Public Right-of-Way		
A	R.O.W. per improvement agreement with City	
2. Roadway		
B	Roadway and bike lane configuration per improvement agreement with City	~84' (varies along length of Rose Ave)
3. Public Frontage		
C	Landscape & furnishing zone	8'–10'
D	Sidewalk (pedestrian zone)	5' min.
E	Linear Park (shall permit pedestrian access from sidewalk to private frontage)	Varies as needed for stormwater management
4. Private Frontage		
	See Section 2.7 - Building Frontages	

2.9.6 Jacinto Drive



Intent

Jacinto Drive is envisioned as a Multi-Use connection from Rose Ave into the new and existing neighborhoods, as well as to the park and schools. See ***Section 1.3.D*** for more on the vision for Jacinto Drive and the High School Edge area. Jacinto Drive, with its bike lanes and comfortable sidewalks, is one of two east-west connections which together are intended to fulfill the intent of the "greenbelt" envisioned in the NECSP and quoted below.

> "Greenbelts are intended to provide means of access for bicyclists and pedestrians from within a special development to another area. Greenbelts... are to link private and public open spaces and parks. Greenbelts can also include formal narrow pedestrian paths." (NECSP Sect. 3.5.2)

The other east-west connection which helps to achieve the Greenbelt vision is Cesar Chavez Dr bike boulevard (see ***Section 2.9.7*** and ***Section 1.3.A***).

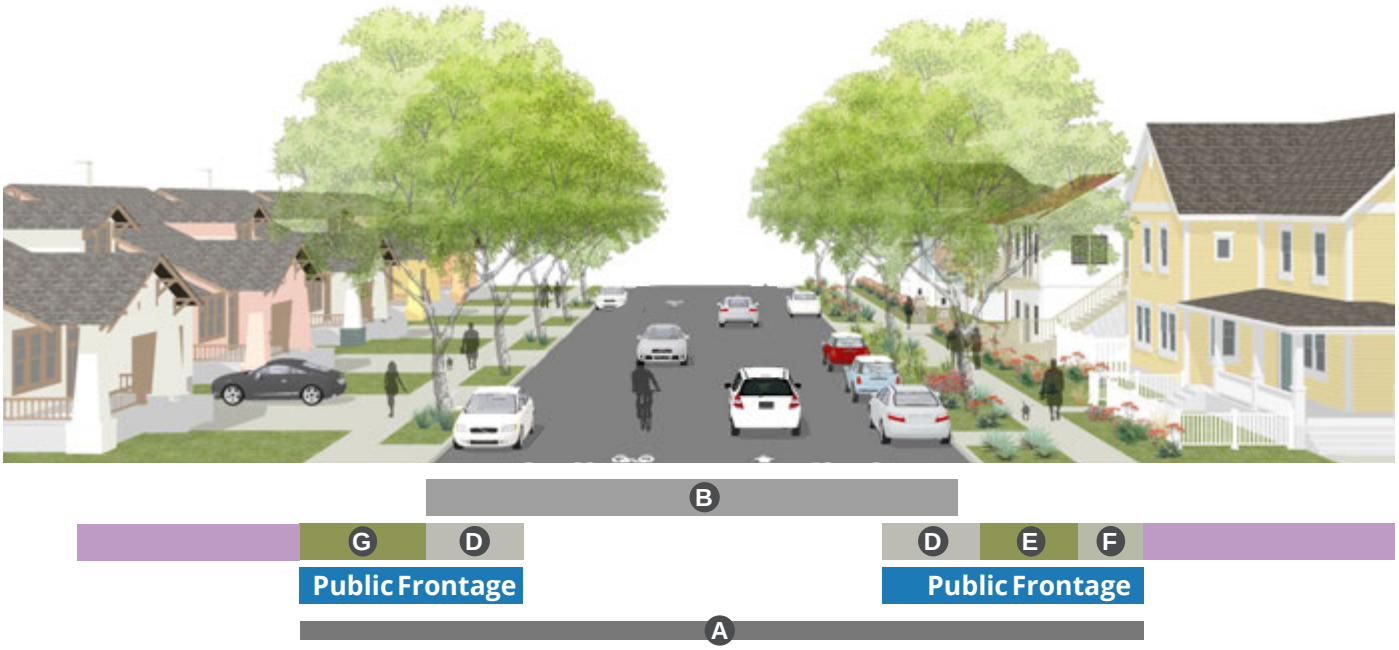
Table 2.9.6 Jacinto Dr

1. Public Right-of-Way	
A R.O.W.	Varies, 99' Max.
2. Curb-to-Curb	
B Curb-to-Curb	54'
3. Public Frontage	
C Class II Bike lane	6'
D Parking	8'–9'
E North Parkway	8'
F South Parkway	8'
Street tree spacing	35' o.c. max
G Multi-Use Path	10'
H South Sidewalk	7'
I Landscape Zone	10'–12'
4. Private Frontage	
See Section 2.7 - Building Frontages	

Standards

Jacinto shall incorporate roundabouts per ***NCHRP Report 672*** in accordance with ***Section 405.10*** of the ***California Highway Design Manual*** at the 2 locations identified in the regulating plan in order to calm traffic and create a safer pedestrian and biking environment.

2.9.7 Cesar Chavez Drive & Gibralter St



Intent

Cesar Chavez Dr and Gibralter St are existing streets which will be enhanced and completed with new, appropriately-massed homes, sidewalks, and landscaping on the Area A side of the street that create a sensitive and harmonious transition to the surrounding neighborhood (for Edge Overlay building standards, see ***Section 2.4.5.C***)

Standards

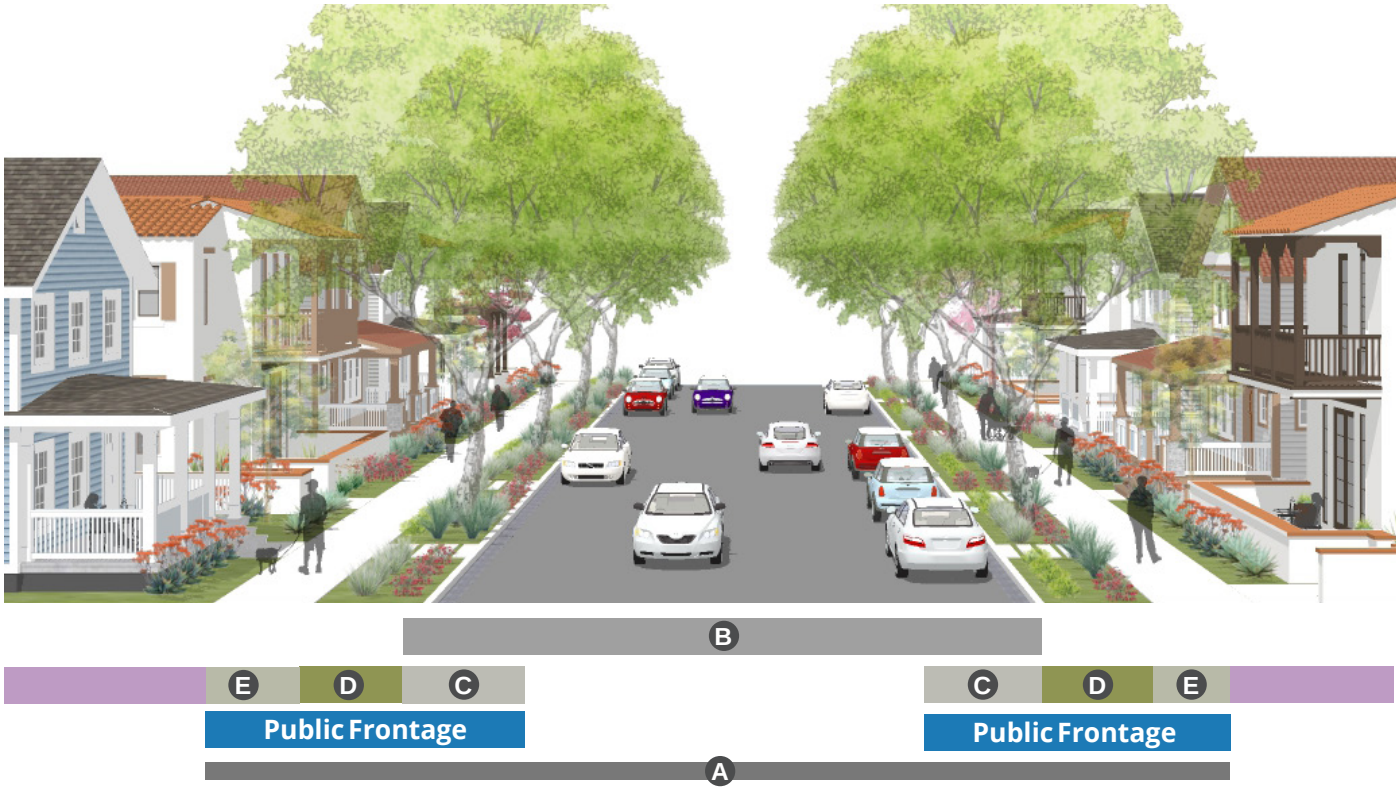
Cesar Chavez Dr and Gibralter St shall be designed as Bicycle Boulevards per the Bicycle and Pedestrian Master Plan (see Master Plan for specific design requirements). Improvements must include:

- Mini Roundabout at Concha Street as described and illustrated in the National Association of Transportation Official's Urban Street Design Guide, and per the standards of the most current MUTCD.
- Intersection Crossing Treatments and Corner Bulbouts.

Table 2.9.7 Cesar Chavez & Gibralter St

1. Public Right-of-Way	
A R.O.W.	70′
2. Curb-to-Curb	
B Curb-to-Curb	44′ max.
3. Public Frontage	
D Parking	8′–9′
E Landscape & furnishing zone	8′
Street tree spacing	35′ o.c. max
F Sidewalk (pedestrian zone)	5′
G Sidewalk & Landscaping per Existing	
4. Private Frontage	
See Section 2.7 - Building Frontages	

2.9.8 Neighborhood Street



Intent

Neighborhood streets throughout the plan will serve as comfortable outdoor spaces which accommodate multiple modes of transportation. Wide sidewalks, well shaded with trees and lined with human-scaled street lighting, improve the pedestrian experience. Parallel street parking on both sides of streets provides for additional resident spaces and visitor spaces. Minimal lane widths keep vehicular traffic speeds low, improving safety for pedestrians as well as cyclists, who get dedicated bike lanes. A variety of private frontages with a consistent rhythm of front entries and living spaces facing the streets provide interest and life to the street.

Table 2.9.8 Neighborhood Street

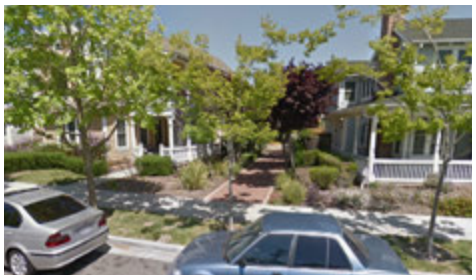
1. Public Right-of-Way	
A R.O.W.	70′
2. Curb-to-Curb	
B Curb-to-Curb	44′ max.
3. Public Frontage	
C Parking	8′–9′
D Parkway	8′
Street tree spacing	35′ o.c. max
E Sidewalk (pedestrian zone)	5′
4. Private Frontage	
See Section 2.7 - Building Frontages	

2.9.9 Paseos





Paseo in RiverPark, Oxnard



Paseo in Hercules



Intent

In the site, paseos increase connectivity and provide a unique public realm experience. Paseos can also serve as additional pocket parks and play spaces or function as "Rosewalks"—a pedestrian-only route where the primary entrances of the homes front onto the open space. This creates intimate spaces that can bring greens and plaza amenities right to the front door of units, providing a different environment that can be attractive for families. Like alleys, the HOA shall own and maintain the paseos and maintain clear sightlines of 2 to 7 feet above grade

Table 2.9.9 Paseo

Design Standards		
A	Building-to-Building	25' min.
	Building-to-building at pinch points (pinch points cannot comprise more than 20% of the length of the required route through the block)	15' min.
B	Walkway area, including landscaping	15' min.
	Sidewalk(s) within the walkway area	5' min.
2. Private Frontage		
	See Section 2.7 - Building Frontages	

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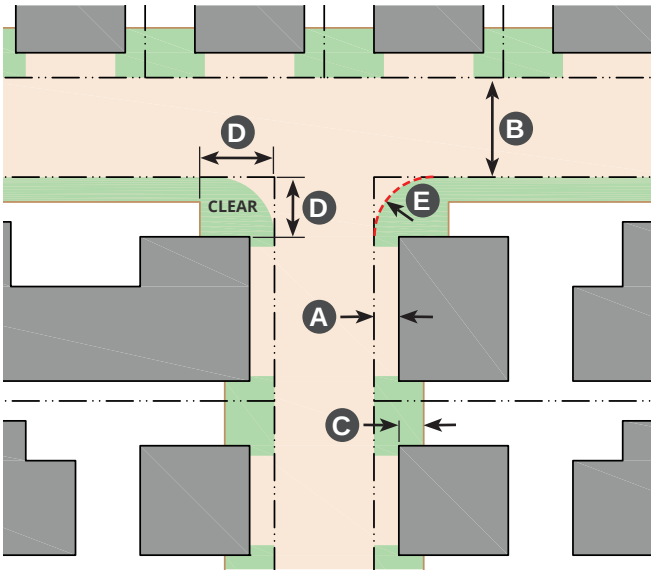
2.9 Thoroughfares

2.9.10 Alleys



Table 2.9.10 Alley

Design Standards	
A Building Setback	5’
B Alley Clear Width	20'
C Fence/wall behind building face	5’
D Corner clearance at alley intersections	12’ x 15’
E Paved turning radius at alley intersections	15’



Alleys provide vehicular access for parking, services, and deliveries. By nature, they carry less traffic and at lower speeds than streets; they therefore can also serve as safe outdoor playgrounds for kids and families to enjoy.

The following standards apply to all alleys:

- Alleys must be owned and managed by an HOA.
- No HOA regulations may prohibit or discourage the placement of activating furniture at the edges of alleys (outside the alley clear width), such as basketball hoops benches, or tables.
- No HOA regulations may prohibit or discourage use of alleys for play or recreation.
- Alley paving shall be flat, regular, and smooth enough to facilitate play and recreation.
- Alley entrances from streets shall be designed to prioritize the user of the sidewalk, and have no effect on sidewalk width or direction; the sidewalk slope across alley entrances shall no case exceed 2%.
- Clear demarcation between the public street and private alley is encouraged at all alley entrances. Gateway/ enclosure elements, such as piers or wing walls may encroach into the 5-foot required rear setback, but must preserve 20 clear feet of width.
- All alleys must have lighting with an average of 0.6 footcandles but not less than 0.5 footcandles.
- Fences must be set back 5 feet from the face of the garage to provide space for landscaping and utilities. Landscaping shall be designed with low-growing plant material that can be maintained with clear sightlines of 2 to 7 feet above grade.
- Specific to T- and H-alleys: inner corners must maintain clearance areas of a minimum of 12 by 15 feet in either direction; minimum paved turning radius is 12 feet.
- Any second floor façades of Outbuildings that are within 15 feet of the rear property line shall provide full-sized openings facing the alley that constitute 20% minimum of the façade.
- Balconies may overhang the building setback (‘A’ in Table 2.9.10), but they may not infringe on the alley clear width (‘B’).
- Vegetation is allowed and encouraged in the building setback (‘A’ in Table 2.9.10) and the space in front of fences or walls (‘C’). Vegetation shall be drought-tolerant and shall not infringe on the alley clear width.
- Landscaping along the alleyways shall be designed with low growing plant material that can be maintained with clear sightlines of 2 to 7 feet above grade. Trees are







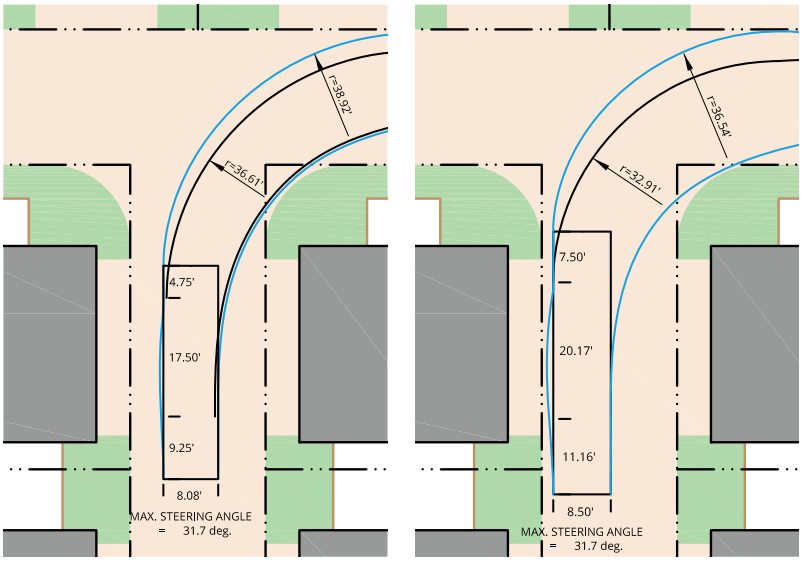
Alleys. *Alleys can be useful, lively, and beautiful places. Setbacks allow for landscaping, utilities, and waste storage. Second story windows overlooking the alley provide natural and passive surveillance. Higher quality pavement can greatly enhance the aesthetic quality of the alley, as well as reduce the urban heat. Permeable paving ins encouraged.*

permitted within the setback of fences or walls behind the building face ('C' in Table 2.9.10), but they shall also be maintained with clear sightlines of 2 to 7 feet above grade.

- Per Section 19-309 of the OCC, "any rear fence or wall along any alley shall be so constructed as to provide a space in the rear yard...for the location of trash barrels off of the public alley. Such space shall be open to the alley and shall be so designed and constructed that it will be easily accessible directly from the rear yard." Trash containers shall also be screened from public view from any nearby street or open space.

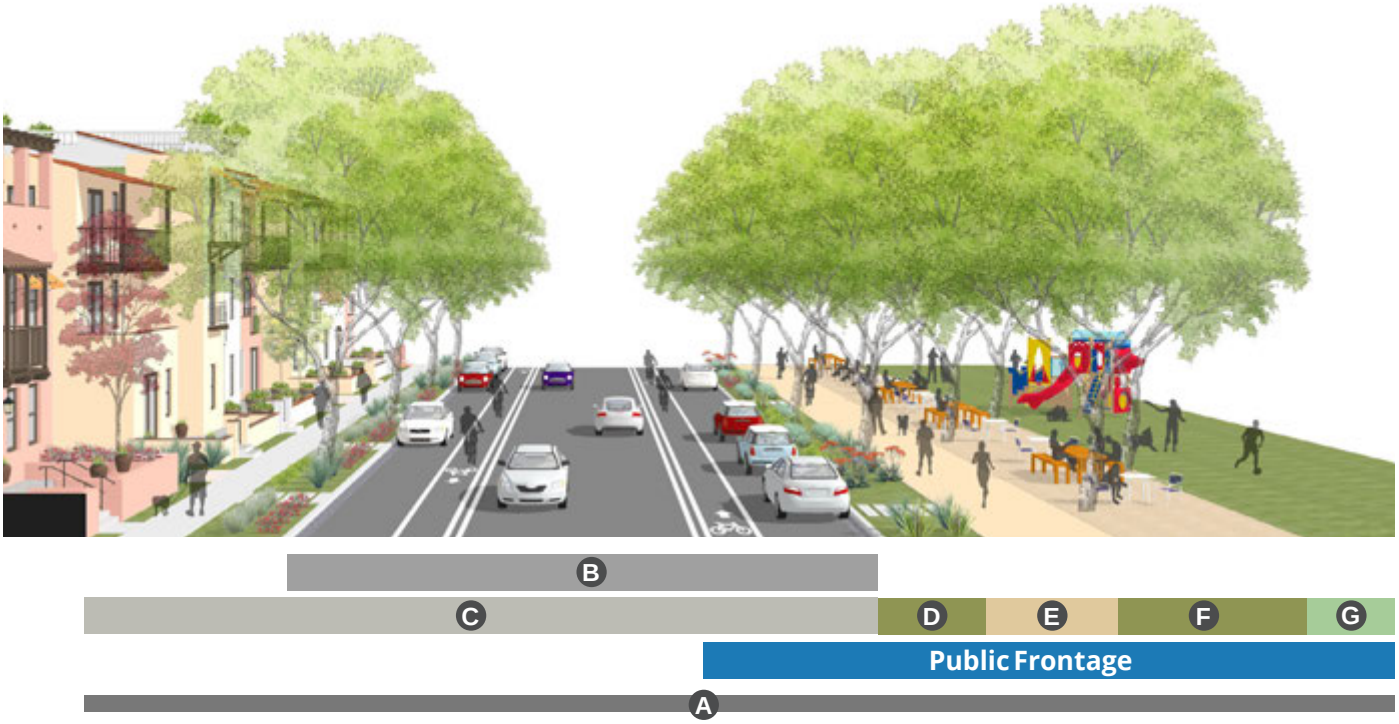
The following guidelines apply to all alleys:

- Permeable paving or concrete is preferred over asphalt.
- T- and H- alleys are encouraged where necessary to enable fonts of lots to face parks or other fronts across the street.



Alley Intersections. *The dimensional standards within this section ensure that the City's garbage and fire trucks can maneuver around corners.*

2.9.11 Park Edges



Intent

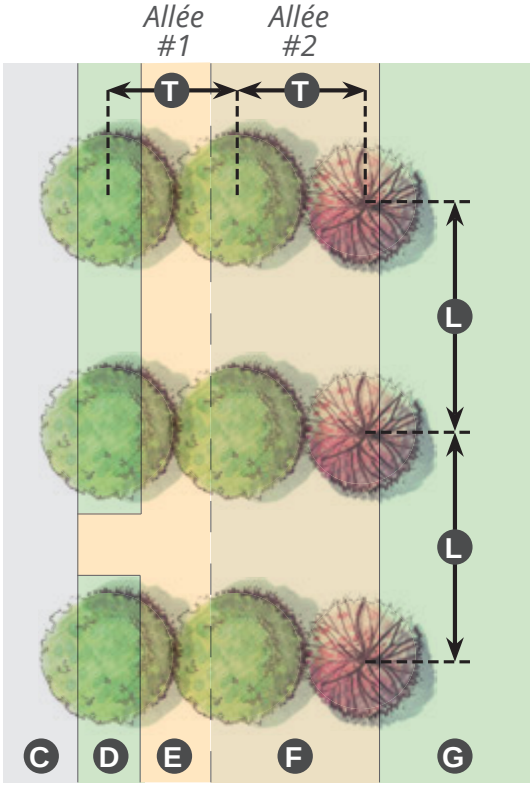
While the West Green and East Village Park may accommodate distinct and variable activities, they both must harmonize with the existing pedestrian and bike network and public realm. Both parks shall be lined with multiple rows of trees, forming what is called an allée. Allées provide a tight, intimate spatial enclosure. Their systematic placement of trees, described in ***Figure 2.9.11-I***, defines walkways and outdoor rooms, contributing to a sense of place. Additionally, the rows of trees create a scenic landscape buffer between housing and the recreational activities and open space of the West Green and East Village Park Extension.

Table 2.9.11 Park Edge Streets

1. Public Right-of-Way		
A	R.O.W.	Varies
2. Curb-to-Curb		
B	Curb-to-Curb	44′ max.
3. Public Frontage		
C	Per Neighborhood Street design	***See 2.9.8***
D	Landscape & furnishing zone	8′
E	Sidewalk or Multi-Use Path in Allée #1	6′–12′
F	Gathering/activity in Allee #2	15′–20′
G	Park activity/recreation space	
4. Private Frontage		
	See Section 2.7 - Building Frontages	

Figure 2.9.11-I Allée

Design Standards	
L Longitudinal Spacing (o.c.)	15′ – 35′
T Transverse Spacing (o.c.)	15′ – 20′



The East Village Park extension (as described in ***Section 1.3.B)*** shall be lined with a wide multi-use sidewalk flanked by rows of trees on both sides. This is noted as Allée #1 in image to the right. The western edge of East Village Park—along Williams Drive—could feature a second allée (Allée #2) as well, which might serve as a series of outdoor living rooms for gathering and activities, including dining, barbecuing, and games like checkers or bocce ball. Such a configuration is referred to as a "double allée." The plan can accommodate a similar environment around the West Green.

The trees which define allée #1 should be of the same species. The additional row of trees—furthest from the street—which completes allée #2 may be an alternate species if desired for the character of the space being created. Both species, however, must consist of shade canopies of a height that at maturity clears at least one story

Allées are also recommended around the neighborhood pocket parks, subject to the placement of water management infrastructure.

2.10 Parks

2.10.1 Introduction

This Sub-Neighborhood Plan ensures that open space is within a short walk of every residence. Given the largely residential nature of this plan, these open spaces will take the form of parks. The "Power of 10+" developed by the Project for Public Spaces is a recommended guideline for park design, providing at least 10 types of activities, from active to passive, for children and adults of all ages and abilities.

2.10.2 Neighborhood Parks

A. West Green. As described in ***Section 2.4.A***, the West Green is envisioned as focal point and gathering space for this new neighborhood. It shall be located along at the intersection of Milagro Place and Concha Street, attached to the residential block. The West Green shall be a minimum of 1.15 acres in size.

B. East Village Park Extension. As described in ***Section 2.4.B***, this Plan requires a westward expansion of the existing East Village Park into the North Neighborhood, to create a larger, unified community-serving park. Spaces for gathering should engage with the street and transition between the street and any athletic fields which require tall fences. To aid in this spatial transition and to provide an amenity to residents and pedestrians, flexible-use allées can wrap the park. These can link into the surrounding pedestrian and biking network, especially on Jacinto Dr, whose bike lanes will connect to a multi-use path on Rose Avenue. This park shall provide for community needs as identified by the City of Oxnard's Parks and Recreation Master Plan. The East Village Park Extension shall be a minimum of 5.3 acres.

C. North Neighborhood Pocket Parks. Smaller parks can be located throughout the North Neighborhood to ensure that all residents are within a short walk to a public open space. These spaces can double as opportunities for water retention and/or detention as needed. The sum of these parks shall be a minimum of 3.82 acres.

D. Neighborhood Green. This 1 acre green space will be dedicated as an public amenity in the southwest portion of the Plan Area.

Fig. 2.10 Parks



2.10.3 Park Design

A. Context and Connectivity

Neighborhood Parks may be defined by public streets or by building frontages. Where parks are defined by building frontages, the edge shall be defined by a fence no greater than 3 feet in height (openings allowed), and include a pedestrian pathway of at least 5 feet in width along the property line of the private lot. Parks shall be publicly accessible and not closed off by fences or walls, even when they double as opportunities for stormwater management.

B. Function and Design Opportunities

Neighborhood parks may include passive open areas, playgrounds, recreational fields, pools, amphitheaters, and other programming or event spaces.

C. Landscaping

1. The ground surface may be predominately green, hardscape, or a balance of both. Paved paths and hardscape features should be integrated to encourage pedestrian movement through the park.
2. Lawn, planting beds, hardscape, and/or drought tolerant landscape are recommended.
3. Trees should be arranged to reflect the design and shall be of sufficient scale for their context.

D. Design Details and Elements

1. **Shading.** Trees and planters shall provide shading for comfortable pedestrian and bike circulation.

2. **Lighting, Structures, and Improvements.** Neighborhood parks shall have small pedestrian-oriented improvements, such as rest areas, pedestrian amenities (benches, picnic tables, drinking fountains, etc.), bike racks or playground equipment at appropriate intervals. Pet waste bag stations shall be installed throughout the community to keep public areas clean and prevent bacteria from entering stormwater. Lamp posts shall be shielded, and limited to 15 feet in height. All parks must have lighting with an average of 0.6 footcandles but not less than 0.3 footcandles.

3. **Frontages and Adjacencies.** Parks should border at least one public street when located mid-block, or two public streets on the corner of a block.



This green space is lined with multi-family residential buildings and serves as a playground and gathering space.



The park could be open and flexible, providing for many uses.



Multifamily apartments in Riverpark gain value from their park view.



This green space is lined with multi-family residential buildings and serves as a playground and gathering space. Large shade trees greatly enhance the quality of the space.



Passive and naturalistic playground areas is greatly preferred over bright plastic and metal.

2.11 Utility Placement Standards

2.11.1 Service & Utility Placement Standards

The following Service and Utility Placement Standards regulate proper placement, configuration and screening of service and utility devices and equipment. The following standards apply to all "wet" (water & sewer) and "dry" (electric, gas, telecommunications) utility distribution lines; wall-mounted, ground-mounted or underground utility junctions, meters, transformers and pedestals; trash and recycling receptacles.

In the event that a utility provider's standard practices may be in conflict with these standards, the City will work collaboratively with the applicant and the utility company to ensure that services are designed in a manner consistent with the intent of this sub-neighborhood plan.

A. General Placement Standards for All Lots

1. Location / Screening. To the extent possible, all services and utilities should be located within alleys, interior building corners, at building offsets, or other similar locations where the building mass acts as a shield from public view. Utilities that must be located in a front yard due to utility service requirements shall be located away from pedestrian and vehicular routes and screened from the view of the street by landscaping.
2. Mechanical and Electrical Equipment. All mechanical and electrical equipment – including, but not limited to, air-conditioning units, antennas, garage door motors – whether roof-mounted, ground-mounted or otherwise, shall be screened from public view or located so as not to be visible from streets or public open spaces. Such equipment and related screening shall be designed with materials and colors that conform to and are an integral part of the design of the building.
3. Air intake and exhaust systems. Mechanical equipment that generates noise, smoke or odors, shall not be located on or within 10 feet of a public right of way or any on-site common open spaces.
4. Nuisances. Noise- and odor-generating equipment and containers shall be located in areas that will not create a nuisance to adjacent properties. Such bins should be covered when possible. Openings to a trash enclosure should shielded from public rights of way.
5. Telecommunication Devices / Infrastructure devices (such as satellite dishes or other equipment) shall be screened from public view or located so as not to be visible from streets. Applicants are encouraged to work with satellite providers to locate satellite dishes out of view on building roofs and/or on rear yard or side yard facing façades if adequate signal strength and quality can be achieved. In multi-family and multi-tenant buildings, conduits should be provided from such a location to each unit.
6. Waste and Recycling. In addition to the standards of this Plan, applicants shall meet the latest City requirements regarding trash enclosures. For single family residences, applicants shall provide a "Toter Plan" demonstrating where refuse, recycling, and organic waste totes will be accommodated per the latest City standards. Along alleys, adequate space is guaranteed by rear setbacks per ***Section 2.9.10***.

B. Lots with Alley Access

1. Dry Utility/Service Areas. Utility access and equipment such as back-flow preventers, transformer boxes, gas and electric meters, and other utilities shall be placed within or adjacent to and be accessed from the alley, subject to the requirements and approval of the associated utility company.
2. Wet Utility/Service Areas. Wet utilities should typically be located in the street, but may be located in the alley to address topographical, efficiency or other engineering reasons. If "wet" and "dry" utilities are co-located in the alley, proper trench separation and utility access must be ensured.
3. Service Access. Service entrances, waste disposal areas, and other similar service areas shall be located adjacent to the alley and take their access from it.

C. Lots without Alley Access

1. Dry Utility/Service Areas. Meters and similar equipment should be in underground vaults or in utility rooms/ closets within buildings, were possible. If such locations are infeasible, these services shall be located in inconspicuous locations along the sides of project sites and shall be thoroughly screened from public view.
2. Wet Utility/Service Areas. Generally, all "wet" utilities should be located in the street or public right-of-way. Utility meters and entrances should also be provided below-grade in the street or sidewalk and shall be flush with the surrounding grade.
3. Service Access. Waste disposal areas, and other similar service areas shall be located as far away from – and screened from views from – the public right of way as practical.

Figure 2.11-I Appropriate Placement



Example of an appropriately placed double standpipe connection in the base of a building at the sidewalk.

Figure 2.11-II Inappropriate Placement



Example of inappropriately placed ground-level utilities in a parkway.



Example of mechanical equipment well-screened by an architectural element incorporated into the building's composition.



Example of inappropriately placed utility boxes in a parkway.



Wherever possible, mechanical/utilities equipment should be placed in alleys. In this example, they are further shielded by architectural elements and a hedge.



Example of inappropriately placed check valves and other utility devices in the front yard of a commercial building.

2.12 Glossary

This section provides definitions for terms found herein that are technical in nature or that otherwise may not reflect a common usage of the term.

Alley: A narrow service street which provides secondary access to all lots within a block. Driveways, parking aisles, and fire lanes are not alleys.

Arbor (entrance arbor): A wooden structure that is intended to define an entrance into an on-site outdoor space, such as a front yard or parking lot.

Arcade: A façade with a ground floor colonnade supporting the upper stories of the building, intended to provide shade, glare control, and weather protection.

Bay Window: A window that projects from any building elevation.

Block: A aggregation of lots which are bound on all sides by streets, paseos, or open spaces. Block dimensions are measured along private property lines.

Building Improvements: Building improvements include work that is typical of regular maintenance and upkeep. This may include changes to the exterior, but is limited to work that does not alter the general character

Building Length: The length of the building as measured parallel to the front property line.

Build-to line: The conceptual line parallel to a front or side-street property line which must be met by a specified percentage (buildout) of the building face. Standards associated with each Building Type regulate the distance between the Build-to Line and the Property Line.

Buildout, Frontage: Refers to the requirement for a specified percentage of the front or side building face to meet the build-to line. Applicable along streets and public open spaces.

Chamfered corner: A bevel where two perpendicular building faces meet, resulting in a third face at a 45-degree angle.

Close: A dead-end street which contains a landscaped median. Rather than having a turnaround bulb at its terminus, the medium is wide enough that vehicles can simply turn around it at the end of the Close. Therefore, unlike a cul-de-sac, a Close maintains a consistent width along its entire length.

Design Site: An area of land that is dimensioned and drawn to the standards for a specific building type for the purpose of demonstrating conformance to standards that relate to lot lines or area.

Director: The Director of Community Development, or designee.

Drive Aisle: A vehicular lane within a parking lot that provides access to the individual parking spaces.

Driveway: A vehicular lane within a lot that leads to on-site parking.

Encroachment: Any structure extending into a required setback area.

Façade: The exterior wall of a building adjacent to a street or public open space.

Fenestration: Transparent glass openings in a building face.

Fire Lane: An on-site right of way required by the Fire Marshal for the access of emergency vehicles.

Flag Lot: A lot where the bulk of the land area is behind one or more lots with narrow strip of land reaching to the street between neighboring lots.

Forecourt: An extension of the public realm into a lot, wherein the space is defined on three sides by building faces (unless located on a corner lot, in which case it might be defined on two sides).

Frontage, Private: The building façade and the area between the building façade and any property line along a street or public open space. See ***Section 2.7.***

Frontage, Public: The area between any street-adjacent property line and the first travel lane in the roadway.

Ground Floor: The floor of a building located nearest to the level of the existing grade around the building.

Half-Story: The uppermost story of a building in which the sloping roof forms the walls. These are often lighted by dormer windows and include knee walls under roof slopes.

Height, Building: The height of a building as measured from the finished grade at any property line along the street up to the referenced building element.

Lot: A portion of land delineated from others to host an allowed development. For the purpose of this code, lot is synonymous with "property" or "design site."

Lot Line: A front, side or rear of a lot. For the purpose of this code, lot line is synonymous with property line.

Mixed-Use Development: A project which features multiple uses. This may include "vertical" mixing of uses (when multiple uses are stacked within a single building) or "horizontal" mixing of uses (when differing uses are adjacent to each other or contained within distinct buildings).

Outbuilding: A rear building on the same property but separate from, and smaller in scale than the building which contains the primary use of the site.

Shopfront: A ground-floor frontage assembly that includes an arrangement of large transparent windows and a conspicuous entrance that leads directly into the unit. Shopfronts are spatially defined on either side by vertical elements called piers.

Parking Management Plan: An application package that includes site plan(s) and table(s) that demonstrates compliance with the parking requirements of this code and of Chapter 16, Article X, Division 4 of the OCC. Parking Management Plans shall be submitted, considered, and either approved, approved with conditions, or denied together with a SUP or DDRP.

Pier, Shopfront: The vertical elements on either side of a shopfront bay.

Primary Building: A building situated towards the adjacent street or public open space that accommodates the primary use of the site. This is distinguished from an outbuilding, which is ancillary in use and form, and sits near the rear of the site.

Privacy Windows: Windows which are either opaque and unopenable or which begin at least 6 feet from the floor.

Public Open Space: Off-street outdoor space that is either owned by the City and intended for public use, or is on a private parcel, immediately adjacent to a right of way, and functions as a public space.

Rosewalk: A wide paseo with residential frontages on either side.

Side, Lot Line: Any property line that is shared with a neighboring property when there is no public open space between the two.

Street: A right of way that is defined in ***Section 2.9***. Paseos, driveways, parking aisles, fire lanes, and alleys are not streets.

Street, Front: The side of the lot that is adjacent to a street. A property may have multiple fronts.

Street, Side: (Applicable only to corner lots). The side of the lot that is adjacent to a street or public open space that is not considered the front (see Street, Front).

Through lot: A lot which extends from one street frontage to another, across the entire span of the block.

Tuckunder Parking: Tuckunder parking is a garage built into the rear of the ground floor of a house or building. It is therefore "tucked under" the rear portion of the building. For example, a tuckunder rowhouse has a rear ground floor garage accessible from the alley.

3 Implementation





This Chapter Covers:

3.1 Implementation 112

3.1 Implementation

A. Introduction

This Implementation chapter outlines the processes and procedures by which this plan will be realized as envisioned and maintained in a fair and financially-sustainable way. Numeric figures included in this ***Sections 3.1.E through H*** are subject to change per future agreement(s) between the City and the applicant.

B. Regulatory Approach

All development within the Sub-Neighborhood Plan Area shall be found consistent with an approved Master Plan and with the development regulations and design guidelines set forth in Chapter 2.

Master Plans (see ***Sections 2.1.5*** and ***2.3.2***) may be submitted and reviewed by the City prior to or concurrently with the submission and review of a tentative map. The intent of the Master Plan process is to ensure that the pattern of streets, open spaces, blocks, and buildings is consistent with the vision for the Sub-Neighborhood Plan Area as described and illustrated in Chapter 1.

The administrative procedures and development standards described in this Sub-Neighborhood Plan supersede any conflicting portions of the NECSP or Chapter 16 of the Oxnard Municipal Code, as stated in Section 2.1.

C. Infrastructure & Maintenance

Development of the Sub-Neighborhood Plan will require the extension of existing infrastructure into the neighborhoods of the Sub-Neighborhood Plan Area in order to provide water, wastewater disposal, storm drainage, streets, public utilities, and solid waste services. Such infrastructure and utilities shall be implemented according to developer submitted tract map(s) and site improvement plans and as approved by the Public Works Director or Designee (Director). The details of these requirements are to be refined through the Master Plan approval process and tentative map conditioning.

An existing water well, designated Sate Well Number 02N22W35K03S, is located in the northeastern corner of the Sub-Neighborhood Plan area near the intersection of Gibraltar Street and Cesar Chavez Drive. This well is jointly owned by the Maulhardt/Stiles Family and the City of Oxnard, and is subject to the terms of an agreement between the two parties dated August 7, 2002. This agreement establishes that the well may be retrofitted and integrated into the City's municipal water supply system. Should the City exercise this option, an easement shall be granted to the City of Oxnard over the well site in accordance with the terms established in Section 8 of said agreement. Such an easement shall not exceed the minimum area required to reasonably operate the well.

D. Phasing

At the time of adoption of this Sub-Neighborhood Plan, the entirety of the plan area is privately owned by a single entity, and upon the initial subdivision and sale of this property, it may be developed by separate developers. The City will work collaboratively with the developers of those properties to ensure that the intentions of this plan for an interconnected network of complete streets and related infrastructure and utility systems are implemented, and that infrastructure improvements are matched to meet the needs of each phase of development. All phasing shall be approved by the Director.

Depending on the size of each phase, the City's Planning and Community Development Departments may require the developer(s) to include phasing plans as part of their Master Plan and tentative map applications for City review, conditioning and approval. Multiple final tract maps clearly depicting the phases may be filed for the project. In such cases, developer(s) must post a Surety Bond(s) to guarantee the improvements shown on each final tract map.

Phasing plan(s) shall:

1. Facilitate the orderly incremental build-out of the community based upon market and economic conditions;
2. Match Infrastructure improvements to meet the needs of each phase of development;
3. Protect all aspects of public health, safety and welfare.

Phasing will occur as appropriate levels of infrastructure, community facilities, and open space dedications are provided. Phasing sequencing is subject to change over time to respond to these various factors and individual phases may overlap or develop concurrently. Phased infrastructure improvements, as required and approved by the City Engineer to support each phase, will be installed by the developer(s).

E. Financing

1. The City shall establish a Financing and Maintenance Plan for this Sub-Neighborhood Plan to ensure the timely completion of public facilities, streets, utilities, and other necessary capital improvements, as well as the proper maintenance of these facilities.
2. Certain off-site improvements may be funded according to a joint financing agreement. Developer(s) are responsible for providing the remaining infrastructure improvements necessary to serve the plan area.
3. A Homeowners Association (HOA) or other mechanism may be used to fund the development and maintenance of on-site infrastructure improvements (e.g., streets, sewers, water and storm drains) and the operation and maintenance of the parks, streetlights, and other landscaping improvements.
4. Upon satisfactory completion, maintenance responsibility and ownership of some infrastructure may be relinquished to the City.

F. Affordable Housing

The The 2030 General Plan has identified this Plan Area as an "Urban Village", and accordingly it shall provide a minimum of 15 percent affordable housing (Urban Villages, Goal CD-7). Affordable units shall be provided at the following income levels:

For Sale Developments:

- Minimum 15% Low Income (or more affordable level)

For Rent/Leased Development:

- Minimum 5% Very Low Income (or more affordable level)
- Minimum 10% Low Income (or more affordable level)

For more information regarding affordable housing requirements, see the City of Oxnard 2021-2029 Housing Element.

G. Extension to East Village Park

The design of the extension to East Village Park shall be coordinated with the City's Department of Recreation & Community Services and shall meet the standards defined in ***Section 2.9.10 Park Edges*** and ***Section 2.10 Parks***. Park improvements will be the responsibility of the developer(s). Full City and public access shall be granted to the East Village Park upon satisfactory completion.

H. Ongoing EIR Compliance

The Trip Generation identified in the EIR shall be reviewed with each individual project request. Additional periodic reviews, by the Community Development Director and Public Works Director, will also be necessary for overall compliance with the EIR.

I. Incorporation of Conditions, Requirements, and Standards

All entitlements and permits, including associated conditions of approval, which are issued for development within the Specific Plan Area, must be consistent with this Specific Plan and the corresponding Tentative Tract Map(s). Once a permit is approved, all conditions, requirements, and standards indicated graphically or in writing, as part of the approved permit, shall have the same force and effect as the Development Regulations in this Specific Plan. Any use or development established as a result of such an approved permit or plan, but not in compliance with all such conditions, requirements, or standards, shall be in violation of the Specific Plan.

J. Maximum Development Yield

1. **Maximum Yield.** Based on initial study of the site and available resources, this site is projected to yield 500 – 700 dwelling units and very little commercial square footage. The maximum quantity of units shall not exceed 950 dwelling units, and the maximum amount of commercial uses shall not exceed 40,000 gross square feet.
2. **Dwelling Unit Allocation Plan.** Dwelling units shall be allocated in accordance ***Figure 3.1***. Units are allocated by proposed master lot, with a minimum and maximum unit range provided for each master lot.
3. **Dwelling Unit Allocation Flexibility & Relationship to Maximum Yield.** Within each proposed master lot, a Developer may choose to construct any number of units within the range of permitted densities established in ***Figure 3.1***. However, the total number of units in the Plan Area shall not exceed 950 dwelling units. Additionally, no master lot shall contain less than the minimum number of units allocated to that lot by ***Figure 3.1***.
4. **Dwelling Unit Allocation Transfers Prohibited.** While a developer may choose to construct any number of units within the range of permitted densities as described in ***Section 3.1.H.3***, the transfer of permitted dwelling units between separate master lots is prohibited.
5. **Density Bonus Units.** In the event any proposed master lot is developed by a qualified affordable housing provider for affordable housing as defined by California Government Code §65915 and other applicable State law, such a project may apply for any and all density bonus provisions, inclusive of development waivers and/or concessions provided under Local or State law in place at time of such a project's approval. Any density bonus request shall be reviewed under applicable Local and State law, inclusive of the California Environmental Quality Act (CEQA) as is required. This includes any density bonus request to exceed the maximum unit range established by ***Figure 3.1*** for a given master lot. Any granted density bonus shall not exceed 950 dwelling units for the Plan Area, unless a modification of maximum yield as established by ***Section 3.1.H.6*** is granted.
6. **Modification of Maximum Yield.** The maximum yields for residential and commercial development established by ***Section 3.1.H.1*** shall not be exceeded or otherwise modified, unless approved by the City Council. Any modification of the maximum yields shall require additional review under the California Environmental Quality Act (CEQA) as applicable.

Figure 3.1 Unit Allocation Plan

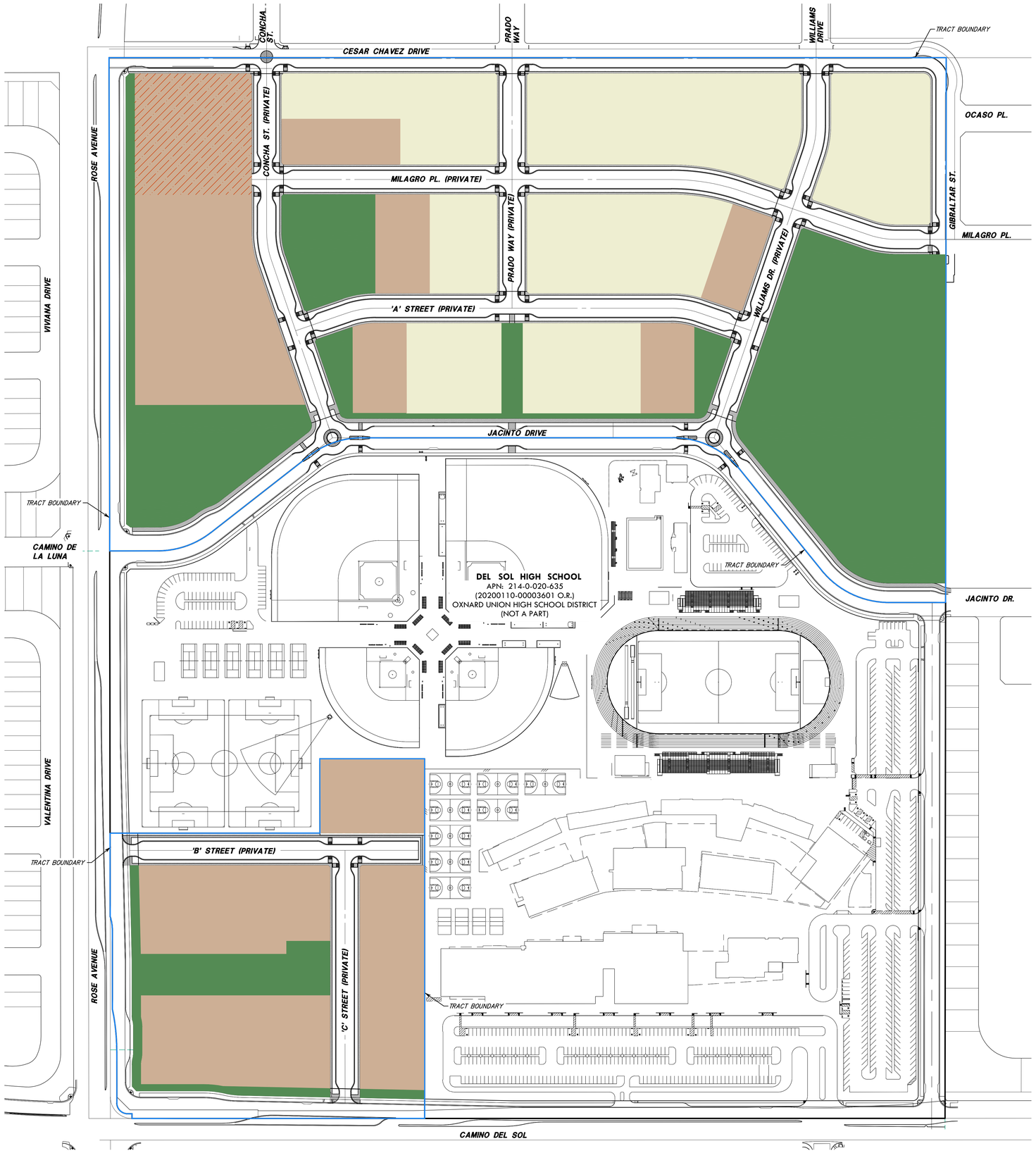


Note: Master Lot numbers are shown in red.

End of Sub-Neighborhood Plan

APPENDIX D

Tentative Tract Map

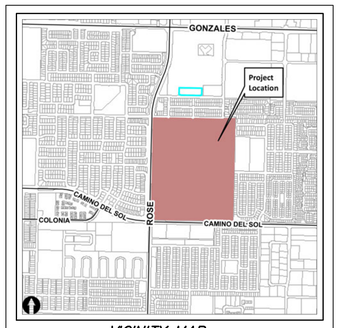


100' 50' 0' 100' 200'

GRAPHIC SCALE: 1"=100'

PROPOSED LAND USE PLAN LEGEND

- ZONING: SPECIFIC PLAN (S-PLAN)
  SUB-NEIGHBORHOOD PLAN: OPEN
  GENERAL PLAN: RESIDENTIAL HIGH (RH)
  URBAN VILLAGE OVERLAY
- ZONING: SPECIFIC PLAN (S-PLAN)
  SUB-NEIGHBORHOOD PLAN: OPEN, COMMERCIAL ALLOWED
  GENERAL PLAN: COMMERCIAL GENERAL (CG)
  URBAN VILLAGE OVERLAY
- ZONING: SPECIFIC PLAN (S-PLAN)
  SUB-NEIGHBORHOOD PLAN: NEIGHBORHOOOD
  GENERAL PLAN: RESIDENTIAL HIGH (RH)
  URBAN VILLAGE OVERLAY
- ZONING: SPECIFIC PLAN (S-PLAN)
  SUB-NEIGHBORHOOD PLAN: PARKS AND OPEN SPACE
  GENERAL PLAN: PARKS, OPEN SPACE
  URBAN VILLAGE OVERLAY



VICINITY MAP
NOT TO SCALE

PRELIMINARY LAND USE DATA

LAND USE DESIGNATIONS

EXISTING ZONING DESIGNATION:	COMMUNITY RESERVE (C-R), MULTI FAMILY RES. PLANNED DEVELOP. (R-2-PD), GENERAL COMM. PLANNED DEVELOP. (C-2-PD)
PROPOSED ZONING DESIGNATION:	SPECIFIC PLAN (SPLAN)
EXISTING SPECIFIC PLAN DESIGNATION:	LOW DENSITY RES., NEIGHBORHOOD COMM.
PROPOSED SPECIFIC PLAN DESIGNATION:	MAULHARDT SUB-NEIGHBORHOOD PLAN: OPEN, MAULHARDT SUB-NEIGHBORHOOD PLAN: NEIGHBORHOOD/NEIGHBORHOOD EDGE, MAULHARDT SUB-NEIGHBORHOOD PLAN: PARK.
EXISTING GENERAL PLAN DESIGNATION:	COMMERCIAL GENERAL (GC), PARK (PRK), RESIDENTIAL LOW-MEDIUM (RLM),
PROPOSED GENERAL PLAN DESIGNATION:	RESIDENTIAL MEDIUM (RM), RESIDENTIAL MEDIUM-HIGH (RMH), PARK (PRK), COMMERCIAL GENERAL (GC)

TRACT INFORMATION

1)	TRACT GROSS AREA:	56.42 ACRES (2,457,845 S.F.)
2)	PROPOSED DWELLING UNIT RANGE:	MAXIMUM OF 950 DWELLING UNITS
3)	APPROXIMATE DENSITY RANGE:	16.8 D.U./AC. (GROSS) 34.6 D.U./AC. (NET)

LAND USE AREAS

1)	RESIDENTIAL/MIXED USE DEVELOPMENT LOTS:	27.40 ACRES (48.6%)
2)	RIGHT OF WAYS AND PRIVATE STREETS:	16.12 ACRES (28.5%)
3)	PUBLIC PARKS, PRIVATE PARKS, & DRAINAGE:	12.90 ACRES (22.9%)
4)	TOTAL:	56.42 ACRES (100.0%)

UTILITIES

WATER:	CITY OF OXNARD WATER DIVISION 214 SOUTH 'C' STREET OXNARD, CA 93030 (805) 385-3517
SEWER:	CITY OF OXNARD WASTEWATER DIVISION 214 SOUTH 'C' STREET OXNARD, CA 93030 (805) 488-3517
NATURAL GAS:	SOUTHERN CALIFORNIA GAS COMPANY P.O. BOX 1626 MONTEREY PARK, CA 91754-8626 (877) 238-0092
ELECTRICITY:	SOUTHERN CALIFORNIA EDISON P.O. BOX 800 ROSEMEAD, CA 91770 (800) 655-4555

NOTES

1. ALL DIMENSIONS SHOWN HEREON ARE APPROXIMATE.
2. THIS TENTATIVE MAP IS INTENDED TO SERVE AS A 'MASTER' TENTATIVE TRACT MAP, CREATING 'MASTER LOTS' (FOR FUTURE DEVELOPMENT OR SUBDIVISION) AND DEFINING PUBLIC RIGHT OF WAYS AND PARCELS FOR PARKS AND STORMWATER MITIGATION.
3. NO NEW BUILDINGS OR STRUCTURES ARE PROPOSED AT THIS TIME. ALL FUTURE DEVELOPMENT OR SUBDIVISION MUST OCCUR IN ACCORDANCE WITH THE PROPOSED NORTHEAST COMMUNITY SPECIFIC PLAN AMENDMENT: MAULHARDT SUB-NEIGHBORHOOD PLAN AND APPLICABLE O.M.C. SECTIONS UNDER SEPARATE PERMIT.
4. PRELIMINARY GRADING SHOWN HEREON IS CONCEPTUAL MASS GRADING. SITE SPECIFIC PRELIMINARY GRADING DESIGN FOR EACH 'MASTER LOT' SHALL BE REQUIRED AT TIME OF FUTURE SUBDIVISION AND OR DEVELOPMENT DESIGN REVIEW AS DETAILED IN SECTION 2.1.5 OF THE PROPOSED MAULHARDT SUB-NEIGHBORHOOD PLAN.
5. ALL PROPOSED ONSITE UTILITIES ARE TO BE UNDERGROUNDED.
6. ALL PROPOSED PRIVATE STREETS ARE TO BE OWNED AND MAINTAINED BY THE MASTER HOMEOWNER'S ASSOCIATION (HOA). EASEMENTS FOR UTILITIES, ACCESS, AND EMERGENCY SERVICES ARE PROVIDED OVER THE PROPOSED PRIVATE STREET PARCELS. SEE 'PROPOSED EASEMENT SCHEDULE' ON SHEET 2.
7. PARCELS 'A', 'C', 'E', 'H', 'I', 'O', 'P', AND 'Q' ARE TO BE DEDICATED TO THE CITY OF OXNARD FOR PUBLIC PARK AND RECREATION PURPOSES. ALL OTHER PROPOSED PARK/DRAINAGE PARCELS ARE TO BE OWNED BY THE MASTER HOA, WITH AN EASEMENT PROVIDED OVER THE PRIVATE PARK/DRAINAGE PARCELS FOR PUBLIC ACCESS AND RECREATION.
8. SEE SHEET 2 FOR PROPOSED SUBDIVISION, EXISTING AND PROPOSED EASEMENTS AND DEDICATIONS.
9. CESAR CHAVEZ DRIVE AND GIBRALTER STREET TO BE RESURFACED AND IMPROVED AS NOTED ON PLANS.
10. JACINTO DRIVE TO BE CONSTRUCTED AS PART OF PROPOSED DEL SOL HIGH SCHOOL IMPROVEMENTS TO NORTHERN BACK OF CURB. ADDITIONAL IMPROVEMENTS, INCLUDING TRAFFIC CALMING FEATURES AND INTERSECTION IMPROVEMENTS, TO BE CONSTRUCTED BY PROPOSED TRACT NO. 6059

LEGAL DESCRIPTION

THOSE PORTIONS OF SUBDIVISION 26 OF THE RANCHO EL RIO DE SANTA CLARA O' LA COLONIA, IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA AS SAID SUBDIVISION IS DESIGNATED AND DELINEATED ON THAT CERTAIN MAP FILED IN THE OFFICE OF THE COUNTY CLERK OF SAID COUNTY IN THAT CERTAIN ACTION ENTITLED "THOMAS A. SCOTT, ET. AL, PLAINTIFFS VS. RAFAEL GONZALES ET. AL. DEFENDANTS", ALSO BEING THOSE PORTIONS OF LAND DESCRIBED IN THE QUITCLAIM DEED RECORDED ON NOVEMBER 24, 2017 AS INSTRUMENT NO. 20171124-00152497 OF OFFICIAL RECORDS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THAT PORTION OF LAND DESCRIBED IN THE DEED TO OXNARD UNION HIGH SCHOOL DISTRICT RECORDED JANUARY 10, 2020 PER INSTRUMENT NO. 20200110-0003601 OF OFFICIAL RECORDS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

MAP REFERENCES

BENCHMARK

PROJECT BENCH MARK: VCPID: 0306, DESIGNATION: WILLIAMS
ELEVATION: 22.662 METERS - NAVD88, 1992 ADJUSTMENT

AT THE NORTHWESTERLY CORNER OF GONZALES ROAD AND WILLIAMS DRIVE, 55.0 FEET WESTERLY FROM THE CENTER OF WILLIAMS DRIVE, 48.0 FEET NORTHERLY FROM THE CENTER DIVIDE OF GONZALES ROAD, 33.0 FEET SOUTHERLY FROM THE E.C.R., 12.0 FEET EASTERLY FROM THE B.C.R

SHEET INDEX

SHEET 01	COVER SHEET / SUB-NEIGHBORHOOD LAND USE PLAN
SHEET 02	PROPOSED SUBDIVISION, EASEMENTS, AND DEDICATIONS
SHEET 03	SITE / PRELIMINARY GRADING PLAN: NORTH
SHEET 04	SITE / PRELIMINARY GRADING PLAN: SOUTH
SHEET 05	CONCEPTUAL STRIPING PLAN, FIRE ACCESS PLAN & DETAILS
SHEET 06	CONCEPTUAL STRIPING PLAN, FIRE ACCESS PLAN & DETAILS
SHEET 07	CONCEPTUAL PHASING PLAN

LEGEND

PROPOSED		EXISTING	
20	LOT NUMBER		STORM DRAIN
17.7	PAD ELEV.	W	WATER
SD	STORM DRAIN	S	SEWER
	CATCH BASIN	G	GAS
	SURFACE DRAIN	T	TELEPHONE
W	WATER	OHE	OVERHEAD ELEC.
S	SEWER		WATER VALVE
FM	FORCE MAIN SEWER		FIRE HYDRANT
	TOP OF SLOPE		STREET LIGHT
	TOE OF SLOPE	10	CONTOUR LINE
	FLOWLINE		STREET SIGN
	EASEMENT LINE		
8	CONTOUR LINE		
	DAYLIGHT LINE		
	RETAINING WALL		
	BLOCK WALL		
	FIRE HYDRANT		
	STREET LIGHT		

ABBREVIATIONS

FS	FINISH SURFACE
FG	FINISH GRADE
INV	INVERT
TG	TOP OF GRATE
SW	SIDEWALK
EX	EXISTING
FL	FLOW LINE
PVT	PRIVATE
R/W	RIGHT OF WAY

REVISION	DATE
TTM/SPA SUB #1	05/2021
TTM/SPA SUB #2	10/2021
TTM/SPA SUB #3	06/2023
TTM/SPA SUB #4	12/2023
TTM/SPA CEQA SUB.	04/2024
TTM/SPA SUB #5	07/2024
PUBLIC HEARING	07/2025

REGISTERED PROFESSIONAL ENGINEER
AYAK-EDIGER
No. C075560
CIVIL
STATE OF CALIFORNIA

DATE

SUBDIVIDER/OWNER:
MAULHARDT / STILES FAMILY
C/O PARKSTONE COMPANIES
ATTN: MR. MIKE PENROD
860 HAMPSHIRE ROAD, SUITE U
WESTLAKE VILLAGE, CA 91361

CONTACT PERSON:
TANNER SHELTON, AICP
SANBELL, FORMERLY JENSEN DESIGN & SURVEY, INC.

LAND USE PLANNER & ENGINEER:

sanbell
Intelligent Infrastructure Enduring Communities
1672 DONLON STREET
VENTURA, CALIF. 93003
PHONE 805/654-6977
WEB www.sanbell.com

MAULHARDT / STILES RANCH
TENTATIVE TRACT No. 6059
COVER SHEET / SUB-NEIGHBORHOOD LAND USE PLAN

CITY OF OXNARD | COUNTY OF VENTURA | STATE OF CALIFORNIA

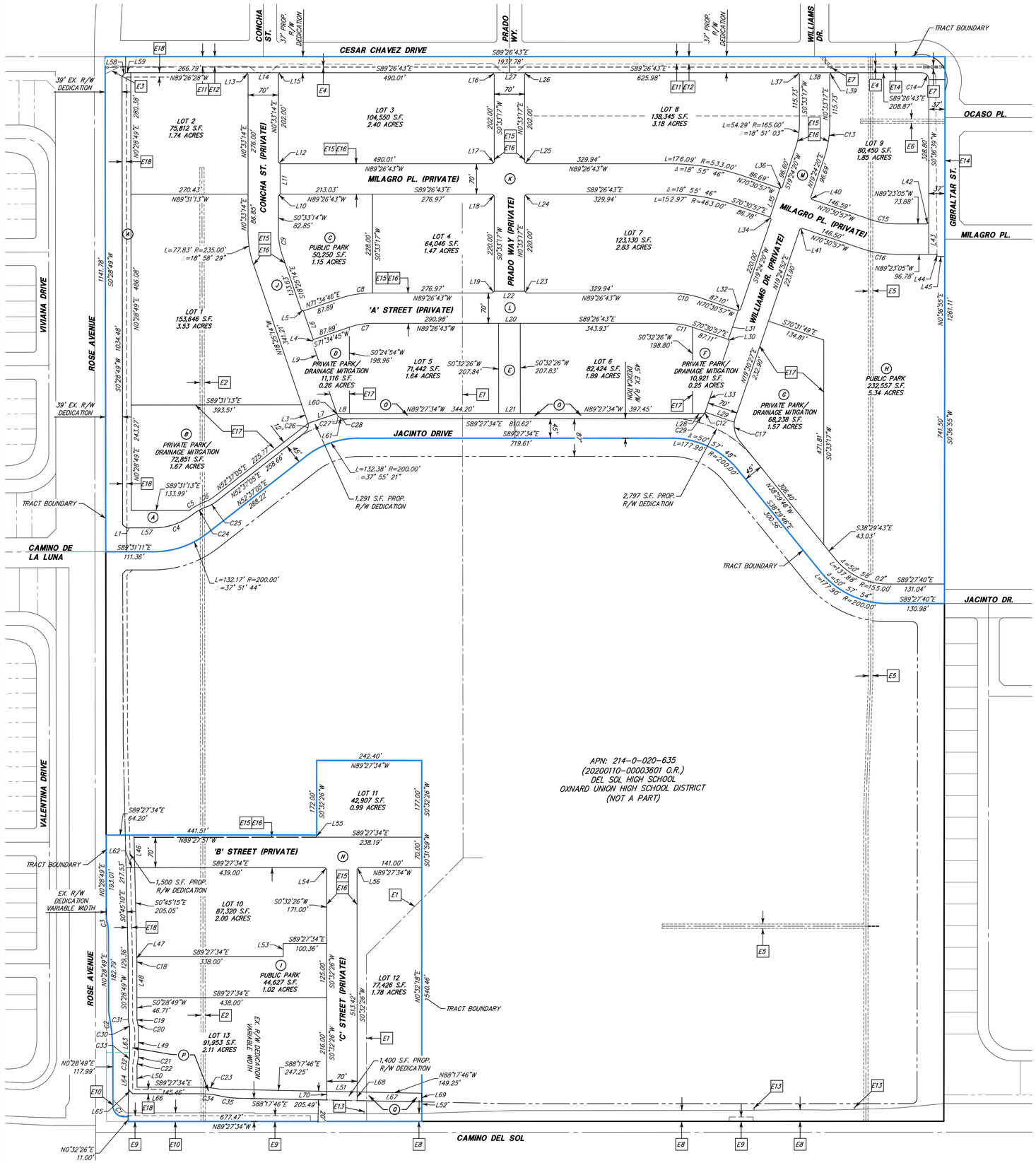
Legal Description (Portion): Part of Subdivision 26 of the Rancho El Rio De Santa Clara O'La Colonia, in the County of Ventura, State of California, as per Partition Map thereof filed in the Office of the County Clerk of said County. Please see Sheet 1 for complete legal description.

SCALE: 1"=100' | J.N.: PAR01.5808.006

DATE: Jul 29, 2025 | DWG. NAME: 5808-TTM-01.dwg

SHEET 1 OF 7

J:\PAR\5808\Planning\Tentative\5808-TTM-01.dwg Jul 29, 2025, 9:50am tshelton



LOT KEY & AREA TABLE

LOT/PARCEL NO.	PROPOSED USE	AREA (S.F.)	AREA (A.C.)
LOT 1	RESIDENTIAL	153,649 SF	3.53 AC
LOT 2	MIXED USE	75,812 SF	1.74 AC
LOT 3	RESIDENTIAL	104,550 SF	2.40 AC
LOT 4	RESIDENTIAL	64,046 SF	1.47 AC
LOT 5	RESIDENTIAL	71,442 SF	1.64 AC
LOT 6	RESIDENTIAL	82,424 SF	1.89 AC
LOT 7	RESIDENTIAL	123,130 SF	2.83 AC
LOT 8	RESIDENTIAL	138,345 SF	3.18 AC
LOT 9	RESIDENTIAL	80,450 SF	1.85 AC
LOT 10	RESIDENTIAL	87,320 SF	2.00 AC
LOT 11	RESIDENTIAL	42,907 SF	0.99 AC
LOT 12	RESIDENTIAL	77,426 SF	1.78 AC
LOT 13	RESIDENTIAL	91,953 SF	2.11 AC
PARCEL A	PUBLIC PARK	29,801 SF	0.68 AC
PARCEL B	PRIVATE PARK/DRAINAGE	72,851 SF	1.67 AC
PARCEL C	PUBLIC PARK	50,250 SF	1.15 AC
PARCEL D	PRIVATE PARK/DRAINAGE	11,116 SF	0.26 AC
PARCEL E	PUBLIC PARK	10,392 SF	0.24 AC
PARCEL F	PRIVATE PARK/DRAINAGE	10,921 SF	0.25 AC
PARCEL G	PRIVATE PARK/DRAINAGE	68,238 SF	1.57 AC
PARCEL H	PUBLIC PARK	232,557 SF	5.34 AC
PARCEL I	PUBLIC PARK	44,627 SF	1.02 AC
PARCEL O	PUBLIC PARK	10,064 SF	0.23 AC
PARCEL P	PUBLIC PARK	18,140 SF	0.41 AC
PARCEL Q	PUBLIC PARK	2,985 SF	0.07 AC
PARCEL J	PRIVATE STREET	57,974 SF	1.33 AC
PARCEL K	PRIVATE STREET	110,876 SF	2.55 AC
PARCEL L	PRIVATE STREET	69,752 SF	1.60 AC
PARCEL M	PRIVATE STREET	79,343 SF	1.82 AC
PARCEL N	PRIVATE STREET	84,696 SF	1.94 AC

CURVE DATA TABLE

Curve Table (This sheet only)

Curve #	L	R	Δ	T
C1	39.24'	25.00'	89°56'23"	24.97'
C2	99.42'	492.51'	11°33'57"	49.88'
C3	32.53'	105.00'	17°45'10"	16.40'
C4	95.82'	145.00'	37°51'44"	49.73'
C5	41.28'	130.00'	18°11'42"	20.82'
C6	22.23'	70.00'	18°11'42"	11.21'
C7	54.64'	165.00'	18°58'30"	27.57'
C8	77.83'	235.00'	18°58'32"	39.27'
C9	54.64'	165.00'	18°58'29"	27.57'
C10	77.64'	235.00'	18°55'46"	39.18'
C11	54.51'	165.00'	18°55'46"	27.51'
C12	3.09'	22.00'	8°02'25"	1.55'
C13	77.32'	235.00'	18°51'03"	39.01'
C14	25.15'	16.00'	90°03'22"	16.02'
C15	54.34'	165.00'	18°52'08"	27.42'
C16	77.39'	235.00'	18°52'08"	39.05'
C17	60.75'	60.01'	58°00'06"	33.26'
C18	0.43'	20.00'	1°14'04"	0.22'
C19	8.66'	38.00'	13°03'32"	4.35'
C20	17.78'	78.00'	13°03'32"	8.93'

Curve Table (This sheet only)

Curve #	L	R	Δ	T
C21	17.78'	78.00'	13°03'32"	8.93'
C22	8.66'	38.00'	13°03'32"	4.35'
C23	45.42'	230.00'	11°18'54"	22.78'
C24	37.47'	118.00'	18°11'40"	18.90'

LINE DATA TABLE

Line Table (This sheet only)

Line #	Length	Direction
L1	10.38	S89° 31' 11.01"E
L3	45.23	N18° 25' 14.48"W
L4	5.66	S26° 34' 45.52"W
L5	5.66	S63° 25' 14.48"E
L6	70.00	S18° 25' 15.37"E
L7	70.00	N71° 34' 45.52"E
L8	29.24	S89° 27' 34.14"E
L9	174.80	S18° 25' 14.48"E
L10	5.66	S45° 33' 15.81"W
L11	70.00	S0° 33' 14.31"W
L12	5.66	N44° 26' 44.19"W
L13	5.66	N44° 26' 44.19"W
L14	78.00	S89° 26' 42.69"E
L15	5.66	N45° 33' 15.81"E
L16	5.66	S44° 26' 42.72"E
L17	5.66	S45° 33' 17.28"W
L18	5.66	S44° 26' 42.72"E
L19	5.66	S45° 33' 17.28"W
L20	50.00	S89° 26' 42.69"E
L21	50.00	S89° 27' 34.14"E

Line Table (This sheet only)

Line #	Length	Direction
L22	70.00	S89° 26' 42.74"E
L23	5.66	N44° 26' 42.72"W
L24	5.66	N45° 33' 17.28"E
L25	5.66	N44° 26' 42.72"W
L26	5.66	N45° 33' 17.28"E
L27	78.00	S89° 26' 42.69"E
L28	27.70	S89° 27' 34.14"E
L29	71.47	S70° 27' 51.02"E
L30	5.65	S25° 29' 23.86"E
L31	70.00	N19° 29' 03.29"E
L32	5.65	S64° 26' 41.75"W
L33	168.92	S19° 32' 08.98"W
L34	5.66	S25° 33' 18.25"E
L35	70.00	N19° 29' 03.29"E
L36	5.65	S64° 26' 41.75"W
L37	5.66	S44° 26' 42.70"E
L38	78.00	S89° 26' 42.69"E
L39	5.66	N45° 33' 17.30"E
L40	5.66	N25° 33' 18.25"W
L41	5.65	S64° 26' 41.75"W

Line Table (This sheet only)

Line #	Length	Direction
L42	5.66	S45° 36' 47.10"W
L43	74.00	S0° 36' 55.15"W
L44	4.76	S0° 09' 11.17"W
L45	18.07	S89° 23' 04.86"E
L46	75.02	N0° 45' 15.41"W
L47	12.03	S0° 45' 15.41"E
L48	82.55	S0° 28' 48.99"W
L49	60.00	S0° 28' 48.99"W
L50	47.38	S0° 28' 48.99"W
L51	70.01	S88° 17' 45.94"E
L52	65.06	N0° 32' 25.86"E
L53	30.00	N0° 32' 25.86"E
L54	5.66	S44° 27' 34.14"E
L55	5.00	S0° 32' 25.86"W
L56	5.66	S45° 32' 25.86"W
L57	52.36	S89° 31' 11.01"E
L58	11.67	S45° 51' 23.53"W
L59	11.78	N89° 26' 42.69"W
L60	2.82	S18° 25' 14.48"E
L61	3.38	S68° 43' 34.91"E

Line Table (This sheet only)

Line #	Length	Direction
L62	20.01	N89° 27' 34.14"W
L63	60.00	N0° 28' 48.99"E
L64	52.02	S0° 28' 48.99"W
L65	14.15	S42° 29' 39.78"E
L66	155.81	S89° 27' 34.14"E
L67	149.28	S88° 17' 46.28"E
L68	20.00	S0° 32' 25.86"W
L69	20.00	S0° 27' 18.84"W
L70	20.00	S0° 32' 25.86"W

PROPOSED DEDICATION TABLE

STREET NAME	WIDTH	AREA (S.F.)	AREA (A.C.)
ROSE AVENUE (NORTH)	39'	45,337 S.F.	1.04 ACRES
ROSE AVENUE (SOUTH)	VARIES	29,160 S.F.	0.67 ACRES
CAMINO DEL SOL	VARIES	38,164 S.F.	0.88 ACRES
CESAR CHAVEZ DRIVE	37'	70,595 S.F.	1.62 ACRES
GIBRALTAR DRIVE	37'	14,995 S.F.	0.34 ACRES
JACINTO STREET	VARIES	101,550 S.F.	2.33 ACRES

NOTE: DEDICATION AREAS LISTED IN THIS TABLE ARE INCLUSIVE OF ALL EXISTING RIGHT OF WAY DEDICATIONS WITHIN THE TRACT BOUNDARIES, AS WELL AS ANY ADDITIONAL AREAS.

EXISTING EASEMENT SCHEDULE

- E1 — EXISTING VARIABLE WIDTH PUBLIC UTILITY EASEMENT TO SOUTHERN CALIFORNIA EDISON COMPANY PER 862 O.R. 412
- E2 — EXISTING 10' WIDE PUBLIC UTILITY EASEMENT TO SOUTHERN CALIFORNIA EDISON COMPANY PER 1165 O.R. 148
- E3 — EXISTING TRIANGULAR SHAPED WATER PIPELINE EASEMENT TO UNITED WATER CONSERVATION DISTRICT PER 1341 O.R. 233
- E4 — EXISTING PUBLIC UTILITY EASEMENT TO SOUTHERN CALIFORNIA EDISON COMPANY PER 988 O.R. 407
- E5 — EXISTING 10' WIDE PUBLIC UTILITY EASEMENT TO SOUTHERN CALIFORNIA EDISON COMPANY PER 4195 O.R. 225
- E6 — EXISTING 10' WIDE PUBLIC UTILITY EASEMENT TO SOUTHERN CALIFORNIA EDISON COMPANY PER 83-123499 O.R.
- E7 — EXISTING 6' WIDE PUBLIC UTILITY EASEMENT TO SOUTHERN CALIFORNIA EDISON COMPANY PER 84-97826 O.R.
- E8 — EXISTING VARIABLE WIDTH PUBLIC STREET EASEMENT TO THE CITY OF OXNARD PER 2000-0139888 O.R.
- E9 — EXISTING STORM DRAIN EASEMENTS TO THE CITY OF OXNARD PER 93-180566 O.R.
- E10 — EXISTING PUBLIC STREET EASEMENT TO THE CITY OF OXNARD PER 96-006100 O.R.
- E11 — EXISTING PUBLIC STREET, UTILITY, AND DRAINAGE EASEMENT TO THE CITY OF OXNARD PER 2001-0096108-00 O.R.
- E12 — EXISTING PUBLIC STREET, UTILITY, AND DRAINAGE EASEMENT TO THE CITY OF OXNARD PER 2002-0142636-00 O.R.
- E13 — EXISTING STUB POLE, GUYWIRE, AND ANCHOR EASEMENT TO THE CITY OF OXNARD PER 2002-0252826-00 O.R.
- E14 — EXISTING PUBLIC STREET AND UTILITY EASEMENT TO THE CITY OF OXNARD PER 2003-0018867-00.

PROPOSED EASEMENT SCHEDULE

- E15 — PROPOSED 70' WIDE UTILITY EASEMENT OVER ALL PRIVATE STREETS TO THE CITY OF OXNARD FOR PUBLIC UTILITY PURPOSES, TO BE RECORDED BY SEPARATE DOCUMENT.
- E16 — PROPOSED 70' WIDE ACCESS EASEMENT OVER ALL PRIVATE STREETS TO THE GENERAL PUBLIC FOR PEDESTRIAN/VEHICULAR ACCESS, INGRESS, AND EGRESS, AND TO ALL GOVERNMENTAL AGENCIES PROVIDING FOR THE PUBLIC HEALTH, SAFETY, AND WELFARE, TO BE RECORDED BY SEPARATE DOCUMENT.
- E17 — PROPOSED BLANKET ACCESS EASEMENT OVER ALL PROPOSED PRIVATE PARKS AND PASEOS TO THE GENERAL PUBLIC FOR INGRESS AND EGRESS, AND FOR THE UTILIZATION OF SAID LANDS FOR RECREATION PURPOSES, IN ACCORDANCE WITH ANY AND ALL APPLICABLE RULES, REGULATIONS, AND OR COVENANTS ENACTED OVER SAID LANDS BY THE CITY OF OXNARD AND THE PRIVATE OWNERSHIP ENTITY (HOMEOWNER'S ASSOCIATION OR OTHER QUALIFIED ENTITY); TO BE RECORDED VIA SEPARATE DOCUMENT.
- E18 — PROPOSED 10' WIDE UTILITY EASEMENT TO SOUTHERN CALIFORNIA EDISON, TO BE RECORDED BY SEPARATE DOCUMENT.

REVISION	DATE
TTM/SPA SUB #1	05/2021
TTM/SPA SUB #2	10/2021
TTM/SPA SUB #3	06/2023
TTM/SPA SUB #4	12/2023
TTM/SPA CEQA SUB.	04/2024
TTM/SPA SUB #5	07/2024
PUBLIC HEARING	07/2025

SUBDIVIDER/OWNER:
MAULHARDT / STILES FAMILY
C/O PARKSTONE COMPANIES
ATTN: MR. MIKE PENROD
860 HAMPSHIRE ROAD, SUITE U
WESTLAKE VILLAGE, CA 91361

CONTACT PERSON:
TANNER SHELTON, AICP
SANBELL, FORMERLY JENSEN DESIGN & SURVEY, INC.

LAND USE PLANNER & ENGINEER:

sanbell
Intelligent Infrastructure Enduring Communities
1672 DONLON STREET
VENTURA, CALIF. 93003
PHONE 805/654-6977
WEB www.sanbell.com

REGISTERED PROFESSIONAL ENGINEER — KYLA K. EDIGER — No. C075560 — CIVIL — STATE OF CALIFORNIA

MAULHARDT / STILES RANCH TENTATIVE TRACT No. 6059

PROPOSED SUBDIVISION, EASEMENTS, & DEDICATIONS

CITY OF OXNARD | COUNTY OF VENTURA | STATE OF CALIFORNIA

Legal Description (Portion): Part of Subdivision 26 of the Rancho El Rio De Santa Clara O'La Colonia, in the County of Ventura, State of California, as per Partition Map thereof filed in the Office of the County Clerk of said County. Please see Sheet 1 for complete legal description.

SCALE: 1"=100' | J.N.: PAR01.5808.006

DATE: Jul 29, 2025 | DWG. NAME: 5808-TTM-02.dwg

SHEET 2 OF 7

EX. NON-MOUNTABLE MINI-ROUNDABOUT & SIGNS TO BE REMOVED.

MINI-ROUNDABOUT PER CA MUTCD GUIDELINES (MOUNTABLE FOR LARGE TRUCKS/ FIRE EQUIPMENT)

JOIN OFFSITE IMPROVEMENTS PER CITY DWG NO. 21-12A.

CONCHA ST.

PRADO WY.

WILLIAMS DRIVE

WATER POC

WATER POINT OF CONNECTION

SEWER POC

CESAR CHAVEZ DRIVE (PUBLIC)

1937.78'
N89°26'43"W

TRACT BOUNDARY

ROSE AVENUE

SCE STRUCTURE & EASEMENT

39' EX. R/W DEDICATION

20' WIDE LINEAR PARK (PARCEL A)

10' SCE EASEMENT

10' MULTI-USE PATH/SIDEWALK

SCE STRUCTURE

POTENTIAL ONSITE SWALE OR INFILTRATION TO KEEP PRIVATE RUNOFF ONSITE.

ADD AN ADD'L 5' OF SIDEWALK TO EX. 5' OF SIDEWALK TO CREATE 10' MULTI-USE PATH. PROP. ADD'L 5' OF SIDEWALK TO BE LOCATED ON PARCEL 'A'.

POTENTIAL ALLEY LAYOUT WITH SEWER SERVICE TO TBD DURING FINAL DESIGN (TYP FOR ALL LOTS).

ROSE AVENUE STREET IMPROVEMENTS COMPLETED PER CITY OF OXNARD DWG NO 21-12A. R/W DEDICATIONS PENDING BY SEPARATE DOCUMENT.

LOT 1
153,646 S.F.
3.53 ACRES

POTENTIAL ONSITE SWALE OR INFILTRATION TO KEEP PRIVATE RUNOFF ONSITE.

PUBLIC INFILTRATION AREAS CONSTRUCTED PER OFFSITE PLANS (TYP). AREAS SUBJECT TO RECONSTRUCTION DEPENDING ON FINAL R/W DEDICATION AREA.

ROUNDABOUT PER NCHRP REPORT 672 IN ACCORDANCE WITH SECTION 405.10 OF THE CALIFORNIA HIGHWAY DESIGN MANUAL.

39' EX. R/W DEDICATION

20' WIDE LINEAR PARK (PARCEL A)

PRIVATE PARK/ DRAINAGE MITIGATION
72,851 S.F.
1.67 ACRES

39' EX R/W

10' MULTI-USE PATH/SIDEWALK

POTENTIAL ONSITE SWALE OR INFILTRATION TO KEEP PRIVATE RUNOFF ONSITE.

SCE STRUCTURE

SEWER 55.5' INV.

SEWER POC. SEE CITY OF OXNARD DWG. NO. 12-21A FOR PRELIM DESIGN. PIPE MAY INCREASE TO 10" DEPENDING ON FINAL UNIT COUNT.

PRIVATE UNDERGROUND STORMWATER INFILTRATION/DETENTION. ADS STORMTECH MC 4500

DIVERSION BOX & PRE-TREATMENT DEVICE

12' LINEAR PARK (PARCEL A)

LOT 2
75,813 S.F.
1.74 ACRES

LOT 3
104,550 S.F.
2.40 ACRES

SEWER 62.3' INV.

SEWER 61.2' INV.

PROPOSED PROPERTY LINE

37' R/W DEDICATION

568.01'

BULBOUT R=20' (TYPICAL)

121.85'

L=66.21' R=200.00'

PUBLIC PARK
50,250 S.F.
1.15 ACRES

LOT 4
64,046 S.F.
1.47 ACRES

POTENTIAL ALLEY LAYOUT WITH SEWER SERVICE TO TBD DURING FINAL DESIGN (TYP FOR ALL LOTS).

PRIVATE STREET

172.63'

SEWER 59.4' INV.

315.98'

L=66.24' R=200.00'

126.99'

PRIVATE PARK/ DRAINAGE MITIGATION
11,116 S.F.
0.26 ACRES

PROPOSED PROPERTY LINE

LOT 5
71,442 S.F.
1.64 ACRES

PASEO

12' LINEAR PARK (PARCEL D)

PROPOSED INFILTRATION TRENCH (TYP)

WATER POC

589°27'34"E
719.61'

TRACT BOUNDARY

883.64'

EX R/W

JACINTO DRIVE (PUBLIC)

ROUNDABOUT AND INTERSECTION IMPROVEMENTS TO BE CONSTRUCTED BY PROPOSED PROJECT.

L=132.38' R=200.00'

STORM DRAIN P.O.C. TO EX 18" RCP

N52°37'05"E
288.22'

L=132.17' R=200.00'

EX CURBS TO BE RECONSTRUCTED FOR BULB OUTS (TYP)

LOT 6
82,424 S.F.
1.89 ACRES

POTENTIAL ALLEY LAYOUT WITH SEWER SERVICE TO TBD DURING FINAL DESIGN (TYP FOR ALL LOTS).

PROPOSED PROPERTY LINE

PARCEL F INFILTRATION OVERLOW PIPE TO PARCEL G DETENTION SYSTEM.

LOT 7
123,130 S.F.
2.83 ACRES

MILAGRO PL. (PRIVATE)

368.94'

L=164.53' R=498.00'

PRIVATE STREET

POTENTIAL ALLEY LAYOUT WITH SEWER SERVICE TO TBD DURING FINAL DESIGN (TYP FOR ALL LOTS).

PROPOSED PROPERTY LINE

'A' STREET (PRIVATE)

368.93'

L=66.08' R=200.00'

126.15'

CB TO DIVERT RUNOFF TO PRIVATE UNDERGROUND STORMWATER INFILTRATION TRENCH.

PRIVATE PARK/ DRAINAGE MITIGATION
10,921 S.F.
0.25 ACRES

PROPOSED PROPERTY LINE

LOT 8
138,345 S.F.
3.18 ACRES

POTENTIAL ALLEY LAYOUT WITH SEWER SERVICE TO TBD DURING FINAL DESIGN (TYP FOR ALL LOTS).

24' WIDENED ROADWAY

13' PARKWAY

37' R/W DEDICATION

PUBLIC INFILTRATION TRENCH (TYP)

POSSIBLE SEWER POC TO NORTH

SEWER 64.5' INV.

SEWER 62.9' INV.

SEWER 63.3' INV.

SEWER 61.6' INV.

SEWER 64.0' INV.

BULBOUT R=20' (TYPICAL)

PRIVATE STREET

L=65.86' R=200.00'

125.74'

185.55'

112.88'

SEWER 65.4' INV.

SEWER 65.2' INV.

SEWER 67.8' INV.

LOT 9
80,450 S.F.
1.85 ACRES

24' WIDENED ROADWAY

13' WIDE PARKWAY

SEWER 66.7' INV.

L=65.86' R=200.00'

154.73'

L=65.86' R=200.00'

136.65'

GIBRALTAR ST. (PUBLIC)

TRACT BOUNDARY

N0°26'55"E
1261.11'

WILLIAMS DR. (PRIVATE)

PARKING LOT

PUBLIC SD LINE FROM GIBRALTAR STREET. END OF LINE CB TO BE REVERSE FLOW CATCH BASIN TO ALLOW PUBLIC RUNOFF TO ENTER THE PUBLIC PARK.

BULBOUT R=20' (TYPICAL)

PRIVATE UNDERGROUND STORMWATER INFILTRATION/DETENTION. ADS STORMTECH MC 4500 0100 BYPASS BOX & PRE-TREATMENT DEVICE

PRIVATE PARK/ DRAINAGE MITIGATION
68,238 S.F.
1.57 ACRES

PUBLIC PARK
232,557 S.F.
5.34 ACRES

PROPOSED PUBLIC INFILTRATION TRENCH. MAX SURFACE PONDING DEPTH=6.11. EST. 65.6 LF

PROPOSED UNDERGROUND DETENTION AREA SYSTEM. LINED ADS STORMTECH MC 4500

STORM DRAIN P.O.C. TO EX 18" RCP

L=177.90' R=200.00'

589°27'40"E
130.98'

STORM DRAIN P.O.C. TO EX 18" RCP

WATER POC

L=177.90' R=200.00'

589°29'26"E
303.56'

PROPOSED PROPERTY LINE

PARCEL 'A' PUBLIC PARK

EX. MEDIAN

EX. PAVEMENT (N.B.)

39' EX. ROW DEDICATION TO TRACT BOUNDARY

20'

C.L.

12' TRAVEL

12' TRAVEL

12' TRAVEL

8' BIKE

10'

5' EX.

5'

10' MULTI USE SIDEWALK

5' PROPOSED NEW SIDEWALK ON PARCEL 'A' WHERE VOIDED NORTH OF JACINTO

EX. VARIABLE WIDTH ROW DEDICATION TO TRACT BOUNDARY

EX. MEDIAN

EX. PAVEMENT (W.B.)

13'

12' TRAVEL

12' TRAVEL

8' BIKE

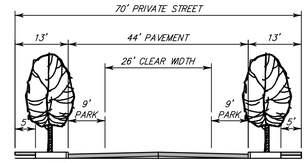
8'

5' EX.

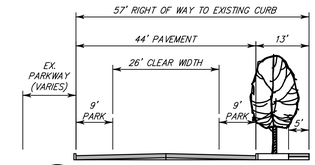
APN: 214-0-020-635
(20200110-00003601 O.R.)
DEL SOL HIGH SCHOOL (FUTURE PHASE 2)
OXNARD UNION HIGH SCHOOL DISTRICT
(NOT A PART)

60' 30' 0' 60' 120'
GRAPHIC SCALE: 1"=60'

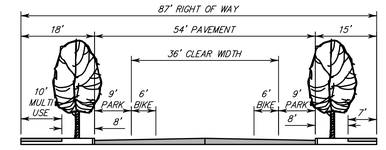
STREET SECTIONS



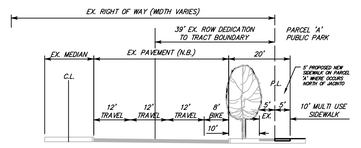
A — NEIGHBORHOOD AVENUE
1" = 15'



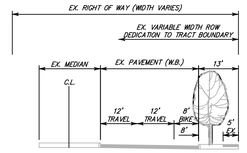
B — NEIGHBORHOOD STREET
1" = 15'



C — JACINTO DRIVE
1" = 15'



D — ROSE AVENUE
1" = 20'



E — CAMINO DEL SOL
1" = 20'

LEGEND

PROPOSED		EXISTING	
20	LOT NUMBER		STORM DRAIN
71.7	PAD ELEV.	W	WATER
SD	STORM DRAIN	S	SEWER
	CATCH BASIN	G	GAS
	SURFACE DRAIN	T	TELEPHONE
W	WATER	OHE	OVERHEAD ELEC.
S	SEWER		WATER VALVE
FM	FORCE MAIN SEWER		FIRE HYDRANT
	TOP OF SLOPE		STREET LIGHT
	TOE OF SLOPE	10	CONTOUR LINE
	FLOWLINE		STREET SIGN
	EASEMENT LINE		
8	CONTOUR LINE		
	DAYLIGHT LINE		
	RETAINING WALL		
	BLOCK WALL		
	FIRE HYDRANT		
	STREET LIGHT		

ABBREVIATIONS

FS	FINISH SURFACE
FG	FINISH GRADE
INV	INVERT
TG	TOP OF GRATE
SW	SIDEWALK
EX	EXISTING
FL	FLOW LINE
PVT	PRIVATE
R/W	RIGHT OF WAY

NOTES

1. SEE SHEET 2 FOR PROPOSED PROPERTY LINE BEARINGS/DISTANCES, PROPOSED LOT AREAS AND EXISTING/PROPOSED EASEMENTS.
2. SEE SHEET 2 OR 4 FOR LOT KEY AND AREA TABLE
3. PRELIMINARY GRADING SHOWN HEREON IS CONCEPTUAL MASS GRADING. SITE SPECIFIC PRELIMINARY GRADING DESIGN FOR EACH 'MASTER LOT' SHALL BE REQUIRED AT TIME OF FUTURE SUBDIVISION AND OR DEVELOPMENT DESIGN REVIEW AS DETAILED IN SECTION 2.1.5 OF THE PROPOSED MAULHARDT SUB-NEIGHBORHOOD PLAN.

REGISTERED PROFESSIONAL ENGINEER
AVA K. EDIGER
No. C075560
CIVIL
STATE OF CALIFORNIA

REVISION	DATE
TTM/SPA SUB #1	05/2021
TTM/SPA SUB #2	10/2021
TTM/SPA SUB #3	06/2023
TTM/SPA SUB #4	12/2023
TTM/SPA CEQA SUB	04/2024
TTM/SPA SUB #5	07/2024
PUBLIC HEARING	07/2025

SUBDIVIDER/OWNER:
MAULHARDT / STILES FAMILY
C/O PARKSTONE COMPANIES
ATTN: MR. MIKE PENROD
860 HAMPSHIRE ROAD, SUITE U
WESTLAKE VILLAGE, CA 91361

CONTACT PERSON:
TANNER SHELTON, AICP
SANBELL, FORMERLY JENSEN DESIGN & SURVEY, INC.

LAND USE PLANNER & ENGINEER:

sanbell
Intelligent Infrastructure Enduring Communities
1672 DONLON STREET
VENTURA, CALIF. 93003
PHONE 805/654-6977
WEB www.sanbell.com

MAULHARDT / STILES RANCH
TENTATIVE TRACT No. 6059
SITE / PRELIMINARY GRADING PLAN: NORTH

CITY OF OXNARD — COUNTY OF VENTURA — STATE OF CALIFORNIA

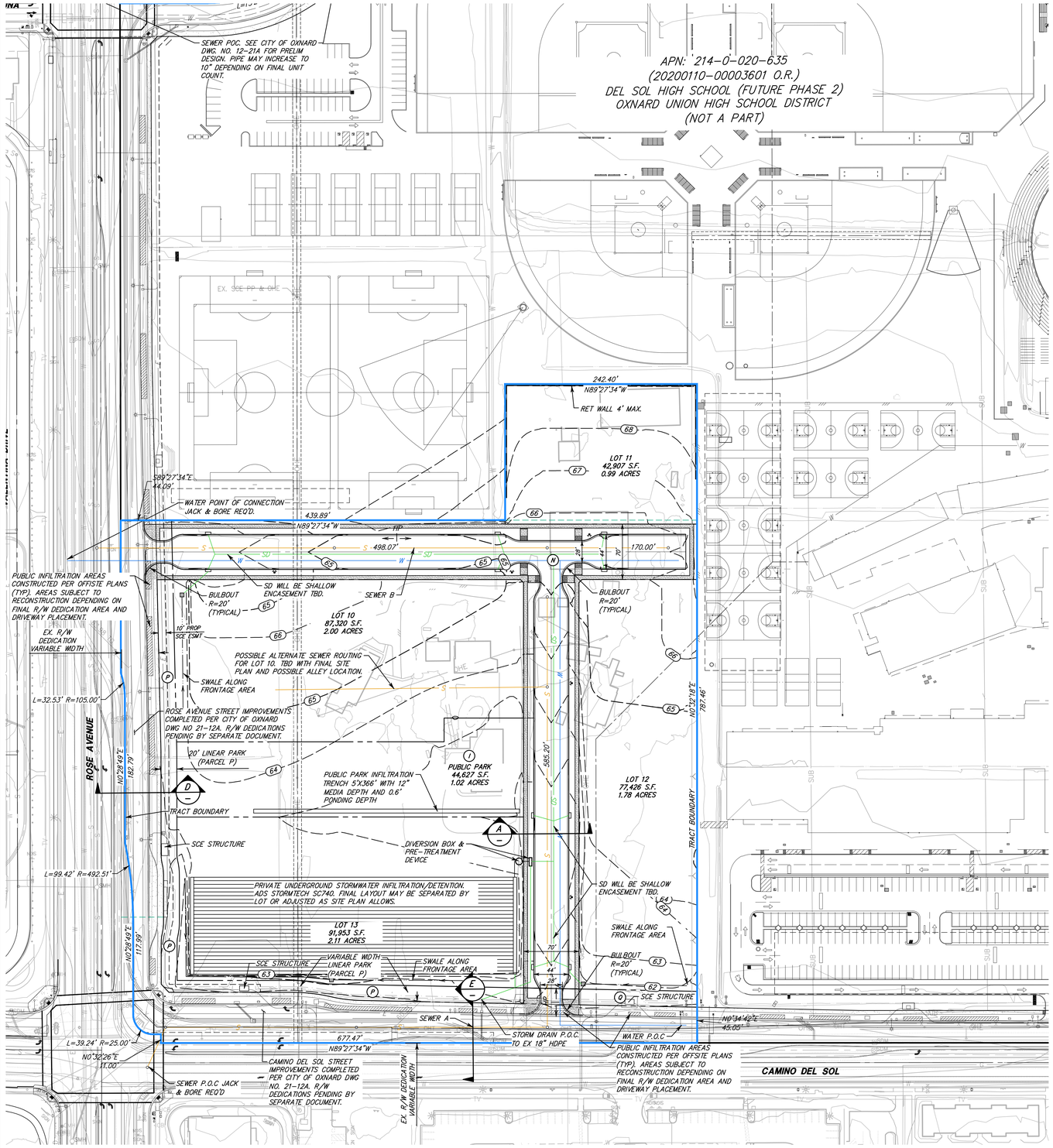
Legal Description (Portion): Part of Subdivision 26 of the Rancho El Rio De Santa Clara O'La Colonia, in the County of Ventura, State of California, as per Partition Map thereof filed in the Office of the County Clerk of said County. Please see Sheet 1 for complete legal description.

SCALE: 1"=60' | J.N.: PAR01.5808.006

DATE: Jul 29, 2025 | DWG. NAME: 5808-TTM-03_04.dwg

SHEET 3 OF 7

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LOT KEY & AREA TABLE

LOT/PARCEL NO.	PROPOSED USE	AREA (S.F.)	AREA (A.C.)
LOT 1	RESIDENTIAL	153,649 SF	3.53 AC
LOT 2	MIXED USE	75,812 SF	1.74 AC
LOT 3	RESIDENTIAL	104,550 SF	2.40 AC
LOT 4	RESIDENTIAL	64,046 SF	1.47 AC
LOT 5	RESIDENTIAL	71,442 SF	1.64 AC
LOT 6	RESIDENTIAL	82,424 SF	1.89 AC
LOT 7	RESIDENTIAL	123,130 SF	2.83 AC
LOT 8	RESIDENTIAL	138,345 SF	3.18 AC
LOT 9	RESIDENTIAL	80,450 SF	1.85 AC
LOT 10	RESIDENTIAL	87,320 SF	2.00 AC
LOT 11	RESIDENTIAL	42,907 SF	0.99 AC
LOT 12	RESIDENTIAL	77,426 SF	1.78 AC
LOT 13	RESIDENTIAL	91,953 SF	2.11 AC
PARCEL A	PUBLIC PARK	29,801 SF	0.68 AC
PARCEL B	PRIVATE PARK/DRAINAGE	72,851 SF	1.67 AC
PARCEL C	PUBLIC PARK	50,250 SF	1.15 AC
PARCEL D	PRIVATE PARK/DRAINAGE	11,116 SF	0.26 AC
PARCEL E	PUBLIC PARK	10,392 SF	0.24 AC
PARCEL F	PRIVATE PARK/DRAINAGE	10,921 SF	0.25 AC
PARCEL G	PRIVATE PARK/DRAINAGE	68,238 SF	1.57 AC
PARCEL H	PUBLIC PARK	232,557 SF	5.34 AC
PARCEL I	PUBLIC PARK	44,627 SF	1.02 AC
PARCEL O	PUBLIC PARK	10,064 SF	0.23 AC
PARCEL P	PUBLIC PARK	18,140 SF	0.41 AC
PARCEL Q	PUBLIC PARK	2,985 SF	0.07 AC
PARCEL J	PRIVATE STREET	57,974 SF	1.33 AC
PARCEL K	PRIVATE STREET	110,876 SF	2.55 AC
PARCEL L	PRIVATE STREET	69,752 SF	1.60 AC
PARCEL M	PRIVATE STREET	79,343 SF	1.82 AC
PARCEL N	PRIVATE STREET	84,696 SF	1.94 AC

PROPOSED DEDICATION TABLE

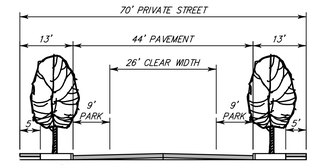
STREET NAME	WIDTH	AREA (S.F.)	AREA (A.C.)
ROSE AVENUE (NORTH)	39'	45,337 S.F.	1.04 ACRES
ROSE AVENUE (SOUTH)	VARIES	29,160 S.F.	0.67 ACRES
CAMINO DEL SOL	VARIES	38,164 S.F.	0.88 ACRES
CESAR CHAVEZ DRIVE	37'	70,595 S.F.	1.62 ACRES
GIBRALTAR DRIVE	37'	14,995 S.F.	0.34 ACRES
JACINTO STREET	VARIES	101,550 S.F.	2.33 ACRES

NOTE: DEDICATION AREAS LISTED IN THIS TABLE ARE INCLUSIVE OF ALL EXISTING RIGHT OF WAY DEDICATIONS WITHIN THE TRACT BOUNDARIES, AS WELL AS ANY ADDITIONAL AREAS.

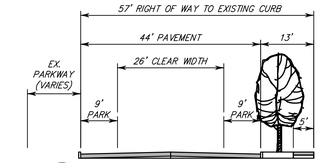
NOTES

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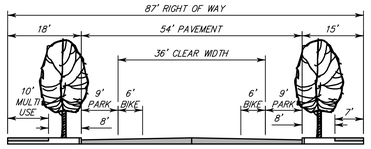
STREET SECTIONS



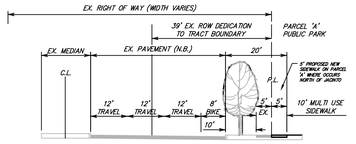
A — NEIGHBORHOOD AVENUE
1" = 15'



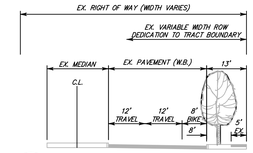
B — NEIGHBORHOOD STREET
1" = 15'



C — JACINTO DRIVE
1" = 15'



D — ROSE AVENUE
1" = 20'



E — CAMINO DEL SOL
1" = 20'

LEGEND

PROPOSED		EXISTING	
20	LOT NUMBER		STORM DRAIN
11.7	PAD ELEV.	W	WATER
SD	STORM DRAIN	S	SEWER
	CATCH BASIN	G	GAS
	SURFACE DRAIN	T	TELEPHONE
W	WATER	OHE	OVERHEAD ELEC.
S	SEWER		WATER VALVE
FM	FORCE MAIN SEWER		FIRE HYDRANT
	TOP OF SLOPE		STREET LIGHT
	TOE OF SLOPE	10	CONTOUR LINE
	FLOWLINE		STREET SIGN
	EASEMENT LINE		
8	CONTOUR LINE		
	DAYLIGHT LINE		
	RETAINING WALL		
	BLOCK WALL		
	FIRE HYDRANT		
	STREET LIGHT		

ABBREVIATIONS	
FS	FINISH SURFACE
FG	FINISH GRADE
INV	INVERT
TG	TOP OF GRATE
SW	SIDEWALK
EX	EXISTING
FL	FLOW LINE
PVT	PRIVATE
R/W	RIGHT OF WAY

60' 30' 0' 60' 120'
GRAPHIC SCALE: 1"=60'

REVISION	DATE
TTM/SPA SUB #1	05/2021
TTM/SPA SUB #2	10/2021
TTM/SPA SUB #3	06/2023
TTM/SPA SUB #4	12/2023
TTM/SPA CEQA SUB	04/2024
TTM/SPA SUB #5	07/2024
PUBLIC HEARING	07/2025

REGISTERED PROFESSIONAL ENGINEER — KYLE K. EDIGER — No. C075560 — CIVIL — STATE OF CALIFORNIA

DATE

SUBDIVIDER/OWNER:
MAULHARDT / STILES FAMILY
C/O PARKSTONE COMPANIES
ATTN: MR. MIKE PENROD
860 HAMPSHIRE ROAD, SUITE U
WESTLAKE VILLAGE, CA 91361

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WEB www.sanbell.com

MAULHARDT / STILES RANCH
TENTATIVE TRACT No. 6059
SITE / PRELIMINARY GRADING PLAN: SOUTH

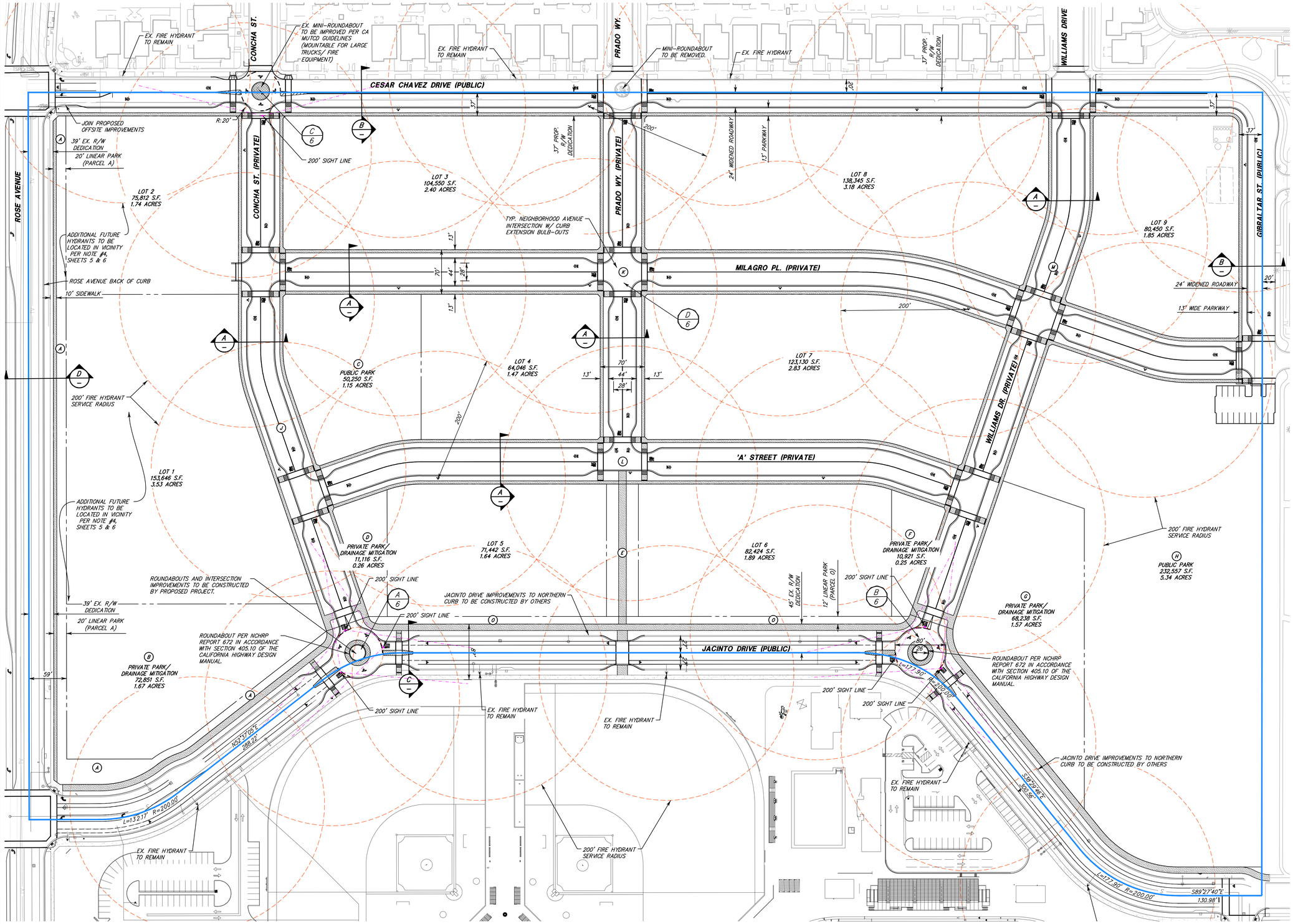
CITY OF OXNARD — COUNTY OF VENTURA — STATE OF CALIFORNIA

Legal Description (Portion): Part of Subdivision 26 of the Rancho El Rio De Santa Clara O La Colonia, in the County of Ventura, State of California, as per Partition Map thereof filed in the Office of the County Clerk of said County. Please see Sheet 1 for complete legal description.

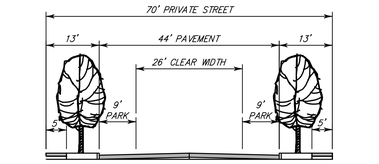
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J.N.: PAR01.5808.006
DATE: Jul 29, 2025
DWG. NAME: 5808-TTM-03_04.dwg

SHEET 4 OF 7

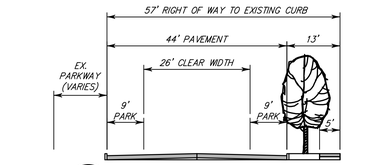
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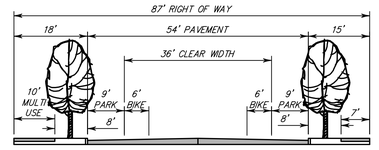
STREET SECTIONS



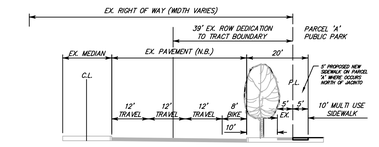
A — NEIGHBORHOOD AVENUE
1" = 15'



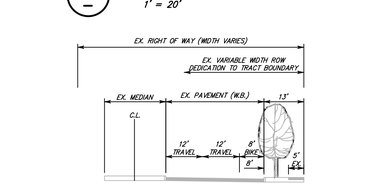
B — NEIGHBORHOOD STREET
1" = 15'



C — JACINTO DRIVE
1" = 15'



D — ROSE AVENUE
1" = 20'



E — CAMINO DEL SOL
1" = 15'

LEGEND

PROPOSED		EXISTING	
20	LOT NUMBER		STORM DRAIN
17.7	PAD ELEV.	W	WATER
SD	STORM DRAIN	S	SEWER
	CATCH BASIN	G	GAS
	SURFACE DRAIN	T	TELEPHONE
W	WATER	OHE	OVERHEAD ELEC.
S	SEWER		WATER VALVE
FM	FORCE MAIN SEWER		FIRE HYDRANT
	TOP OF SLOPE		STREET LIGHT
	TOE OF SLOPE	10	CONTOUR LINE
	FLOWLINE		STREET SIGN
	EASEMENT LINE		
8	CONTOUR LINE		
	DAYLIGHT LINE		
	RETAINING WALL		
	BLOCK WALL		
	FIRE HYDRANT		
	STREET LIGHT		
	SIGHT LINES		
	HYDRANT SERVICE AREA (200' RADIUS)		

ABBREVIATIONS

FS	FINISH SURFACE
FG	FINISH GRADE
INV	INVERT
TG	TOP OF GRATE
SW	SIDEWALK
EX	EXISTING
FL	FLOW LINE
PVT	PRIVATE
R/W	RIGHT OF WAY

NOTES

1. STRIPING SHOWN IS CONCEPTUAL IN NATURE AND PROVIDED TO ILLUSTRATE GENERAL LANE CONFIGURATION ONLY. EXACT STRIPING, TRAFFIC CONTROL FEATURES AND SIGNAGE TO BE DETERMINED AT A LATER DATE.
2. WHILE STRIPING PROVIDED IS CONCEPTUAL, ALL PROPOSED PRIVATE STREETS SHALL CONTAIN AN 28' WIDE CLEAR TRAVEL LANE (MINIMUM) WITH PARALLEL PARKING ALONG THE CURBS. BICYCLE CIRCULATION IS PROVIDED VIA SHARED UTILIZATION OF THE TRAVEL LANE, WITH APPROPRIATE SIGNAGE AND STRIPING. SIGHT LINES HAVE BEEN PROVIDED FOR ALL NON STOP SIGNED CONTROLLED INTERSECTIONS.
3. ALL FIRE HYDRANTS ARE DESIGNED TO HAVE A 200' SERVICE RADIUS AND ON AVERAGE ARE SPACED 300' APART, IN ACCORDANCE WITH OXNARD FIRE DEPARTMENT FIRE HYDRANT STANDARDS.
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60' 30' 0' 60' 120'
GRAPHIC SCALE: 1"=60'

REVISION	DATE
TTM/SPA SUB #1	05/2021
TTM/SPA SUB #2	10/2021
TTM/SPA SUB #3	06/2023
TTM/SPA SUB #4	12/2023
TTM/SPA CEQA SUB	04/2024
TTM/SPA SUB #5	07/2024
PUBLIC HEARING	07/2025

REGISTERED PROFESSIONAL ENGINEER — AYAK E. EDIGER — No. C075560 — CIVIL — STATE OF CALIFORNIA

DATE

SUBDIVIDER/OWNER:
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LAND USE PLANNER & ENGINEER:
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MAULHARDT / STILES RANCH TENTATIVE TRACT No. 6059

CONCEPTUAL STRIPING, CIRCULATION, & FIRE ACCESS: NORTH

CITY OF OXNARD — COUNTY OF VENTURA — STATE OF CALIFORNIA

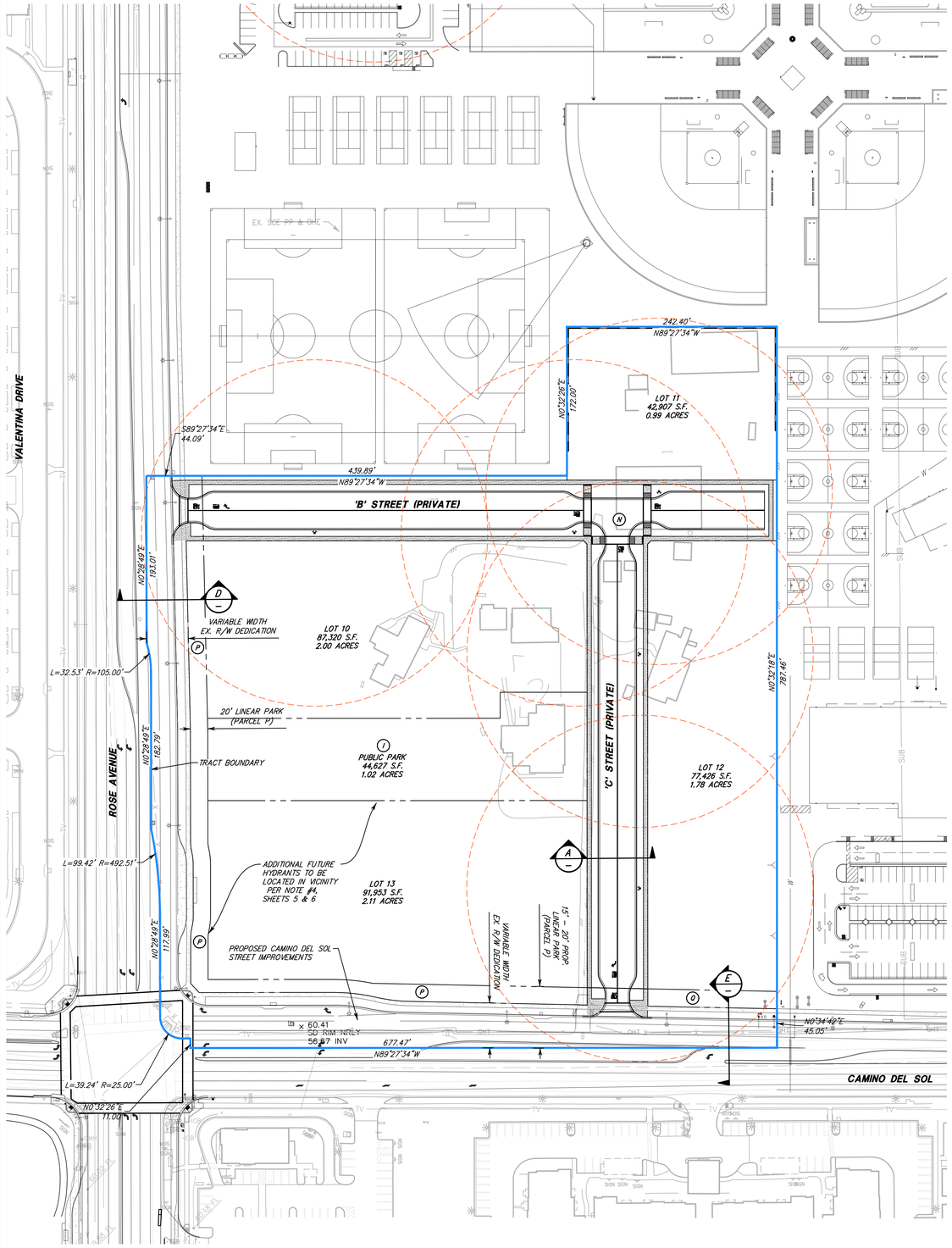
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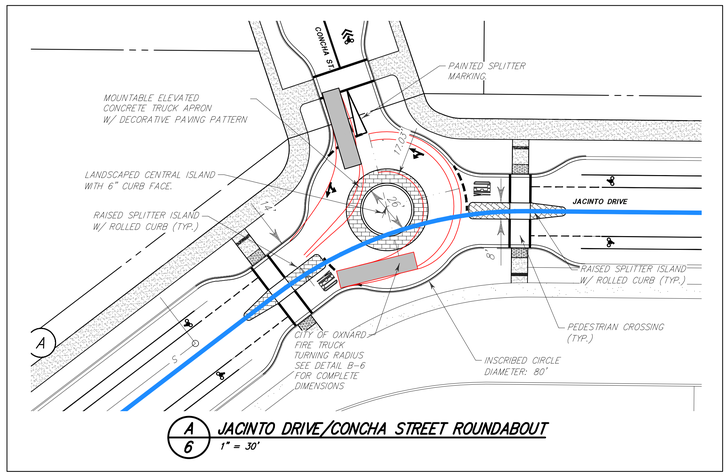
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DATE: Jul 29, 2025 — DWG. NAME: 5808-TTM-05_06.dwg

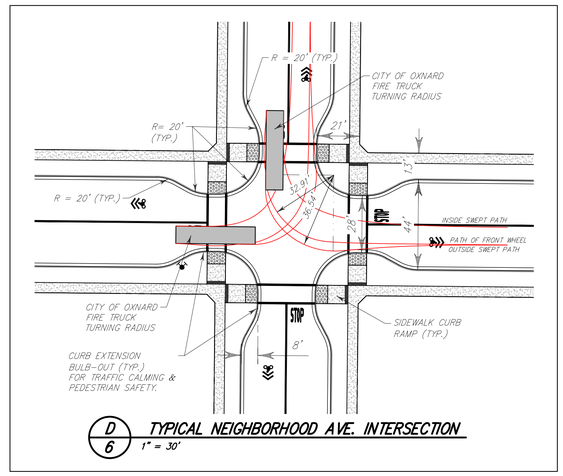
SHEET 5 OF 7

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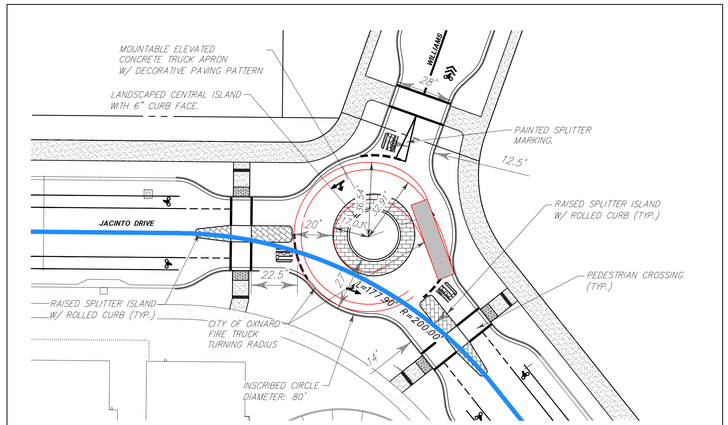




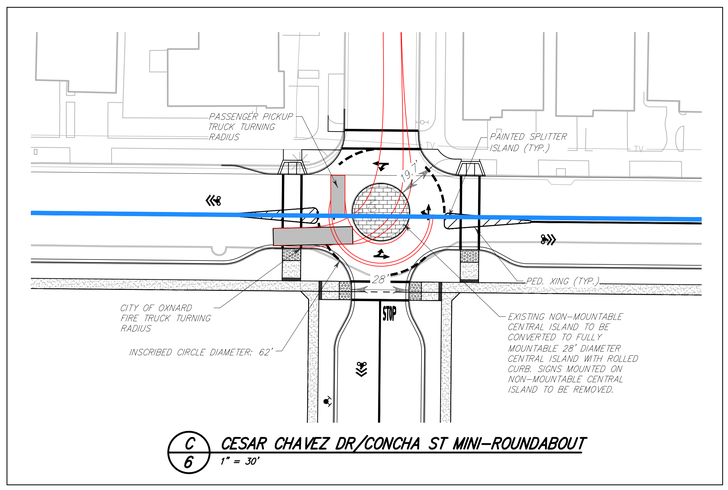
A 6 **JACINTO DRIVE/CONCHA STREET ROUNDABOUT**
1" = 30'



D 6 **TYPICAL NEIGHBORHOOD AVE. INTERSECTION**
1" = 30'



B 6 **JACINTO DRIVE/WILLIAMS DRIVE ROUNDABOUT**
1" = 30'



C 6 **CESAR CHAVEZ DR/CONCHA ST MINI-ROUNDABOUT**
1" = 30'

NOTES

1. STRIPING SHOWN IS CONCEPTUAL IN NATURE AND PROVIDED TO ILLUSTRATE GENERAL LANE CONFIGURATION ONLY. EXACT STRIPING, TRAFFIC CONTROL FEATURES AND SIGNAGE TO BE DETERMINED AT A LATER DATE.
2. WHILE STRIPING PROVIDED IS CONCEPTUAL, ALL PROPOSED PRIVATE STREETS SHALL CONTAIN AN 28' WIDE CLEAR TRAVEL LANE (MINIMUM) WITH PARALLEL PARKING ALONG THE CURBS. BICYCLE CIRCULATION IS PROVIDED VIA SHARED UTILIZATION OF THE TRAVEL LANE, WITH APPROPRIATE SIGNAGE AND STRIPING. SIGHT LINES HAVE BEEN PROVIDED FOR ALL NON STOP SIGNED CONTROLLED INTERSECTIONS.
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LEGEND

PROPOSED

- 20 — LOT NUMBER
- 17.7 — PAD ELEV.
- SD — STORM DRAIN
- CATCH BASIN
- SURFACE DRAIN
- W — WATER
- S — SEWER
- FM — FORCE MAIN SEWER
- TOP OF SLOPE
- TOE OF SLOPE
- FLOWLINE
- EASEMENT LINE
- 8 — CONTOUR LINE
- DAYLIGHT LINE
- RETAINING WALL
- BLOCK WALL
- FIRE HYDRANT
- STREET LIGHT
- SIGHT LINES
- HYDRANT SERVICE AREA (200' RADIUS)

EXISTING

- STORM DRAIN
- W — WATER
- S — SEWER
- G — GAS
- T — TELEPHONE
- OHE — OVERHEAD ELEC.
- WATER VALVE
- FIRE HYDRANT
- STREET LIGHT
- 10 — CONTOUR LINE
- STREET SIGN

ABBREVIATIONS

FS	FINISH SURFACE
FG	FINISH GRADE
INV	INVERT
TG	TOP OF GRATE
SW	SIDEWALK
EX	EXISTING
FL	FLOW LINE
PVT	PRIVATE
R/W	RIGHT OF WAY

60' 30' 0' 60' 120'
GRAPHIC SCALE: 1"=60'

REVISION	DATE
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TTM/SPA SUB #5	07/2024
PUBLIC HEARING	07/2025

REGISTERED PROFESSIONAL ENGINEER — AYA K. EDDER — No. C075560 — CIVIL — STATE OF CALIFORNIA

DATE

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860 HAMPSHIRE ROAD, SUITE U
WESTLAKE VILLAGE, CA 91361

CONTACT PERSON:
TANNER SHELTON, AICP
SANBELL, FORMERLY JENSEN DESIGN & SURVEY, INC.

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VENTURA, CALIF. 93003
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MAULHARDT / STILES RANCH TENTATIVE TRACT No. 6059

CONCEPTUAL STRIPING, CIRCULATION, & FIRE ACCESS: SOUTH

CITY OF OXNARD — COUNTY OF VENTURA — STATE OF CALIFORNIA

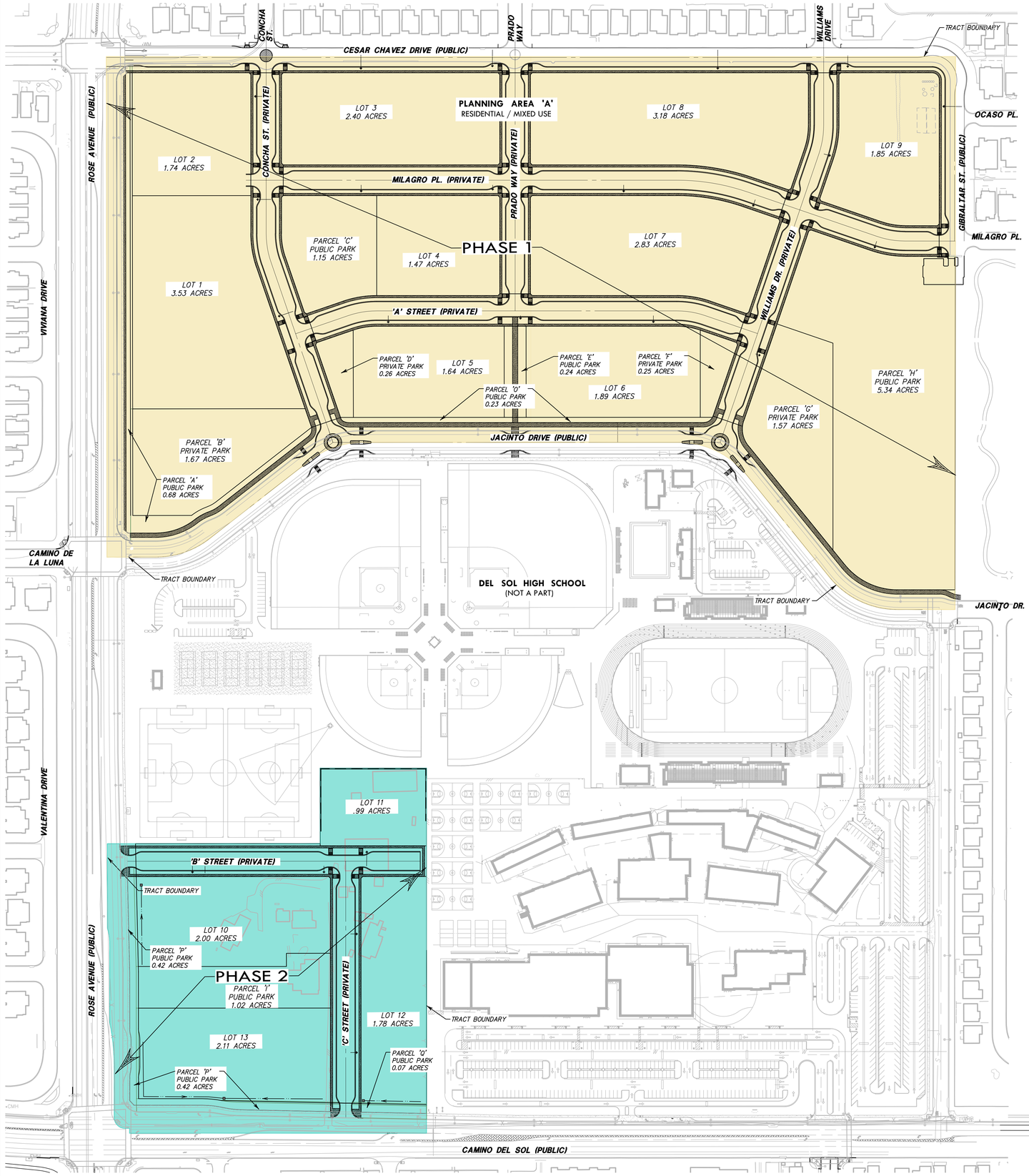
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SCALE: 1"=60' | J.N.: PAR01.5808.006

DATE: Jul 29, 2025 | DWG. NAME: 5808-TTM-05_06.dwg

SHEET 6 OF 7

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LEGEND

- PHASE 1
- PHASE 2

NOTES

1. PHASING IS CONCEPTUAL AND SUBJECT TO ADJUSTMENT.
2. ALL PUBLIC AND PRIVATE BACKBONE INFRASTRUCTURE (PUBLIC/PRIVATE STREETS, WET UTILITY MAINS, ETC.) IN EACH PHASE TO BE CONSTRUCTED COLLECTIVELY AT SAME TIME. BACKBONE INFRASTRUCTURE SHALL BE SIZED TO SERVE THE ANTICIPATED DEVELOPMENT CAPACITY AND UNIT RANGE APPROVED BY OXNARD CITY COUNCIL AND SHALL BE IN SUBSTANTIAL CONFORMANCE WITH THE APPROVED MASTER TENTATIVE TRACT MAP.
3. ALL PROPOSED PUBLIC STREETS IMPROVEMENTS SHALL BE INSTALLED AND OPERATIONAL PRIOR TO OCCUPANCY OF FIRST UNITS IN FIRST PHASE. THESE PUBLIC IMPROVEMENTS SHALL BE OPENED AT ALL TIMES DURING THE CONSTRUCTION ON DEVELOPMENT LOTS, EXCEPT WHEN CLOSURE IS REQUIRED OR NECESSARY PER A CITY APPROVED PERMIT.
4. ALL PROPOSED PRIVATE STREET IMPROVEMENTS SHALL BE INSTALLED AND OPERATIONAL PRIOR TO OCCUPANCY OF FIRST UNITS IN FIRST PHASE. GENERALLY THESE PRIVATE STREETS SHALL REMAIN OPEN, EXCEPT WHEN CONSTRUCTION OF AN ADJACENT DEVELOPMENT LOT MANDATES CLOSURE. CLOSURES SHALL NOT INHIBIT ACCESS TO OCCUPIED UNITS. REQUIRED FIRE APPARATUS INGRESS/EGRESS TO OCCUPIED UNITS MUST BE MAINTAINED AT ALL TIMES.
5. PUBLIC / PRIVATE PARKS AND ADJOINING SIDEWALK/PARKWAYS IN EACH PHASE TO BE CONSTRUCTED AT SAME TIME. ALL PRIVATE PARKS SHALL BE COMPLETED PRIOR TO THE OCCUPANCY OF FIRST UNITS IN EACH PHASE. ALL PUBLIC PARKS SHALL BE COMPLETED PRIOR TO THE OCCUPANCY OF THE LAST UNITS OF THE LAST DEVELOPMENT LOT OF EACH PHASE.
6. DEVELOPMENT LOTS TO BE MASS GRADED DURING CONSTRUCTION OF BACKBONE INFRASTRUCTURE. FINE GRADING, AND COMPLETION OF ADJOINING SIDEWALK/PARKWAY TO OCCUR AS PART OF THE DEVELOPMENT OF EACH BLOCK IN A "PHASED" APPROACH, TO BE REVIEWED AND APPROVED VIA THE APPLICABLE PLANNING ENTITLEMENT PROCESS (I.E. SUBDIVISION, DESIGN REVIEW, ETC.)
7. DEVELOPMENT LOTS ARE RESPONSIBLE FOR INSTALLATION OF UTILITY SERVICE LATERALS. ALL TRENCHING AND LATERAL INSTALLATION SHALL BE IN ACCORDANCE WITH CITY REQUIREMENTS AND STANDARDS.

REVISION	DATE
TTM/SPA SUB #1	05/2021
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REGISTERED PROFESSIONAL ENGINEER
KYLE K. EDIGER
No. C075560
CIVIL
STATE OF CALIFORNIA
DATE

MAULHARDT / STILES RANCH
TENTATIVE TRACT No. 6059
CONCEPTUAL PHASING PLAN

CITY OF OXNARD | COUNTY OF VENTURA | STATE OF CALIFORNIA

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SCALE: 1"=100' | J.N.: PAR01.5808.006

DATE: Jul 29, 2025 | DWG. NAME: 5808-TTM-07.dwg

SHEET 7 OF 7

APPENDIX E

Air Quality, Greenhouse Gas, and Energy Study

Air Quality, Greenhouse Gas, and Energy Study

Maulhardt-Stiles Sub-Neighborhood Plan Project

City of Oxnard

Prepared for:

City of Oxnard
214 South C Street
Oxnard, CA 93030

Prepared by:

Meridian Consultants
860 Hampshire Road, Suite P
Westlake Village, CA 91361
www.meridianconsultantsllc.com

SEPTEMBER 2025

TABLE OF CONTENTS

Section		Page
A.	Executive Summary	1
B.	Project Description	3
C.	Regulatory Setting	7
D.	Environmental Setting	15
E.	Methodology	26
F.	Significance Thresholds	34
G.	Impact Analysis	38
H.	Certification	62

Appendix

1.0 CalEEMod Air Quality Emission Output Files

1.1 Existing Operational Emissions

1.2 Proposed Project Construction Emissions (Area A)

1.3 Proposed Project Construction Emissions (Area C)

1.4 Proposed Project Total Operational Emissions

2.0 Energy Calculations

2.1 Existing Operational Energy Calculations

2.2 Proposed Project Energy Calculations (Area A)

2.3 Proposed Project Energy Calculations (Area C)

2.4 Proposed Project Total Operational Energy Calculations

List of Tables

Table		Page
1	Estimated Statewide Greenhouse Gas Emission Reductions in the 2022 Scoping Plan Update	10
2	Air Quality Monitoring Summary	15
3	South Central Coast Air Basin Attainment Status	16
4	Existing Operational Air Quality Emissions	17
5	California GHG Inventory 2014—2022	19
6	City Of Oxnard Community GHG Emissions	20
7	City Of Oxnard, GHG Emissions From Municipal Operations	20
8	City Of Oxnard Community GHG Emissions BAU Forecasts	21
9	Existing GHG Emissions	21
10	Existing Project Annual Operational Energy Demand Summary	22
11	Existing Estimated Vehicle Operations Fuel Consumption	22
12	Project Construction Schedule	38
13	Maximum Del Sol High School Construction Emissions withMitigation	39
14	Project Construction Diesel Equipment Inventory	40
15	Maximum Area A and Area C Construction Emissions without Mitigation	42
16	Maximum Area A and Area C Construction Emissions with Mitigation	43
17	Maximum Operational Emissions	45
18	Del Sol High School Construction GHG Emissions	47
19	Area A and Area C Construction GHG Emissions	48
20	Operational GHG Emissions	49
21	Project Consistency with Applicable CAAP Strategies	52
22	Project Consistency with SCAG 2024–2050 RTP/SCS Goals and Policies	53
23	Summary of Fuel Use During Construction	56
24	Proposed Project Estimated Vehicle Operations Fuel Consumption	59
25	Proposed Project Annual Operational Energy Demand Summary	60

List of Figures

Figures		Page
1	Project Site Location	5
2	Planning Areas within the Project Site	6
3	Sensitive Receptor Map	18

A. EXECUTIVE SUMMARY

This Air Quality, Greenhouse Gas (GHG) and Energy Study provides an assessment of impacts that may occur as a result of the approval of the Maulhardt-Stiles Sub-Neighborhood Plan Project (Project) and to identify any measures that may be necessary to reduce potentially significant impacts. This section provides a summary of air quality, GHG and energy impacts that are further discussed below in **Section G: Impact Analysis**.

Air Quality

Construction Emissions

The Ventura County Air Pollution Control District (VCAPCD) has not recommended a specific numerical criterion for construction, as emissions are considered to be temporary. The VCAPCD recommends construction-related emissions should be mitigated if estimates of volatile organic compounds (VOC) and nitrogen oxide (NO_x) emissions from the heavy-duty construction equipment exceeds the operational threshold of 25 pounds per day. Project construction-related emissions would exceed 25 pounds per day for VOC and NO_x without mitigation. Mitigation measure (MM) AQ-1 would be implemented, which would require the use of more efficient construction equipment, would reduce emissions of VOC and NO_x to less than 25 pounds per day. Additionally, the Project would be required to comply with the applicable 2030 General Plan goal and policies. Compliance with the General Plan goals and policies would reduce potential emission of criteria pollutants to less than significant impacts.

Established requirements addressing construction equipment operations, and construction material use, storage, and disposal requirements act to minimize odor impacts that may result from construction activities. Construction-source odor emissions would be temporary, short-term, and intermittent in nature and would not result in persistent impacts that would affect substantial numbers of people. Potential construction-source odor impacts are therefore considered less than significant with mitigation.

Operational Source Emissions

Project operational-sourced emissions would exceed applicable screening thresholds of significance established by the VCAPCD. The project's emissions would result in a potentially significant cumulative impact. While the impacts of vehicle emissions and related impacts are mitigable with payment of Transportation Demand Management (TDM) fees, not all operational emissions can be mitigated to less than significant.

Greenhouse Gases

There are no federal, State, or local quantitative adopted thresholds of significance for addressing a project's GHG emissions. In the absence of any adopted numeric threshold, this analysis evaluates the significance of a project by considering whether the project conflicts with applicable regulations

or requirements adopted to implement a Statewide, regional, or local plan. The Project is committed to meeting the requirements of the CALGreen Code by incorporating strategies such as low-flow toilets, low-flow faucets and other energy and resource conservation measures. The Project would comply with applicable energy, water, and waste efficiency measures specified in the Title 24 Building Energy Efficiency Standards and CALGreen standards. The Project would comply with applicable goals and policies in the California Air Resources Board (CARB) Final 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan Update),[1] the Southern California Association of Government (SCAG) Connect SoCal: 2024—2050 Regional Transportation Plan/Sustainable Communities Strategy (2024–2050 RTP/SCS),[2] and the City of Oxnard' Climate Action and Adaption Plan (CAAP).

GHG emissions resulting from the proposed Project would not generate GHG emissions that would have a significant impact on the environment or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Impacts would be less than significant.

Energy

For new developments such as the proposed Project, compliance with California Building Standards Code Title 24 energy efficiency requirements (CALGreen), are considered demonstrable evidence of efficient use of energy. As discussed below, the Project would provide for, and promote, energy efficiencies required under other applicable federal and State of California standards and regulations, and in so doing would meet or exceed all California Building Standards Code Title 24 standards. Moreover, energy consumed by the Project's operation is calculated to be comparable to, or less than, energy consumed by other commercial uses of similar scale and intensity that are constructed and operating in California.

The demand for electricity during construction would not cause wasteful, inefficient, or unnecessary consumption of electricity. Due to the relatively short duration of the construction process, and the fact that the extent of fuel consumption is inherent to construction projects of this size and nature, fuel consumption impacts would not be considered excessive or substantial with respect to regional fuel supplies. The energy demands during construction would be typical of construction projects of this size and would not necessitate additional energy facilities or distribution infrastructure. The Project will also comply with Sections 2485 in Title 13 of the California Code of Regulations, which requires the idling of all diesel fueled commercial vehicles be limited to five minutes at any location, addressing operational emissions. On this basis, the project would not result in the inefficient, wasteful, or unnecessary consumption of energy.

---

1 California Air Resources Board (CARB). *Final 2022 Scoping Plan for Achieving Carbon Neutrality*, accessed August 2024. https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf.

2 Southern California Association of Governments (SCAG). *Connect SoCal: 2024-2050 Regional Transportation Plan / Sustainable Communities Strategy*, accessed August 2024. https://scag.ca.gov/sites/main/files/file-attachments/23-2987-connect-socal-2024-final-complete-040424.pdf?1714175547.

B. PROJECT DESCRIPTION

The Project Site is located on a 107-acre site located in the Northeast Community Specific Plan (NECSP) area in the City of Oxnard (City), as shown in **Figure 1: Project Site Location**. Specifically, the Project Site is bounded to the north by Cesar Chavez Drive, to the east by Gibraltar Street/East Village Park, to the south by Camino Del Sol, and to the west by Rose Avenue.

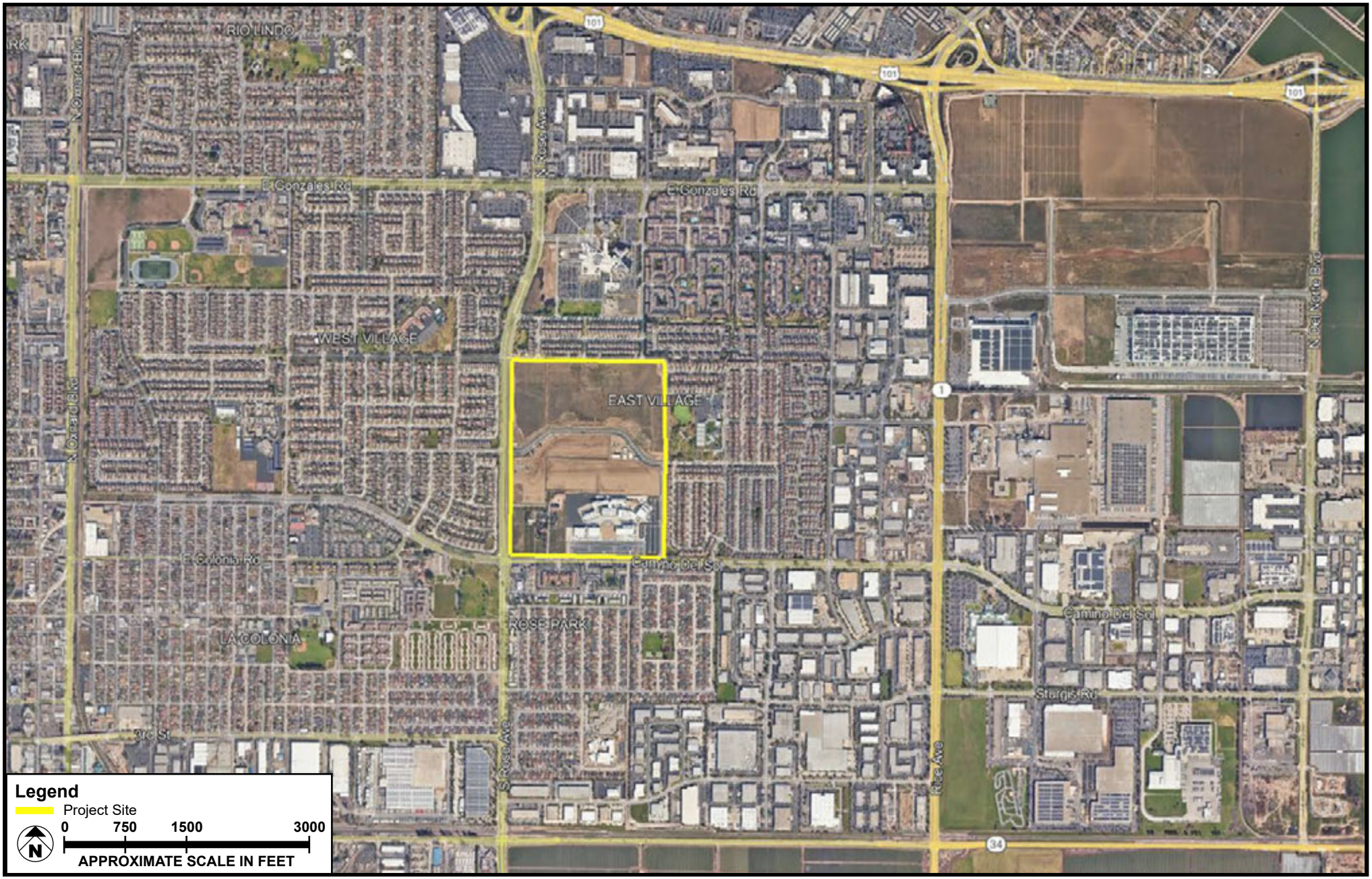
Figure 2: Planning Areas Within the Project Site depicts the three Planning Areas (PAs) defined by the proposed Project – Areas A, B and C. The existing conditions in each of these PAs are described below:

- **Area A (North Neighborhood):** Approximately 44.5 acres of undeveloped land in the northern portion of the Project Site has been previously disturbed by agricultural uses. This Planning Area is bordered by Rose Avenue on the west, Cesar Chavez Dr. on the north, Gibralter Street and the existing East Village Park on the east and Jacinto Drive on the south.
- **Area B (Del Sol High School):** Approximately 50.7 acres in the central and southeastern portions of the Project Site is developed with Del Sol High School, which opened in July 2023 by the Oxnard Union High School District (OUHSD) with an inaugural freshman class and is implementing a phased enrollment plan, adding one grade level each academic year. The school is expected to operate as a fully enrolled grades 9–12 high school by 2026-2027 academic year. The Del Sol High School site is currently developed with all of the planned classroom buildings, basketball courts, volleyball courts and the southern surface parking lot. The northern portion of the campus is still under construction with the remaining facilities, including softball and baseball fields, sports fields, football field with bleachers, a pool, locker buildings, tennis courts, and three additional surface parking lots. These improvements are planned to be completed and operational in 2026.
- **Area C (Southwest Neighborhood):** Approximately 11.8 acres in the southwestern portion of the Project Site contains the Maulhardt family residence, barn, cottages, outbuildings, other structures related to the Project Site's agricultural use, and a small lemon orchard that is no longer actively cultivated. There are no current occupants within Area C.

The area surrounding the Project Site consists of single-family residential uses to the north along Cesar Chavez Drive; single-family residential uses to the east along Gibraltar Street, East Village Park and Rio Rosales Elementary School to the east; single- and multi-family residential uses and commercial uses to the south along Camino Del Sol; and single-family residential uses to the west across North Rose Avenue.

The Project would implement the City's 2030 General Plan and the NECSP by allowing up to 950 residential units, a maximum of 40,000 square feet of retail and general commercial space, and open space in Areas A and C to create a mixed-use urban village that complements the existing Del Sol High School in Area B.

OUHSD prepared and certified a Project EIR for the New High School No. 8 Project (SCH #2019029101) (Del Sol High School EIR) in 2019 that allowed the development of Del Sol High School within Area B of the Project Site. Accordingly, no new air quality, GHG or energy impact analysis is required for the high school in this study. The focus of this analysis is on potential air quality, GHG, and energy-related impacts from development in Areas A and C; however, as the high school is part of the Project Site, combined impact findings are presented for the entire Project Site.



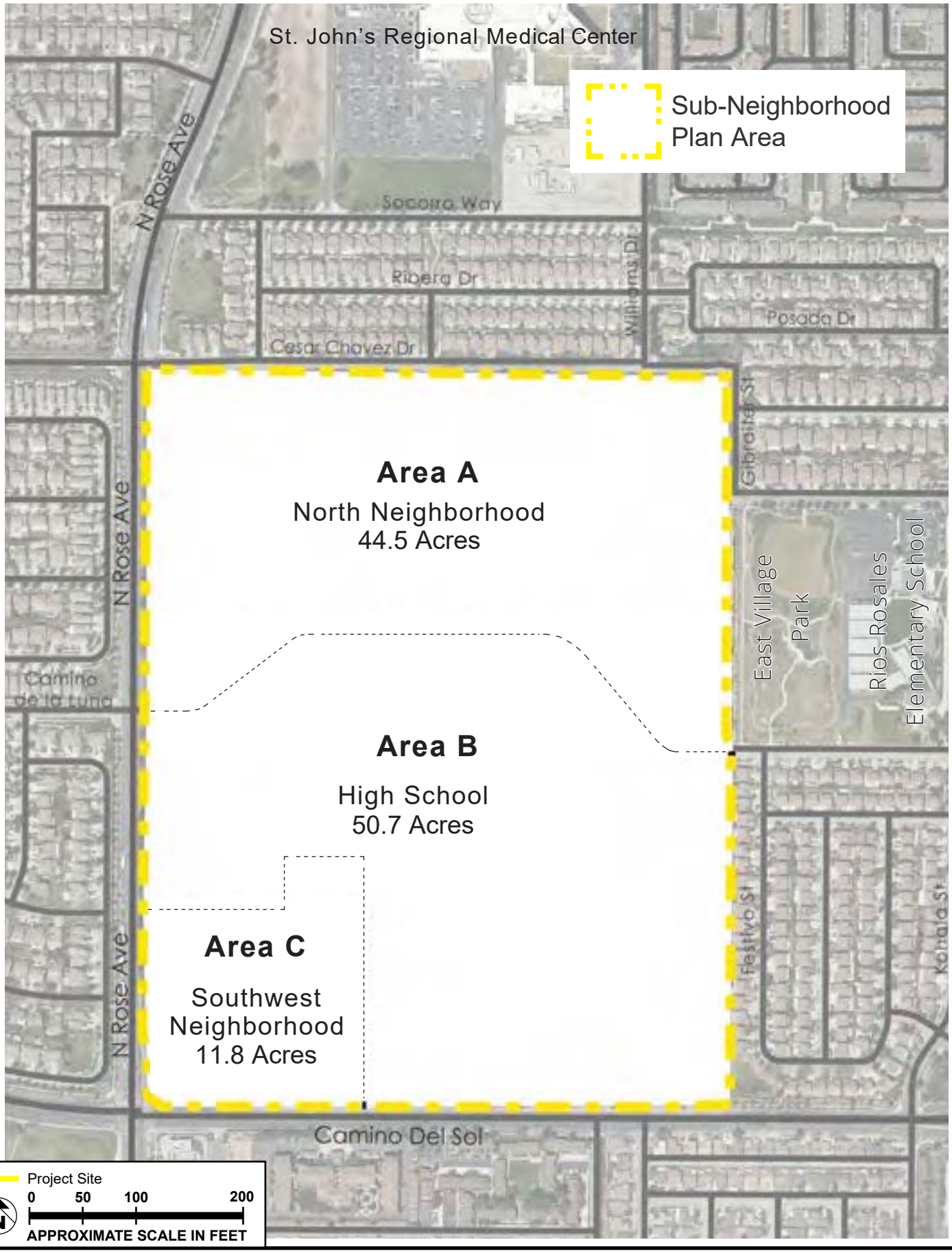
SOURCE: Google Earth – 2024

FIGURE **1**

Meridian Consultants

Project Site Location

408-001-24



SOURCE: Maulhardt / Stiles – 2024

FIGURE **2**

Meridian Consultants

Planning Areas Within the Project Site

408-001-24

Air Quality

Federal

Clean Air Act

The Clean Air Act (CAA) is the comprehensive federal law that regulates air emissions in order to protect public health and welfare. The United States Environmental Protection Agency (USEPA) is responsible for the implementation of portions of the CAA[3] of 1970, which regulates certain stationary and mobile sources of air emissions and other requirements. Charged with handling global, international, national, and interstate air pollution issues and policies, the USEPA sets national vehicle and stationary source emission standards, oversees the approval of all State Implementation Plans,[4] provides research and guidance for air pollution programs, and sets NAAQS.[5] NAAQS for the six common air pollutants (O_3, PM_{10} and $PM_{2.5}$, NO_2, CO, Pb, and SO_2) are identified in the CAA.

The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the NAAQS. These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA that are most applicable to the Basin include Title I, Nonattainment Provisions, and Title II, Mobile Source Provisions.

The NAAQS were also amended in July 1997 to include an 8-hour standard for O_3 and to adopt a NAAQS for $PM_{2.5}$. The NAAQS were amended in September 2006 to include an established methodology for calculating $PM_{2.5}$ and to revoke the annual PM_{10} threshold.

Regional

In California, jurisdiction over air quality management, enforcement, and planning is divided among 35 geographic regions. Within each region, a local air district is responsible for oversight of air quality monitoring, modeling, permitting, and enforcement to ensure that regulatory violations are avoided wherever possible.

Ventura County Air Pollution Control District

VCAPCD implements rules and regulations for emissions that may be generated by various uses and activities. The rules and regulations detail pollution-reduction measures that must be implemented

3 42 U.S. Code Section 7401.

4 A State Implementation Plan (SIP) is a document prepared by each state describing existing air quality conditions and measures that will be followed to attain and maintain National Ambient Air Quality Standards (NAAQS).

5 The NAAQS were established to protect public health, including that of sensitive individuals; for this reason, the standards continue to change as more medical research becomes available regarding the health effects of the criteria pollutants. The primary NAAQS define the air quality considered necessary, with an adequate margin of safety, to protect the public health.

during construction and operation of projects. Relevant rules and regulations to the project include those listed below.

Rule 50 (Opacity). This rule sets opacity standards on the discharge from sources of air contaminants. This rule would apply during construction of the project.

Rule 51 (Nuisance). This rule prohibits any person from discharging air contaminants or any other material from a source that would cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public or which endangers the comfort, health, safety, or repose to any considerable number of persons or the public. The rule would apply during construction and operational activities.

Rule 55 (Fugitive Dust). This rule requires fugitive dust generators, including construction and demolition projects, to implement control measures limiting the amount of dust from vehicle track-out, earth moving, bulk material handling, and truck hauling activities. The rule would apply during construction and operational activities.

Rule 55.1 (Paved Roads and Public Unpaved Roads). This rule requires fugitive dust generators to begin the removal of visible roadway accumulation within 72 hours of any written notification from the VCAPCD. The use of blowers is expressly prohibited under any circumstances. This rule also requires controls to limit the amount of dust from any construction activity or any earthmoving activity on a public unpaved road. This rule would apply during all construction activities.

Rule 55.2 (Street Sweeping Equipment). This rule requires the use of PM10-efficient street sweepers for routine street sweeping and for removing vehicle track-out pursuant to Rule 55. This rule would apply during construction activities.

Rule 74.2 (Architectural Coatings). This rule sets limits on the volatile organic compound (VOC) content of architectural coatings. Nonflat coatings are limited to 50 grams per liter of VOC content, flat coatings are limited to 50 grams per liter of VOC content and traffic marking coatings are limited to 100 grams per liter of VOC content. The project would be required to comply with this rule during both construction and operation.

The VCAPCD has not recommended a specific numerical criterion for construction, as emissions are considered to be temporary. However, construction-related emissions should be mitigated if estimates of VOC and NO_x emissions from the heavy-duty construction equipment exceeds 25 pounds per day. The VCAPCD recommends the following measures to mitigate ozone precursor emissions from construction motor vehicles:

1. Minimize equipment idling time.
2. Maintain equipment engines in good condition and in proper tune as per manufacturers' specifications.

3. Lengthen the construction period during smog season (May through October), to minimize the number of vehicles and equipment operating at the same time.
4. Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, if feasible.

Greenhouse Gas

2022 Scoping Plan

The Scoping Plan is a GHG reduction roadmap developed and updated by CARB at least once every five years, as required by Assembly Bill (AB) 32. It lays out the transformations needed across various sectors to reduce GHG emissions and reach the State's climate targets. CARB published the 2022 Scoping Plan Update[6] in November 2022, as the third update to the initial plan that was adopted in 2008. The initial Climate Change Scoping Plan: A framework for change (2008 Scoping Plan) laid out a path to achieve the AB 32 target of returning to 1990 levels of GHG emissions by 2020, a reduction of approximately 15 percent below business-as-usual (BAU) activities.[7] The 2008 Scoping Plan included a mix of incentives, regulations, and carbon pricing, laying out the portfolio approach to addressing climate change and clearly making the case for using multiple tools to meet California's GHG targets. The *First Update to the Climate Change Scoping Plan: Building on the Framework* adopted in 2014 (2013 Scoping Plan Update) assessed progress toward achieving the 2020 target and made the case for addressing short-lived climate pollutants (SLCPs).[8] CARB's *California's 2017 Climate Change Scoping Plan* (2017 Scoping Plan Update), shifted focus to the newer Senate Bill (SB) 32 goal of a 40 percent reduction below 1990 levels by 2030 by laying out a detailed cost-effective and technologically feasible path to this target, and also assessed progress towards achieving the AB 32 goal of returning to 1990 GHG levels by 2020.[9] The 2020 goal was ultimately reached in 2016, four years ahead of the schedule called for under AB 32.

The 2022 Scoping Plan Update is the most comprehensive and far-reaching Scoping Plan developed to date. It identifies a technologically feasible, cost-effective, and equity-focused path to achieve new targets for carbon neutrality by 2045 and to reduce anthropogenic GHG emissions to at least 85 percent below 1990 levels, while also assessing the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan Update.[10] The 2030 target is an interim but important stepping stone along the critical path to the broader goal of deep decarbonization by the year 2045. The relatively longer path assessed in the 2022 Scoping Plan Update incorporates, coordinates, and leverages many

6 California Air Resources Board (CARB). *Final 2022 Scoping Plan for Achieving Carbon Neutrality*, accessed August 2025, https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf.

7 California Air Resources Board (CARB). *Climate Change Scoping Plan: a framework for change*, accessed August 2025, ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/document/adopted_scoping_plan.pdf.

8 CARB. *First Update to the Climate Change Scoping Plan: Building on the Framework*, accessed August 2025, ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf.

9 CARB. *California's 2017 Climate Change Scoping Plan: The strategy for achieving California's 2030 greenhouse gas target*, accessed August 2025, ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf.

10 CARB. *California's 2017 Climate Change Scoping Plan: The strategy for achieving California's 2030 greenhouse gas target*. November 2017.

existing and ongoing efforts to reduce GHGs and air pollution, while identifying new clean technologies and energy. Given the focus on carbon neutrality, the 2022 Scoping Plan Update also includes discussion for the first time of the use of natural and working lands sectors as sources for both sequestration and carbon storage, and as sources of emissions as a result of wildfires.

A summary of GHG emissions reductions required under the 2022 Scoping Plan Update is provided in **Table 1: Estimated Statewide Greenhouse Gas Emission Reductions in the 2022 Scoping Plan Update**.

TABLE 1: ESTIMATED STATEWIDE GREENHOUSE GAS EMISSION REDUCTIONS IN THE 2022 SCOPING PLAN UPDATE

Emissions Scenario	GHG Emissions ($MMTCO_2e$)
2019	
2019 State GHG Emissions	404
2030	
2030 BAU Forecast	312
2030 GHG Emissions without Carbon Removal and Capture	233
2030 GHG Emissions with Carbon Removal and Capture	226
2030 Emissions Target Set by AB 32 (i.e., 1990 levels by 2030)	260
Reduction below BAU necessary to achieve 1990 levels by 2030	52 (16.7%)
2045	
2045 BAU Forecast	266
2045 GHG Emissions without Carbon Removal and Capture	72
2045 GHG Emissions with Carbon Removal and Capture	(3)

Notes: $MMTCO_2e$ = million metric tons of carbon dioxide equivalents; parenthetical numbers represent negative values.

[a] *312 – 260 = 52. 52/312 = 16.7%*

Source: CARB. *Final 2022 Scoping Plan for Achieving Carbon Neutrality*.

The 2022 Scoping Plan Update reflects existing and recent direction in the Governor's Executive Orders and State statutes, which identify policies, strategies, and regulations in support and implementation of the Scoping Plan. Among these include *Executive Order B-55-18* and *AB 1279* (The California Climate Crisis Act), which identify the 2045 carbon neutrality and GHG reduction targets required for the 2022 Scoping Plan Update.

2024–2050 Regional Transportation Plan / Sustainable Communities Strategy

On April 4, 2024, SCAG's Regional Council adopted Connect SoCal for federal transportation conformity purposes.[11] SCAG is the Metropolitan Planning Organization (MPO) for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and serves as a forum for the discussion of regional issues related to transportation, the economy, community development, and

11 Southern California Association of Governments (SCAG), *Connect SoCal: 2024-2050 Regional Transportation Plan/Sustainable Communities Strategies Draft*, accessed August 2024, https://scag.ca.gov/sites/main/files/file-attachments/23-2987-connect-socal-2024-final-complete-040424.pdf?1714175547.

the environment. As the federally designated MPO for the Southern California region, SCAG is mandated by the federal government to research and develop plans for transportation, hazardous waste management, and air quality. Pursuant to California Health and Safety Code Section 40460(b),[12] SCAG is responsible for preparing and approving the portions of the AQMP relating to regional demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies. SCAG is also responsible under the Clean Air Act (CAA) for determining conformity of transportation projects, plans, and programs with applicable air quality plans.

The SCAG 2024–2050 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals.10 The 2024—2050 RTP/SCS builds upon the progress made urban through implementation of the 2016-2040 RTP/SCS and 2020-2045 RTP/SCS and includes goals focused four main categories: mobility, communities, environment, and economy. The SCS implementation strategies include focusing on building and maintaining mobility options, promoting diverse housing choices, leveraging technology innovations, and supporting implementation of sustainability policies. The SCS establishes a land use vision of center-focused placemaking, concentrating growth in and near Priority Growth Areas, protecting green region/resources areas, making regional strategic investments in clean energy, and implementing regional advance mitigation.

Executive Order B-30-15

On April 29, 2015, Governor Brown issued Executive Order B-30-15. Therein, the Governor directed the following:

- Established a new interim statewide reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030.
- Ordered all state agencies with jurisdiction over sources of GHG emissions to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 reduction targets.
- Directed CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of CO2e.

Executive Order B-55-18

Executive Order B-55-18, issued by Governor Brown in September 2018, establishes a new statewide goal to achieve carbon neutrality as soon as possible, but no later than 2045, and achieve and maintain net negative emissions thereafter. Based on this executive order, CARB would work with relevant state agencies to develop a framework for implementation and accounting that tracks progress towards this goal, as well as ensuring future scoping plans identify and recommend measures to achieve the carbon neutrality goal.

12 California Legislative Information. California Health and Safety Code (HSC). Division 26-Air Resources. Part 3, Air Pollution Control Districts. Chapter 5.5. South Coast Air Quality Management District. ARTICLE 5. Plan, Section 40460(b), accessed August 2025, https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=40460.&lawCode=HSC.

In October 2020, CARB released a study which evaluated three scenarios that achieve carbon neutrality in California by 2045. The study was used by CARB in development of the 2022 Scoping Plan update, released May 10, 2022.[13] More ambitious carbon reduction scenarios that achieve carbon neutrality prior to 2045 may be considered as part of future analyses by the State.

The scenarios analyzed to achieve carbon neutrality include a High Carbon Dioxide Removal (CDR) scenario, Zero Carbon Energy scenario, and a Balanced scenario. The High CDR scenario achieve GHG reductions by relying on CO2e removal strategies. The Zero Carbon Energy scenario is based on the assumption of zero-fossil fuel emission by 2045. The Balanced scenario represents a middle point between the High CDR scenario and Zero Carbon Energy scenario. The scenarios would achieve at least an 80-percent reduction in GHGs by 2045, relative to 1990 levels. Remaining CO2 would be reduced to zero by applying carbon dioxide removal strategies, including sinks from natural and working lands and negative emissions technologies like direct air capture.[14,15]

Under each of these scenarios, CARB proposed reduction strategies for various sectors that contribute GHG emissions throughout the State. Although specific details are not yet available for the GHG reduction measures discussed above, implementation of these measures would require regulations to be enforced by the State.

Transportation

Executive Order S-1-07, the Low Carbon Fuel Standard (issued on January 18, 2007), requires a reduction of at least 10 percent in the carbon intensity of California's transportation fuels by 2020.[16] Regulatory proceedings and implementation of the Low Carbon Fuel Standard have been directed to CARB. CARB has identified the Low Carbon Fuel Standard as a discrete early action item in the adopted Scoping Plan. CARB expects the Low Carbon Fuel Standard to achieve the minimum 10 percent reduction goal; however, many of the early action items outlined in the Scoping Plan work in tandem with one another. Other specific emission reduction measures included are the Million Solar Roofs Program[17] and Assembly Bill (AB) 1493 (Pavley I), Vehicle Emissions: Greenhouse Gases, which establishes motor vehicle GHG emissions standards.[18] To avoid the potential for double-counting emission reductions associated with AB 1493, the Scoping Plan has modified the aggregate reduction expected from the Low Carbon Fuel Standard to 9.1 percent. CARB released a draft version of the Low Carbon Fuel Standard in October 2008. The final regulation was approved by the Office of

13 Energy+Environmental Economics (E3), *Achieving Carbon Neutrality in California, PATHWAYS Scenarios Developed for the California Air Resources Board*, accessed August 2025, https://ww2.arb.ca.gov/sites/default/files/2020-10/e3_cn_final_report_oct2020_0.pdf.

14 Sinks are defined as natural or artificial reservoirs that accumulate and store a carbon-containing chemical compound for an indefinite period.

15 Energy+Environmental Economics (E3), *Achieving Carbon Neutrality in California, PATHWAYS Scenarios Developed for the California Air Resources Board*, accessed August 2025, https://ww2.arb.ca.gov/sites/default/files/2020-10/e3_cn_final_report_oct2020_0.pdf.

16 Office of the Governor, *Executive Order S-01-07* (January 18, 2007), accessed August 2025, https://climateactionnetwork.ca/wp-content/uploads/2011/06/eos0107.pdf.

17 US Department of Energy, *Laying the Foundation for Solar America: The Million Solar Roofs Initiative*, accessed August 2025, https://www.nrel.gov/docs/fy07osti/40483.pdf.

18 The standards enacted in Pavley I are the first GHG standards in the nation for passenger vehicles and took effect for model years starting in 2009 and going through 2016. Pavley I could potentially result in 27.7 million metric tons CO2e reduction in 2020. Pavley II will cover model years 2017 to 2025 and potentially result in an additional reduction of 4.1 million metric tons CO2e.

Administrative Law and filed with the Secretary of State on January 12, 2010; the Low Carbon Fuel Standard became effective on the same day.

City of Oxnard Climate Action and Adaptation Plan

The City of Oxnard Climate Action and Adaptation Plan (CAAP)[19] is a qualified GHG reduction Plan under CEQA Guidelines Section 15183.5 and identifies seven areas under which the City can reduce GHG emissions: clean energy, water conservation and reuse, green buildings, waste reduction and recycling, transportation, nature-based solutions, and land use. The CAAP establishes a target—to reduce greenhouse gas (GHG) emissions 50 percent below 2010 levels by 2030, consistent with state law. The CAAP presents an inventory of GHG emissions originating from the City and sets forth strategies and actions to reduce emissions and help the community adapt to a changing climate. Projects consistent with the CAAP, including conformance with any performance measures applicable to the project, would not require additional GHG emissions analysis and mitigation under CEQA Guidelines Sections 15064(h) and 15183.5(b)(2).

Energy

The California Energy Commission (CEC) first adopted the Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the State. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy-efficiency technologies and methods.

Part 11 of the Title 24 Building Energy Efficiency Standards is referred to as the California Green Building Standards (CALGreen) Code. The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality." The CALGreen Code is mandatory for all new buildings constructed in the State and establishes mandatory measures for new residential and non-residential buildings. Such mandatory measures include energy efficiency, water conservation, material conservation, planning and design and overall environmental quality. The CALGreen Code was most recently updated in 2019 to include new mandatory measures for residential as well as nonresidential uses; the new measures took effect on January 1, 2020.

SB 1078 (Chapter 516, Statutes of 2002) requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from

19 City of Oxnard, *Climate Action and Adaptation Plan*, accessed August 2025, https://www.oxnard.org/wp-content/uploads/2023/01/Oxnard-CAAP_2022-12-07_Adopted.pdf.

renewable sources by 2017. SB 107 (Chapter 464, Statutes of 2006) changed the target date to 2010. In November 2008, Governor Schwarzenegger signed Executive Order S-14-08, which expands the State's Renewables Portfolio Standard to 33 percent renewable power by 2020. Pursuant to Executive Order S-21-09, CARB was also preparing regulations to supplement the Renewables Portfolio Standard with a Renewable Energy Standard that will result in a total renewable energy requirement for utilities of 33 percent by 2020. But on April 12, 2011, Governor Jerry Brown signed SB X1-2 to increase California's Renewables Portfolio Standard to 33 percent by 2020. SB 350 (Chapter 547, Statues of 2015), signed into law on October 7, 2015, further increased the Renewables Portfolio Standard to 50 percent by 2030. The legislation also included interim targets of 40 percent by 2024 and 45 percent by 2027.

Energy Action Plan

The City of Oxnard adopted an Energy Action Plan (EAP) in April 2013, as required by the 2030 General Plan. The EAP builds upon existing energy conservation efforts and identifies energy conservation and production programs consistent with 2030 General Plan goals and policies, utility company programs, and state and federal legislation and initiatives. The EAP focuses primarily on electricity efficiency and conservation but also includes natural gas and renewable energy production strategies. The City proposes a reduction target of 10 percent below the 2005 baseline for electricity and natural gas consumption provided by Southern California Edison (SCE) and the Southern California Gas Company (SoCal Gas).

Air Quality

Ambient air quality emissions present complex environmental issues that require regulatory attention on both large and small scales. The cumulative nature of project-level and localized emissions contributing to greater regional conditions warrants that regulatory policies be instituted on national, State, and regional levels to address air quality concerns. The following sections outline the applicable regulatory framework that exists at the national, State, and regional levels for air quality.

Regional Air Quality

The USEPA is the federal agency responsible for overseeing the country's air quality and setting the NAAQS for the Climate Action Plans (CAPs). The NAAQS were devised based on extensive modeling and monitoring of air pollution across the country; they are designed to protect public health and prevent the formation of atmospheric ozone. Air quality of a region is considered to be in attainment of the NAAQS if the measured ambient air pollutant levels do not exceed the applicable concentration threshold.

As noted previously, CARB is the State agency responsible for setting the CAAQS. Air quality of a region is considered to be in attainment of the CAAQS if the measured ambient air pollutant levels for O_3, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and Pb are not exceeded, and all other standards are not equaled or exceeded at any time in any consecutive 3-year period.

The VCAPCD maintains a network of air quality monitoring stations throughout Ventura County. The nearest air monitoring station VCAPCD operates is El Rio-Rio Mesa School #2 located at 545 Central Avenue, approximately 2.8 miles north of the Project Site. This station monitors O_3, NO_2, PM_{10} and $PM_{2.5}$. **Table 2: Air Quality Monitoring Summary** summarizes published monitoring data from 2021 through 2023, the most recent 3-year period available. The data shows that during the past few years, the region has exceeded the PM_{10} standards.

TABLE 2: AIR QUALITY MONITORING SUMMARY

Air Pollutant	Average Time (Units)	2021	2022	2023
Ozone (O_3)	State Max 1-hour (ppm)	0.073	0.077	0.071
	Days > CAAQS threshold (0.09 ppm)	0	0	0
	National Max 8-hour (ppm)	0.059	0.063	0.058
	Days > NAAQS threshold (0.075 ppm)	0	0	0
	State Max 8-hour (ppm)	0.067	0.063	0.059
	Days > CAAQS threshold (0.07 ppm)	0	0	0
Nitrogen dioxide (NO_2)	National Max 1- hour (ppm)	0.033	0.032	0.027
	Days > NAAQS threshold (0.100 ppm)	0	0	0
	State Max 1-hour (ppm)	0.033	0.032	0.027
	Days > CAAQS threshold (0.18 ppm)	0	0	0

TABLE 2: AIR QUALITY MONITORING SUMMARY				
Air Pollutant	Average Time (Units)	2021	2022	2023
Respirable particulate matter (PM_{10})	National Max (µg/m3)	377.8	57.9	102.8
	National Annual Average (µg/m3)	26.4	22.7	20.3
	Days > NAAQS threshold (35 µg/m3)	1	0	0
	State Max (µg/m3)	125.0	57.5	104.0
	State Annual Average (µg/m3)	24.7	23.1	20.4
Fine particulate matter ($PM_{2.5}$)	National Max (µg/m3)	31.7	18.5	24.5
	National Annual Average (µg/m3)	6.8	6.4	6.1
	Days > NAAQS threshold (35 µg/m3)	0	0	0
	State Max (µg/m3)	31.7	18.5	24.5
	State Annual Average (µg/m3)	—	—	—

Note: (—) = Data not available.

Source: CARB. "iADAM: Air Quality Data Statistics." Accessed August 2025. https://www.arb.ca.gov/adam/.

USEPA and CARB designate air basins where AAQS are exceeded as "nonattainment" areas. If standards are met, the area is designated as an "attainment" area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified." Federal nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. The Project Site is located in the South Central Air Basin (Air Basin). The current attainment designations for the Air Basin are shown in **Table 3: South Central Coast Air Basin Attainment Status**. The Air Basin is currently designated as being in nonattainment at the federal level for O_3 and at the State level for O_3, and PM_{10}.

TABLE 3: SOUTH CENTRAL COAST AIR BASIN ATTAINMENT STATUS		
Pollutant	State Status	National Status
Ozone (O_3)	**Nonattainment**	**Nonattainment**
Carbon monoxide (CO)	Attainment	Unclassified / Attainment
Nitrogen dioxide (NO_2)	Attainment	Unclassified / Attainment
Sulfur dioxide (SO_2)	Attainment	Unclassified / Attainment
Respirable particulate matter (PM_{10})	**Nonattainment**	Unclassified
Fine particulate matter ($PM_{2.5}$)	Attainment	Unclassified / Attainment

Source: CARB. "Area Designation Maps / State and National." Accessed August 2025. http://www.arb.ca.gov/desig/adm/adm.htm.

Existing Air Quality Emissions

As mentioned previously, the Project Site contains vacant, undeveloped land that has been subject to previous disturbance, including historic agricultural activities, an existing home, additional

residential units and accessory buildings associated with the past agricultural use, and an existing high school. Uses on site are vacant other than the partially constructed Del Sol High School. Del Sol High School is currently operational at half capacity with only freshman and sophomores enrolled. In 2026, the school is anticipated to enroll all high school grade levels at a full capacity of up to 2,500 students. The half capacity of the school (1,250 students) is used to conservatively estimate existing vehicle trips and air quality emissions from operations related to these existing uses. The existing emissions were estimated using the most recent version of the California Emissions Estimator Model (CalEEMod version 2022.1.1.30). **Table 4: Existing Operational Daily Emissions** identifies the emissions from the existing high school use.

TABLE 4: EXISTING OPERATIONAL AIR QUALITY EMISSIONS

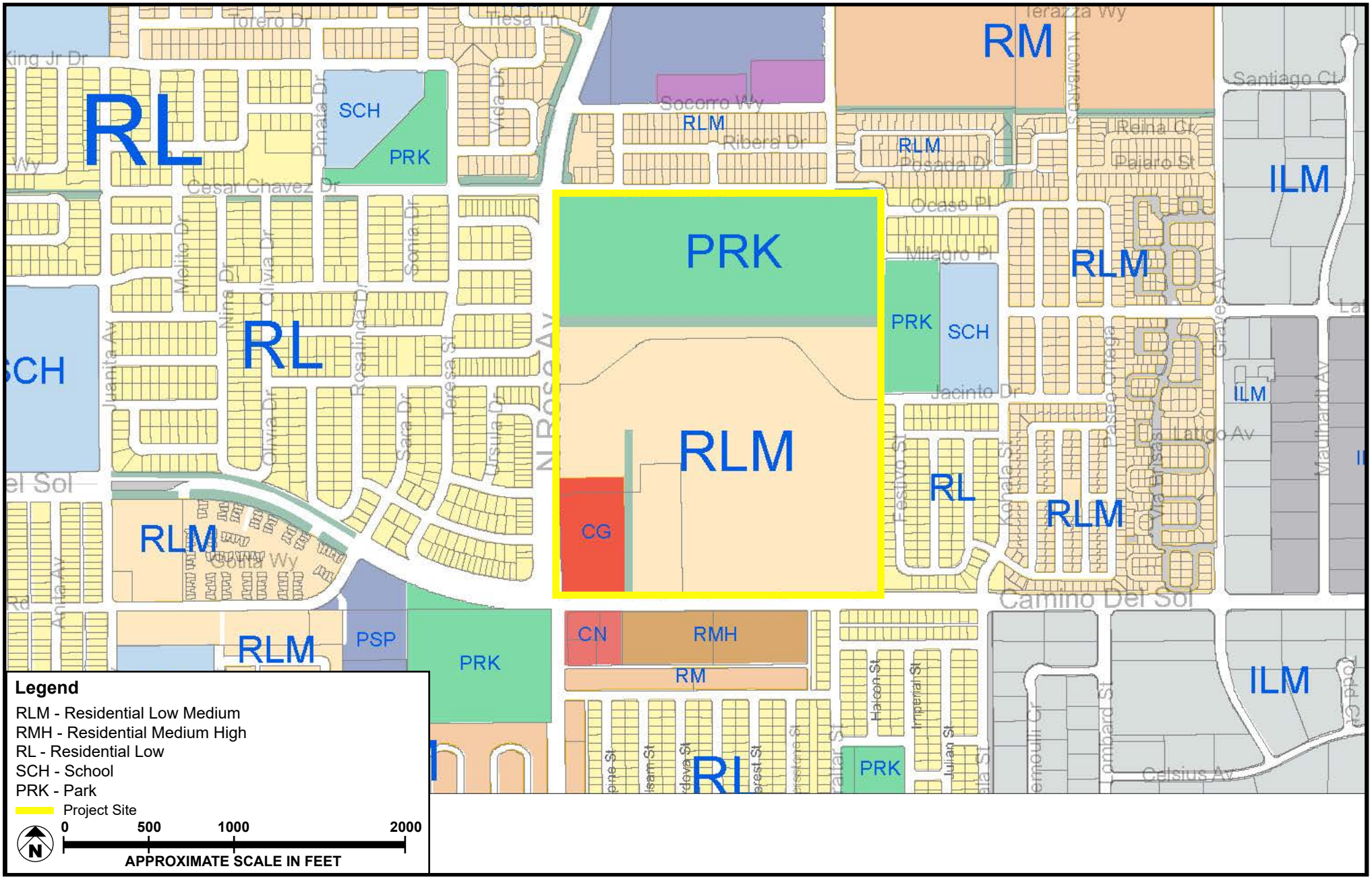
Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	pounds/day					
Mobile	10.7	7.8	61.5	0.1	12.1	3.1
Area	5.0	0.0	7.2	<0.1	<0.1	<0.1
Energy	0.1	1.0	0.8	<0.1	0.1	0.1
Total	15.8	8.8	69.6	0.1	12.2	3.2
VCAPCD Mass Daily Threshold	*25*	*25*	—	—	—	—
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: Totals in table may not appear to add exactly due to rounding in the computer model calculations.
CO = carbon monoxide; NO_x = nitrogen oxides; PM_{10} = particulate matter less than 10 microns; $PM_{2.5}$ = particulate matter less than 2.5 microns; SO_x = sulfur oxides; VOC = volatile organic compounds.
*Source: Refer to **Appendix 1.1: Existing Operational Emissions***

Sensitive Receptors

VCAPCD considers a sensitive receptor to be a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant. Sensitive receptors are identified near sources of air pollution to determine the potential for health hazards. Locations evaluated for exposure to air pollution include but are not limited to residences, schools, hospitals, and convalescent facilities.

Figure 3: Sensitive Receptor Map provides a detailed image of the proximal land uses and identifies the sensitive receptors closest to the Project Site, which include residences and schools. These uses represent the nearest sensitive receptors who may be impacted by emissions of air pollutants due to the Project.



SOURCE: Google Earth – 2024

FIGURE **3**

Meridian Consultants

Sensitive Receptor Map

408-001-24

Greenhouse Gas

Regional Greenhouse Gas

California is the second largest contributor of GHGs in the United States and the 16th largest in the world.[20] In 2022, California produced 371.1 million metric tons of carbon dioxide equivalents ($MMTCO_2e$), including imported electricity, and excluding combustion of international fuels and carbon sinks or storage. The major source of GHGs in California is transportation, contributing to approximately 38 percent of the State's total GHG emissions. The Statewide inventory of GHGs by sector is shown in **Table 5: California GHG Inventory 2014¦ 2022.**

TABLE 5: CALIFORNIA GHG INVENTORY 2014–2022

Main Sector	Emissions ($MMTCO_2e$)								
	2014	2015	2016	2017	2018	2019	2020	2021	2022
Transportation	157.5	161.1	164.8	166.0	164.8	161.7	135.2	145.1	139.9
Industrial[a,b]	90.3	86.3	70.8	64.4	65.0	60.2	59.5	62.3	59.8
Electric Power	85.0	82.7	81.3	81.7	82.3	80.9	73.6	74.2	72.7
Commercial and Residential	35.5	37.2	37.7	38.3	37.5	40.6	39.0	38.8	39.5
Agriculture	33.7	32.5	32.1	31.6	32.0	31.2	31.4	30.4	29.8
High GWP[c,d]	17.9	18.8	19.5	20.1	20.6	20.8	21.3	21.3	21.3
Recycled and waste	8.2	8.1	7.9	8.2	8.2	8.3	8.5	8.3	8.2
Total Emissions	**428.1**	**426.8**	**414.1**	**410.3**	**410.5**	**403.7**	**368.5**	**380.4**	**371.1**

[a] *Includes equipment used in construction, mining, oil drilling, industrial and airport ground operations.*

[b] *Reflects emissions from combustion of natural gas, diesel, and lease fuel plus fugitive emissions.*

[c] *These categories are listed in the Industrial sector of CARB's GHG Emission Inventory sectors.*

[d] *This category is listed in the Electric Power sector of CARB's GHG Emission Inventory sectors.*

[e] *The exceptional Aliso Canyon natural gas leak event released 1.96 $MMTCO_2e$ of unanticipated emissions in calendar year 2015 and an additional 0.53 $MMTCO_2e$ in 2016. These emissions will be mitigated in the future according to legal settlement and are presented alongside but tracked separately from routine inventory emissions.*

Note: $MMTCO_2e$ – million metric tons of carbon dioxide equivalent emissions.

Source: CARB. "GHG Current California Emission Inventory Data." Accessed August 2025. https://ww2.arb.ca.gov/ghg-inventory-data.

Local Greenhouse Gas

In 2020, the City completed an inventory of emissions for the year 2010, representing the earlier year for which the necessary data was available, and for the year 2018, representing the most recent year for which data was available. **Table 6: City of Oxnard Community GHG Emissions**, summarizes the results of the 2010 and 2018 community inventory broken down by major sector (i.e., category of emissions that is defined by the end use that causes them, such as transportation), and showing the change from 2010 to 2018.

20 California Energy Commission (CEC). *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004, Staff Final Report*. December 2006. Accessed August 2025. https://cetesb.sp.gov.br/inventario-gee-sp/wp-content/uploads/sites/34/2014/04/161.pdf.

TABLE 6: CITY OF OXNARD COMMUNITY GHG EMISSIONS				
Sector	2010	2018	Absolute Change	Percent Change
On-Road Transportation	428,030	389,079	-38,951	-9%
Electricity	252,511	207,472	-45,039	-18%
Natural Gas	215,922	165,692	-50,230	-23%
Solid Waste	64,564	68,411	3,848	6%
Off-Road Equipment	28,394	37,310	8,916	31%
Wastewater	6,432	4,769	-1,663	-26%
Passenger Rail	2,353	2,137	-217	-9%
Water	1,583	1,271	-312	-10%
Total	**999,788**	**876,140**	**-123,648**	**-12%**

Source: City of Oxnard Climate Action and Adaptation Plan, Table 2-1.

Table 7: City of Oxnard, GHG Emissions from Municipal Operations summarizes the results for the 2010 and 2018 municipal operations inventories, listed by sector and showing the change from 2010 to 2018. Note that municipal operations represent a subset of community emissions, and they are included in the total emissions shown in **Table 6** above. **Table 7** demonstrates a detailed look at the emission sources over which the City has the most control or influence. Overall, annual emissions have dropped by approximately 21 percent from 2010 to 2018. The biggest reductions are from electricity use, wastewater treatment, and water treatment and delivery. Emissions from natural gas and solid waste actually increased, though their contributions to overall emissions remained very small.

TABLE 7: CITY OF OXNARD, GHG EMISSIONS FROM MUNICIPAL OPERATIONS				
Sector	2010	2018	Absolute Change	Percent Change
On-Road Fleet	6,338	5,491	-847	-13.4%
Electricity	11,409	7,586	-3,824	-33.5%
Natural Gas	901	1,224	323	35.9%
Solid Waste	1,937	2,052	115	6.0%
Off-Road Fleet	999	897	-101	-10.1%
Wastewater Treatment	6,363	4,734	-1,626	-25.6%
Water Treatment & Delivery	1,583	1,271	-312	-19.7%
Employee Commute	540	476	-64	-11.9%
Total	**30,070**	**23,731**	**-6,339**	**-21.1%**

Source: City of Oxnard Climate Action and Adaptation Plan, Table 2-2.

The Business as Usual (BAU) forecast for Oxnard, as shown in **Table 8: City of Oxnard Community GHG Emissions BAU Forecast**, shows that by 2030, annual community GHG emissions would be approximately 948,847 MTCO2e, an increase from the City's 2018 emissions, but representing a 5 percent reduction from 2010. By 2050, annual community GHG emissions are expected to increase to approximately 1,086,277 MTCO2e under BAU conditions, representing a 9 percent increase from 2010.

TABLE 8: CITY OF OXNARD COMMUNITY GHG EMISSIONS BAU FORECASTS				
Sector	2010	2018	2030	2050
On-Road Transportation	428,030	389,079	421,902	476,608
Electricity	252,511	207,472	227,193	260,068
Natural Gas	215,922	165,692	183,175	220,400
Solid Waste	64,564	68,411	74,172	83,801
Off-Road Equipment	28,394	37,310	34,264	36,216
Wastewater	6,432	4,769	5,171	5,841
Passenger Rail	2,353	2,1337	1,378	1,556
Water	1,583	1,271	1,581	1,786
Total	**999,788**	**876,140**	**948,847**	**1,086,277**

Source: City of Oxnard Climate Action and Adaptation Plan, Table 2-4.

Existing Greenhouse Gas Emissions

As mentioned above, the existing buildings on site are vacant with the exception to Del Sol High School. The current half capacity conditions of Del Sol High School were used to estimate the current on-site greenhouse gas emissions generated from existing operations related to these uses. The existing greenhouse gas emissions were estimated using the most recent version of CalEEMod. **Table 9: Existing Greenhouse Gas Emissions** identifies the emissions from the existing high school use.

TABLE 9: EXISTING GHG EMISSIONS	
Source	$MTCO_2e$ per year
Mobile	1,713
Energy	511
Area	2
Water	17
Waste	71
Total	**2,314**

Notes: $MTCO_2e$ = metric tons of carbon dioxide emissions.

*Source: Refer to **Appendix 1.1: Existing Operational Emissions***

Energy

Existing Energy Use

As shown in **Table 10: Existing Project Annual Operational Energy Demand Summary**, energy consumption from the existing high school on the Project Site was estimated using the CalEEMod air emissions model, included in **Appendix 2.1: Existing Energy Calculations**. Energy is consumed for multiple purposes associated with the existing uses, including, but not limited to, heating/ventilating/air conditioning (HVAC); refrigeration; lighting; and the use of electronics, equipment, and machinery. Energy is also consumed related to water usage, solid waste disposal, and vehicle trips, among others.

As shown, the estimated electricity demand for the existing Project Site is approximately 1,359,264 kilowatt-hours (kWh) (1.3 GWh [gigawatt-hours]) per year. Southern California Edison (SCE) estimates that electricity consumption within its planning area is approximately 85,870 GWh in 2022.[21] The estimated natural gas consumption for the existing uses is 3,562,458 British thermal units (btu) per year. Based on the 2024 California Gas Report, the California Energy and Electric Utilities estimates natural gas supply within the SoCalGas planning area is approximately 1,377,875 million cubic feet (MMcf) per year in 2024.[22]

TABLE 10: EXISTING PROJECT ANNUAL OPERATIONAL ENERGY DEMAND SUMMARY

Land Use	Electricity (kWh/yr)	Water Usage		Water-Related Electricity Use (kWh/yr)	Total Annual Electricity Use (kWh)	Total Annual Natural Gas Use (kBTU/yr)
		Indoor (gal/yr)	*Outdoor (gal/yr)*			
Del Sol High School	1,027,879	4,957,782	0	33,748	1,061,627	3,562,458
Parking Lot	297,637	0	0	0	297,637	0
Total	**1,325,516**	**4,957,782**	**0**	**33,748**	**1,359,264**	**3,562,458**

Source: ***Appendix 2.1: Existing Operational Energy Calculations***
Notes: kWh/yr = kilowatt-hours per year; gal/yr = gallons per year; kBtu/yr = thousand British Thermal Units per year.

Table 11: Existing Estimated Vehicle Operations Fuel Consumption shows that an estimated 164,156 gallons of gasoline and 26,773 gallons of diesel fuel are consumed per year for the operation of the existing Del Sol High School. For reference, the U.S. Energy Information Administration (EIA) estimates that total crude oil supply was 16.0 million barrels per day in 2023.[23]

TABLE 11: EXISTING ESTIMATED VEHICLE OPERATIONS FUEL CONSUMPTION

Land Use	Annual VMT	Gasoline Usage	Diesel Usage
Del Sol High School	4,790,988	164,156	26,773
Parking Lot	0	0	0
Total	**4,790,988**	**164,156**	**26,773**

Source: ***Appendix 2.1: Existing Operational Energy Calculations***
Notes: VMT = vehicle miles traveled

Electricity

Electricity is typically a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components, including substations and transformers, that lower transmission line power (voltage) to a level

21 California Energy Commission, "Electricity Consumption by Entity," http://www.ecdms.energy.ca.gov/elecbyutil.aspx. Accessed August 2025.

22 California Gas And Electric Utilities, *2024 California Gas Report*, https://www.socalgas.com/sites/default/files/2024-08/2024-California-Gas-Report-Final.pdf. Accessed August 2025.

23 U.S. Energy Information Administration, "Annual Energy Outlook 2023," https://www.eia.gov/outlooks/aeo/data/browser/#/?id=11-AEO2023&region=0-0&cases=ref2023&start=2021&end=2024&f=A&linechart=ref2023-d020623a.3-11-AEO2023&sourcekey=0.. Accessed August 2025.

appropriate for use by customers. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands.

Energy capacity, or electrical power, is generally measured in watts (W), while energy use is measured in watt-hours (Wh). For example, if a light bulb has a capacity rating of 100 W, the energy required to keep the bulb on for 1 hour would be 100 Wh. If ten 100 W bulbs were on for 1 hour, the energy required would be 1,000 Wh, or 1 kwh. On a utility scale, a generator's capacity is typically rated in megawatts (MW), which is one million watts, while energy usage is measured in megawatt-hours (MWh) or GWh, which is one billion watt-hours. According to the California Energy Commission's (CEC), the State of California consumed approximately 252,000 GWh of electricity in 2022, with electricity demand projected to rise to approximately 376,000 GWh in 2040, the furthest year of currently available projections.[24]

Electrical power within the City is supplied by SCE, which serves approximately 15 million people in a 50,000-square-mile service area.[25] The SCE service area generated approximately 55,014,996 MWh of electricity in 2022.[26] SCE produces and obtains electricity from various generating sources that utilize coal, nuclear, natural gas, hydroelectric, and renewable resources to generate power.

As shown in **Table 10**, the existing development on the Project Site consumes approximately 1,359,264 kWh per year as estimated by CalEEMod and calculated in **Appendix 2.1**.

Natural Gas

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs, mainly located outside the State, and delivered through high-pressure transmission pipelines. The natural gas transportation system is a nationwide network and, therefore, resource availability is typically not an issue. Natural gas satisfies almost one-third of the State's total energy requirements and is used in electricity generation, space heating, cooking, water heating, industrial processes, and as transportation fuel. Natural gas is primarily measured in terms of cubic feet (cf), or millions of cubic feet (MMcf), as well as in terms of BTU and Therms.[27]

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24 California Energy Commission (CEC), *2023 Integrated Energy Policy Report Update*, https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2023-integrated-energy-policy-report. Accessed August 2025.

25 Southern California Edison (SCE), "Our Service Territory," https://www.sce.com/about-us/who-we-are/leadership/our-service-territory#:~:text=Our%20Service%20Territory&text=As%20one%20of%20the%20nation's,central%2C%20coastal%20and%20Southern%20California. Accessed August 2025.

26 SCE, "Electric Company ESG/Sustainability Quantitative Information," October 23, 2023, https://download.edison.com/406/files/20239/EIX%20ESG_Template_Version_1_Quantitative_vF%202023%2010%2023.pdf?Signature=D%2BMaWBcyodbYSMQGTjWRYFaiOOo%3D&Expires=1725042673&AWSAccessKeyId=AKIAJX7XEOOELCYGIVDQ&versionId=VTDYff0IP5KsaSzISo0EOUroQydqppQo&response-content-disposition=attachment. Accessed August 2025.

27 One Therm is equivalent to 100,000 British thermal units (BTU) or 100 kBTU. A Therm is approximately the energy equivalent of burning 100 cubic feet (1 cf) of natural gas. The conversion of kBTU to cubic feet uses the factor of 1 cf to 1.037 kBTU.

According to the CEC's California Energy Consumption Database, the State of California consumed approximately 11,711 million Therms (11,711,000 Mcf) of natural gas in 2022,[28] with demand projected to rise to 11,900 million Therms (11,900,000 Mcf) in 2040,[29] the furthest year of currently available projections.

SoCalGas is the natural gas purveyor within the City. The SoCalGas service area reaches 21.1 million consumers through 5.9 million meters in more than 500 communities, covering an area of approximately 24,000 square miles throughout Central and Southern California.[30] The SoCalGas planning area had a natural gas throughput of 2,428 Mcf in 2023, with throughput projected to be 2,055 Mcf and capacity projected to be 3,775 Mcf in 2040, the furthest year of currently available projections.[31]

Statewide natural gas demand is projected to decline at an annual rate of 0.7 percent each year through 2040.[32] The decline in demand is due to modest economic growth, CPUC-mandated energy efficiency (EE) standards and programs, as well as Senate Bill (SB) 350 goals. Other factors that contribute to the downward trend are tighter standards created by revised Title 24 Codes and Standards, renewable electricity goals, a decline in core commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure (AMI). By comparison, the 2022 California Gas Report projected an annual decline in demand of 1.1 percent over the forecast horizon.[33] The forecasted deaccelerated decline in throughput demand is being driven by reduced energy efficiency and updated fuel substitution assumptions.

As shown in **Table 10**, the existing high school on the Project Site consumes approximately 3,562,458 kBTU of natural gas per year as estimated by CalEEMod and calculated in **Appendix 2.1.**

Petroleum-Based Fuel

Crude oil is a mixture of hydrocarbons that exists as a liquid in underground geologic formations and remains a liquid when brought to the surface.[34] Petroleum products are produced from the processing of crude oil and other liquids and include transportation-related fuels such as gasoline and diesel. Petroleum is a worldwide commodity. According to the U.S. Energy Information Administration (EIA), California consumed approximately 7,303,725 thousand barrels (306,756,450

28 CEC, *California Energy Consumption Database*, "Gas Consumption by County," https://ecdms.energy.ca.gov/gasbycounty.aspx. Accessed August 2025.

29 CEC, *Final 2023 Integrated Energy Policy Report Volume IV California Energy Demand Forecast*, https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2023-integrated-energy-policy-report. Accessed August 2025.

30 Southern California Gas (SoCalGas), "Company Profile," https://www.socalgas.com/about-us/company-profile. Accessed August 2025.

31 California Gas and Electric Utilities, *2024 California Gas Report*, https://www.socalgas.com/sites/default/files/2024-08/2024-California-Gas-Report-Final.pdf. Accessed August 2025.

32 California Gas and Electric Utilities, *2024 California Gas Report*, https://www.socalgas.com/sites/default/files/2024-08/2024-California-Gas-Report-Final.pdf. Accessed August 2025.

33 California Gas and Electric Utilities, *2022 California Gas Report*, https://www.socalgas.com/sites/default/files/Joint_Utility_Biennial_Comprehensive_California_Gas_Report_2022.pdf. Accessed August 2025.

34 United States Energy Information Administration (US EIA), "Frequently Asked Questions," https://www.eia.gov/tools/faqs/faq.php?id=40&t=6. Accessed August 2025.

thousand gallons or 42 gallons per barrel) of petroleum in 2022, the most recent year of publicly available data.[35] The EIA forecasts a national oil supply of 16.63 million barrels per day (mb/d) in 2025.[36] This equates to approximately 6,070 million barrels per year (mb/y) or 254,937 million gallons per year (mg/y).[37]

Over the last several decades, California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and greenhouse gas (GHG) emissions from the transportation sector, and reduce vehicle travel. Incentive programs, such as the CEC's Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP), are helping the State to reduce its dependency on gasoline. The CEC predicts that the demand for gasoline will continue to decline over the upcoming years and there will be an increase in the use of alternative fuels.[38]

Based on the current uses on the Project Site, it is estimated that the existing Project Site consumes approximately 190,929 gallons of petroleum (164,156 gallons of gasoline and 26,773 gallons of diesel) per year as estimated by CalEEMod and calculated in **Appendix 2.1** for transportation, and as shown in **Table 11**.

35 US EIA, Independent Statistics & Analysis, *Annual Energy Outlook 2020*, https://www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_fuel/html/fuel_use_pa.html&sid=US. Accessed August 2025.

36 US EIA, *Annual Energy Outlook 2023*, "Table 11. Petroleum and Other Liquids Supply and Disposition," https://www.eia.gov/outlooks/aeo/data/browser/#/?id=11-AEO2023&cases=ref2023&sourcekey=0. Accessed August 2025.

37 One oil barrel is equivalent to 42 gallons.

38 CEC, *Final 2023 Integrated Energy Policy Report Volume IV California Energy Demand Forecast*, https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2023-integrated-energy-policy-report Accessed August 2025.

Air Quality

Emissions are estimated using the most current CARB-approved, VCAPCD-recommended air quality modeling software, the California Emissions Estimator Model (CalEEMod version 2022.1.1.30), which is a Statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantity potential criteria pollutant and GHG emissions from a variety of land use projects. Detailed construction equipment lists, construction scheduling, and emissions calculations are provided in **Appendix 1.0: CalEEMod Air Quality Output Emission Files**.

Construction

Construction of the Project has the potential to generate temporary criteria pollutant emissions through the use of heavy-duty construction equipment and through vehicle trips generated from workers and haul trucks traveling to and from the Project Site. Mobile-source emissions, primarily NO_x, would result from the use of construction equipment. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of construction activity, and prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources.

Daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. The input values used in this analysis were adjusted to reflect the equipment used and construction schedule specific to the Project. The CalEEMod program uses the CARB on-road vehicle emissions model (EMFAC2021) to calculate the emission rates specific for Ventura County for construction-related employee vehicle trips and the CARB off-road emissions model (OFFROAD2011) to calculate emission rates for heavy truck operations. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour. Daily one-way truck trips were provided by the applicant based on the construction characteristics of the Project, and one-way worker and vendor trips are based on CalEEMod defaults. Vendor trips as determined by CalEEMod account for water trucks during construction. CalEEMod estimates the number of trips based on the size of the Project Site, the proposed land uses, and the number of pieces of construction equipment used. CalEEMod rounds this value to the nearest whole number. During construction of Area A, there would be 20 worker trips and 100 haul truck trips per day, during building construction there would be 484 worker trips and 76 vendor trips per day, during paving there would be 15 worker trips per day, and during architectural coating there would be 97 worker trips per day. During construction of Area C, there would be 15 worker trips and 16 haul truck trips per day, during grading there would be 20 worker trips and 75 haul truck trips per day, during building construction there would be 213 worker trips and 32 vendor trips per day, during paving there would be 115 trips per day, and during architectural coating there would be 43 trips per day.

In addition, CalEEMod default trip length data were used to assess roadway emissions from truck exhaust. The maximum daily emissions are estimated values for the worst-case day and do not represent the emissions that would occur for every day of Project construction. The maximum daily emissions are compared to the VCAPCD regional thresholds.

Fugitive dust emissions vary greatly during construction and are dependent on the amount and type of activity, silt content of the soil, and the weather. Vehicles moving over paved and unpaved surfaces, demolition, excavation, earth movement, grading, and wind erosion from exposed surfaces can all be sources of fugitive dust. The Project would be required to comply with VCAPCD *Rule 55*, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located within the Air Basin. Therefore, the following condition—required to reduce fugitive dust in compliance with VCAPCD *Rule 55*—was included in CalEEMod as a regulatory compliance measure.

Toxic Air Contaminants

The rational for not requiring a health risk assessment for construction activities is the limited duration of exposure to any short-term emissions generated during construction. Health effects from carcinogenic air toxics are identified and considered in terms of individual cancer risk. Specifically, "Individual Cancer Risk" is the likelihood that a person continuously exposed to concentrations of toxic air contaminants (TACs) over a 70-year lifetime will contract cancer based on the use of standard risk assessment methodology. Given that the greatest potential for diesel particulate emissions would only occur during excavation/grading activities (approximately 257 days for both Phases) and other construction activities (approximately 5 years) would result in reduced use of heavy-duty diesel construction equipment in comparison to excavation/grading activities, the Project would not result in a long-term (i.e., 70 year) source of toxic air contaminant (TAC) emissions. No residual TAC emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period (60 out of 840 months of a 70-year lifetime), further evaluation of construction TAC emissions is not warranted. Additionally, the Project would be required to comply with the applicable 2030 General Plan goal and policies, such as Policy ER-14.4 which requires proper maintenance of all construction equipment to be tuned to meet EPA, CARB, and VCAPCD emissions requirements.

Odors

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are short-term in nature and the odor emissions are expected to cease upon the drying or hardening of the odor-producing materials.

Operation

The operations-related criteria for air quality impacts created by the proposed Project have been analyzed using CalEEMod. The operating emissions were based on the year 2033, which is the first year following construction when the Project is expected to be fully operational. The operations emissions worksheets from the CalEEMod model are provided in **Appendix 1.0**. The CalEEMod

model analyzes operational emissions from area sources, energy usage, and mobile sources, which are discussed below.

Mobile

Operation of the Project has the potential to generate criteria pollutant emissions through vehicle trips traveling to and from the Project Site. The weekday, Saturday and Sunday daily trips were estimated for the Project by Fehr & Peers[39] and were developed using trip generation rates from the Institute of Transportation Engineers (ITE) publication entitled Trip Generation, 11th Edition. In calculating mobile-source emissions, trip-length values were based on the distances provided in CalEEMod.

Area

In addition, emissions would result from area sources on site, such as natural gas combustion, landscaping equipment, and use of consumer products. Area-source emissions are based on natural gas (building heating and water heaters), landscaping equipment, and consumer product (including paint) usage rates provided in CalEEMod. As specifics were not known about the landscaping equipment fleet, CalEEMod defaults were used to estimate emissions from landscaping equipment. Natural gas usage factors in CalEEMod are based on the California Energy Commission's California Commercial End Use Survey (CEUS) data set,[40] which provides energy demand by building type and climate zone. No other changes were made to the default area source parameters.

Energy

Energy usage includes emissions from the generation of electricity and natural gas used on site. No changes were made to the default energy usage parameters.

Greenhouse Gas

The analysis of the Project's GHG emissions consists of a quantitative analysis of the GHG emissions generated by the construction and operation activities and a qualitative analysis of the proposed Project's consistency with adopted GHG-related legislation, plans, and policies. This approach is in accordance with CEQA Guidelines Section 15064.4(a), which affirms the discretion of a lead agency to determine, in the context of a particular project, whether to use quantitative and/or qualitative methodologies to determine the significance of a project's impacts.

Emissions Inventory Modeling

The total GHG emissions from the Project were quantified to determine the level of the Project's estimated annual GHG emissions. As with the Air Quality section calculations, construction emissions were estimated using CalEEMod by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the

39 Fehr & Peers. *Maulhardt-Stiles sub-Neighborhood Plan Project Traffic Analysis*. June 27, 2025.

40 California Energy Commission, "Commercial End Use Survey," accessed August 2025, https://www.energy.ca.gov/publications/2023/2022-california-commercial-end-use-survey-ceus-final-report.

mobile-source emissions factors. The modeling used the same input values as previously discussed under the methodology section for air quality. Detailed construction equipment lists, construction scheduling, and emissions calculations are provided in **Appendix 1.0.**

CalEEMod was also used to estimate operational GHG emissions from electricity, natural gas, solid waste, water and wastewater, and landscaping equipment. CalEEMod calculates energy use from systems covered by Title 24—Building Energy Efficiency Standards of the Energy Code[41] (e.g., heating, ventilation, and air conditioning [HVAC] system, water heating system, and lighting system); energy use from lighting; and energy use from office equipment, appliances, plug-ins, and other sources not covered by Title 24 or lighting. Mobile-source emissions were estimated based on the CARB EMFAC model. For mobile sources, CalEEMod was used to generate the vehicle miles traveled during Project operation.

With regard to energy demand, the consumption of fossil fuels to generate electricity and to provide heating and hot water generates GHG emissions. Energy demand rates were estimated based on square footage as well as predicted water supply needs for this use. Energy demand (off-site electricity generation and on-site natural gas consumption) for the Project was calculated within CalEEMod using the CEC's CEUS data set, which provides energy demand by building type and climate zone.

Emissions of GHGs from solid waste disposal were also calculated using CalEEMod software. The emissions are based on the waste disposal rate for the land uses, the waste diversion rate, and the GHG emission factors for solid waste decomposition. The GHG emission factors, particularly for methane, depend on characteristics of the landfill, such as the presence of a landfill gas capture system and subsequent flaring or energy recovery. The default values, as provided in CalEEMod, for landfill gas capture (e.g., no capture, flaring, energy recovery), which are Statewide averages, were used in this assessment.

Emissions of GHGs from water and wastewater result from the required energy to supply and distribute the water and treat the wastewater. Wastewater also results in emissions of GHGs from wastewater treatment systems. Emissions are calculated using CalEEMod and are based on the water usage rate for the proposed use; the electrical intensity factors for water supply, treatment, and distribution and for wastewater treatment; the GHG emission factors for the electricity utility provider; and the emission factors for the wastewater treatment process.

2022 Scoping Plan Update

Appendix D, Local Actions, of the 2022 Scoping Plan Update includes "recommendations intended to build momentum for local government actions that align with the State's climate goals, with a focus on local GHG reduction strategies (commonly referred to as climate action planning) and

41 CEC. *2022 Building Energy Efficiency Standards*. Title 24, Part 6, and Associated Administrative Regulations in Part 1. *2022 Building Energy Efficiency Standards for Residential and Nonresidential Buildings*, accessed August 2025, https://www.energy.ca.gov/sites/default/files/2022-08/CEC-400-2022-010_CMF.pdf.

approval of new land use development projects, including through environmental review under the California Environmental Quality Act (CEQA)." (Page 4 of Appendix D.)

The State encourages local governments to adopt a CEQA-qualified CAP addressing the three priority areas (transportation electrification, VMT reduction, and building decarbonization). However, the State recognizes that almost 50% of jurisdictions do not have an adopted CAP, among other reasons because they are costly, requiring technical expertise, staffing, funding. Additionally, CAPs need to be monitored and updated as State targets change and new data is available. Jurisdictions that wish to take meaningful climate action (such as preparing a non-CEQA-qualified CAP or as individual measures) aligned with the State's climate goals in the absence of a CEQA-qualified CAP are advised to look to the three priority areas when developing local climate plans, measures, policies, and actions: (transportation electrification, VMT reduction, and building decarbonization). "By prioritizing climate action in these three priority areas, local governments can address the largest sources of GHGs within their jurisdiction." (Page 9 of Appendix D.)

The State also recognizes in Appendix D, Local Actions, of the Scoping Plan that each community or local area has distinctive situations and local jurisdictions must balance the urgent need for housing[42] while demonstrating that a Project is in alignment with the State's Climate Goals. The State calls for the climate crisis and the housing crisis to be confronted simultaneously. Jurisdictions should avoid creating targets that are impossible to meet as a basis to determine significance. Ultimately, targets that make it more difficult to achieve statewide goals by prohibiting or complicating projects that are needed to support the State's climate goals, like infill development, low-income housing or solar arrays, are not consistent with the State's goals. The State also recognizes the lead agencies' discretion to develop evidence-based approaches for determining whether a project would have a potentially significant impact on GHG emissions.

Energy

Construction energy consumption would result from transportation fuels (e.g. petroleum) used for haul trucks, heavy-duty construction equipment, construction workers traveling to and from the proposed Project, electricity consumed to convey water for dust control, and any electrically driven construction equipment.

Construction activities could vary substantially from day to day, depending on the specific type of construction activity and the number of workers and vendors that would travel to the proposed Project. This analysis considered these factors and provided the estimated maximum construction energy consumption for the purposes of evaluating the associated impacts on energy resources. The anticipated construction schedule is discussed below in **Table 12: Project Construction Schedule.**

[42] The State recognizes the need for 2.5 million housing units over the next eight years, with one million being affordable units. See page 20, Appendix D, *2022 Scoping Plan Update, November 2022*

Construction fuel use was forecasted by assuming a conservative estimate of construction activities and applying mobile source emission factors. Construction of the proposed Project includes construction of both Area A and Area C. Both areas were conservatively assumed to occur concurrently. Construction of Area A would consist of four phases: Grading, Building Construction, Paving, and Architectural Coating, and Area C would consist of five phases: Demolition, Grading, Building Construction, Paving, and Architectural Coating. Construction electricity use was estimated based on electricity that would be used in association with the conveyance of water used for dust control, and on a limited basis, powering lights during each construction phase. Similar to Air Quality and Greenhouse Gases, the CalEEMod emissions model was used to estimate the proposed Project's energy use.

Construction

Electricity

Construction electricity was estimated for construction equipment that would use electricity as an alternative to diesel fuel, and for water usage from dust control. In addition, electricity from water conveyance for dust control was also calculated based on the estimated exposed area and water needs to cover the area during construction activity. Default CalEEMod water electricity intensity factors were used to convert the volume of water needed to electricity demand from water conveyance.

Natural Gas

Construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. Accordingly, natural gas is not expected to be consumed in large quantity during Project construction. Therefore, natural gas associated with construction activities was not calculated.[43]

Transportation Fuels

Fuel consumption from on-site heavy-duty construction equipment was calculated based on the equipment mix and usage factors provided in the CalEEMod construction output files. The total horsepower was then multiplied by fuel usage estimates per horsepower-hour from CARB's off-road vehicle (OFFROAD) model. Fuel consumption from construction on-road worker, vendor, and delivery/haul trucks was calculated using the trip rates and distances provided in the emissions modeling worksheets and CalEEMod construction output files. Total VMT for these on-road vehicles were then calculated for each type of construction-related trip and divided by the corresponding county-specific miles per gallon factor using CARB's Emission Factor (EMFAC) model. EMFAC provides the total annual VMT and fuel consumed for each vehicle type. CalEEMod assumed trip lengths were used for worker commutes while vendor, management visits, concrete, and haul truck

43 In general, natural gas would not be expected to be used and this energy analysis assumes heavy-duty construction equipment is diesel-fueled, as is typically the case. However, natural gas-fueled heavy-duty construction equipment could be used to replace some diesel-fueled heavy-duty construction equipment. If this does occur, diesel fuel demand would be slightly reduced and replaced by a small amount of temporary natural gas demand. This would not substantially affect the energy analysis or conclusions provided herein.

trips were taken from emissions modeling worksheets that used EMFAC emission factors. Consistent with CalEEMod, construction worker trips were assumed to include a mix of light duty gasoline automobiles and light duty gasoline trucks. Construction vendor trucks were assumed to be a mix of medium-heavy-duty and heavy-duty diesel trucks and concrete and haul trucks were assumed to be heavy-duty diesel trucks.

The energy usage required for Project construction has been estimated based on the number and type of construction equipment that would be used during Project construction by assuming a conservative estimate of construction activities (i.e., maximum daily equipment usage levels). Energy for construction worker commuting trips has been estimated based on the predicted number of workers for the various phases of construction and the estimated VMT based on the conservative values in the CalEEMod and EMFAC models. The assessment also includes a discussion of the Project's compliance with relevant energy-related regulatory requirements that would minimize the amount of energy usage during construction.

The construction equipment and haul trucks would likely be diesel-fueled, while the construction worker commute vehicles would primarily be gasoline-fueled. For the purposes of this assessment, it is conservatively assumed that all heavy-duty construction equipment and haul trucks would be diesel-fueled. The estimated fuel economy for heavy-duty construction equipment is based on fuel consumption factors from the CARB OFFROAD emissions model, which is a State-approved model for estimating emissions from off-road heavy-duty equipment. The estimated fuel economy for haul trucks and worker commute vehicles is based on fuel consumption factors from the CARB EMFAC emissions model, which is a State-approved model for estimating emissions on-road vehicles and trucks. Both OFFROAD and EMFAC are incorporated into CalEEMod. However, fuel consumption for worker, vendor, and concrete/haul trucks were calculated outside of CalEEMod using emission factors from EMFAC to provide a more detailed and accurate account of truck fuel consumption.

Operation

Operational emissions were based on the full buildout of the Project, accounting for the operation of 950 residential dwelling units, 40,000 square feet of commercial uses, parks, and Del Sol High School operating at full capacity of 2,500 students.

Electricity

The Project's estimated electricity demand was analyzed relative to SCE existing and planned energy supplies in 2033 (i.e., the Project buildout year) to determine if the utility would be able to meet the Project's energy demands. Annual consumption of electricity (including electricity usage associated with the supply and conveyance of water) from Project operation was calculated using demand factors provided in CalEEMod based on Title 24 standards. Energy usage from water demand (e.g., electricity used to supply, convey, treat, and distribute) was estimated based on new buildings and facilities. The assessment also includes a discussion of the Project's compliance with relevant energy-related regulations and its land use transportation characteristics that would minimize the amount of energy usage during operations.

Natural Gas

The Project's estimated natural gas demand was analyzed relative to SoCalGas' existing and planned energy supplies in 2033 (i.e., the Project buildout year) to determine if the utility would be able to meet the Project's energy demands. to determine if the utility would be able to meet the Project's energy demands.

Transportation Fuels

Energy for transportation from Project patrons traveling to and from the Project Site is estimated based on the predicted number of trips to and from the Project Site. The transportation fuel demand associated with trips from the Project was accounted for in the Project's operational transportation fuel demand for the purposes of this energy analysis.

Air Quality

CEQA Air Quality Impact Review Criteria

In accordance with the City's CEQA Guidelines, implementation of the Project would result in a potentially significant impact if it were to:

- Conflict with or obstruct implementation of the Ventura County AQMP;
- Result in a cumulatively considerable net increase of any criteria pollutant in excess of quantitative thresholds recommended by VCAPCD?;
- Expose sensitive receptors to substantial pollutant concentrations; and/or
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Where available, the significance criteria established by the applicable AQMD or Air Pollution Control District (APCD) may be relied upon to make the significance determinations.

Significance Criteria

The determination of a project's significance on air quality shall be made considering the factors provided in the City of Oxnard CEQA Guidelines.[44] Additional guidance in determining the potential significance of air emissions from a project is provided by the VCAPCD Air Quality Assessment Guidelines. Specific numerical criteria applicable to the City of Oxnard planning area and other guidance in determining significance are summarized below.

Ozone and Ozone Precursors

For both Volatile Organic Compounds (VOC) and Nitrogen Oxides (NO_x), the VCAPCD recommends use of an operational threshold of 25 pounds per day. The VCAPCD has not recommended a specific numerical criterion for construction, as emissions are considered to be temporary. However, construction-related emissions should be mitigated if estimates of VOC and NO_x emissions from the heavy-duty construction equipment exceeds 25 pounds per day. An emissions inventory program (such as the latest version of the California Emissions Estimator Model [CalEEMod]) should be used to estimate the amounts of pollutants that may be associated with a project. As a screening tool, the Air Quality Assessment Guidelines provide a listing of project sizes that are likely to result in emissions above the 25 pounds per day thresholds. The screening limits for land uses and for future years are found in the most recent version of the VCAPCD Air Quality Assessment Guidelines.

44 City of Oxnard, *CEQA Significance Threshold Guidelines,* December 2024, accessed September 2025, https://www.oxnard.gov/wp-content/uploads/Final-CEQA-Threshold-Guidelines-2024-and-Resolutions.pdf

Fugitive Dust

The VCAPCD has not recommended a specific numerical criterion for fugitive dust. The qualitative threshold is described in the VCAPCD Air Quality Assessment Guidelines:

A project that may be reasonably expected to generate fugitive dust emissions in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which may endanger the comfort, repose, health, or safety of any such person or the public, or which may cause, or have a natural tendency to cause, injury or damage to business or property (see California Health and Safety Code, Division 26, §41700) will have a significant adverse air quality impact.

Most of the concern regarding fugitive dust focuses on construction activities, and measures to minimize dust generation from grading and construction.

San Joaquin Valley Fever

From the Air Quality Assessment Guidelines:

VCAPCD has not recommended a quantitative threshold for a significant San Joaquin Valley Fever impact. However, listed below are factors that may indicate a project's potential to create significant Valley Fever impacts:

- Disturbance of the top soil of undeveloped land (to a depth of about 12 inches)
- Dry, alkaline, sandy soils
- Virgin, undisturbed, non-urban areas
- Windy areas
- Archaeological resources probably or known to exist in the area (Native American midden sites)
- Special events (fairs, concerts) and motorized activities (motorcross track, All Terrain Vehicle activities) on unvegetated soil (non-grass)
- Non-native population (i.e., out-of-area construction workers)

The lead agency should consider the factors above that are applicable to the project or the Project Site.

Asbestos

The U.S. EPA and the State of California list asbestos as a toxic air contaminant. Potential exposure to asbestos is most likely to occur in conjunction with the demolition of buildings constructed before 1979. Demolition or renovation activities involving asbestos materials are subject to the National Emissions Standards for Hazardous Air Pollutants (NESHAP) regulations. Rule 62.7 in the VCAPCD Rules and Regulations relates to demolition and renovation activities involving asbestos.

Odors

VCAPCD has not recommended a specific numerical criterion or procedure for odors. The qualitative threshold is described in the VCAPCD Air Quality Assessment Guidelines:

A qualitative assessment indicating that a project may reasonably be expected to generate odorous emissions in such quantities as to cause detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which may endanger the comfort, repose, health, or safety of any such person or the public, or which may cause, or have a natural tendency to cause, injury or damage to business or property (see California Health and Safety Code, Division 26, §41700) will have a significant adverse air quality impact.

The Air Quality Assessment Guidelines provide a definition of significant odor impact in terms of the numbers of complaints received – but this is of no predictive value in assessing new projects. There is a tabulation of "screening distances" in the Air Quality Assessment Guidelines (Table 6-3) for various odorous land uses that may cause an odor impact at receptor locations. The distances are all one or two miles, and they are associated with a wide variety of industrial, agricultural, and waste management facilities.

Greenhouse Gas

CEQA Air Quality Impact Review Criteria

In accordance with the City's CEQA Guidelines, implementation of the Project would result in a potentially significant impact if it were to:

- *Generate greenhouse gas emissions that either directly or indirectly, may have a significant impact on the environment;*
- *Conflict with an appliable plan, policy, or regulation adopted for the purpose of reducing the emission of GHG?*

Significance Criteria

AS discussion above in Section E. Methdology, the determination of a project's significance on GHG emission shall be made considering the factors provided in the City of Oxnard CEQA Guidelines.[45] According to the City of Oxnard CEQA Guidelines, projects can tier from a qualified GHG reduction plan, which allows for project-level evaluation of GHG emissions through the comparison of a project's consistency with the GHG reduction policies included in a qualified GHG reduction plan. The City of Oxnard has not adopted a numerical significance threshold for assessing impacts related to GHG emissions but has an adopted CAAP for reduction of GHG emissions. Neither the VCAPCD, California Office of Planning and Research, CARB, California Air Pollution Control Officers Associated, nor any other state or applicable regional agency has adopted a numerical significance threshold for assessing GHG emissions that is applicable to the proposed project.

45 City of Oxnard, *CEQA Significance Threshold Guidelines,* December 2024, accessed September 2025, https://www.oxnard.gov/wp-content/uploads/Final-CEQA-Threshold-Guidelines-2024-and-Resolutions.pdf

In the absence of any adopted numeric threshold, the significance of the proposed project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b) by considering whether the proposed project complies with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Therefore, the significance of the proposed project's potential impacts regarding GHG emissions and climate change is evaluated based on consistency with plans and policies adopted for the purposes of reducing GHG emissions and mitigating the effects of climate change. The most directly applicable adopted regulatory plans to reduce GHG emissions are the State of California's 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan), SCAG's 2024-2050 RTP/SCS, the City of Oxnard General Plan, and the City of Oxnard CAAP. These regulatory plans are described in the Consistency with Applicable Plans and Policies section below. GHG emissions from the construction and operation of the proposed project are provided for informational purposes.

Energy

CEQA Air Quality Impact Review Criteria

In accordance with the City's CEQA Guidelines, implementation of the Project would result in a potentially significant impact if it were to:

- *Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation;*
- *Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?*

Significance Criteria

The City of Oxnard CEQA Significance Threshold Guidelines that the Project would be significant if the Project were to conflict with or obstruct a State or local plan for renewable energy or energy efficiency. [46] As such, this analysis addresses the Project's consistency with the applicable goals and policies related to energy. In addition, this analysis addresses the Project's potential energy usage, including electricity, natural gas, and transportation fuel. Energy consumption during both construction and operation is assessed. Specific analysis methodologies are discussed below. Energy calculations are provided in **Appendix 2.0: Energy Calculations,** which are based on the same assumptions as are used in the Air Quality and Greenhouse Gas Emissions analysis.

46 City of Oxnard, *CEQA Significance Threshold Guidelines,* December 2024, accessed September 2025, https://www.oxnard.gov/wp-content/uploads/Final-CEQA-Threshold-Guidelines-2024-and-Resolutions.pdf

Emissions of air pollutants were estimated for construction and operation of the Project. In California, CAPCOA recommends the use of CalEEMod to calculate and organize emissions data for new development projects. CalEEMod is a program that relies on project-specific information pertaining to geographic setting, utility service provision, construction scheduling and equipment inventory, and operational design features to generate estimates of air pollutant and GHG emissions.

Table 12: Project Construction Schedule identifies the dates and durations of each of the activities that will take place during construction, as well as a brief description of the scope of work. Future dates represent approximations based on the general Project timeline and are subject to change pending unpredictable circumstances that may arise. It is important to note, Project delays that affect the corresponding time period in which construction activities would occur compared to the analysis time period would result in lower emissions due to newer equipment, regulatory requirements, and greater engine efficiencies. Therefore, the reported construction emissions are overstated compared to the emissions associated with a delayed construction schedule.

Additionally, construction of Del Sol High School in Area began in 2020. The main classroom buildings are built and the school is currently operating at half capacity. It is anticipated that construction of the remaining facilities at Del Sol High School High School will be completed by the end of 2025, prior to the start of construction in Areas A and C.

TABLE 12: PROJECT CONSTRUCTION SCHEDULE

Construction Activity	Approximate Start Date	Approximate End Date	Duration (Days)	Description
		Area B		
Building Construction	1/1/2020	12/31/2025	2,191	Completion of the existing Del Sol High School
		Area A		
Grading	1/1/2027	9/1/2027	174	Grading of Project Site (Export of 212,000 cubic yards of soil)
Building Construction	9/2/2027	12/3/2031	1,110	Construction of Proposed Project
Paving	12/4/2031	3/4/2032	65	Paving of asphalt surfaces
Architectural Coating	12/4/2031	9/4/2032	197	Application of architectural coatings to building materials
		Area C		
Demolition	1/1/2027	1/29/2027	20	Demolition of existing structures (30,000 square feet of structures)
Grading	1/30/2027	3/12/2027	30	Grading of Project Site (Export of 18,000 cubic yards of soil)
Building Construction	3/13/2027	5/6/2028	300	Construction of Proposed Project
Paving	5/7/2028	6/3/2028	20	Paving of asphalt surfaces
Architectural Coating	5/7/2028	9/9/2028	90	Application of architectural coatings to building materials

*Source: Refer to **Appendix 1.2: Proposed Project Construction Emissions (Area A) and 1.3 Proposed Project Construction Emissions (Area C)***

Air Quality

Construction

Construction emissions for Del Sol High School were previously analyzed in the Oxnard Union High School District (OUHSD) New High School No. 8 Environmental Impact Report (EIR).[47] The maximum emissions identified in the OUHSD New High School No. 8 EIR are shown in **Table 13: Maximum Del High School Construction Emissions With Mitigation**.

The VCAPCD has not recommended a specific numerical criterion for construction, as emissions are considered to be temporary, however the VCAPCD recommends construction-related emissions should be mitigated if estimates of VOC and NO_x emissions from the heavy-duty construction equipment exceeds the operational threshold of 25 pounds per day. As shown in **Table 13**, emissions related to VOC and NOx would exceed recommended thresholds during construction.

Emissions from the construction of Del Sol High School were found to be less than significant due to the temporary nature of construction emissions.

For this reason, the OUHSD New High School No. 8 EIR included mitigation, identified as MM AQ-1 (of the OUHSD New High School No. 8 EIR) to further minimize fugitive dust emissions in compliance with the Oxnard General Plan and VCAPCD and to ensure compliance with VCAPCD Rules and CARB off-road regulations in accordance with VCAPCD recommendations for construction emissions exceeding the county's thresholds of significance of 25 pounds per day for VOC and NO_x. With compliance with the previously identified mitigation, impacts from the construction of Del Sol High School were found to be less than significant.

TABLE 13: MAXIMUM DEL SOL HIGH SCHOOL CONSTRUCTION EMISSIONS WITH MITIGATION

Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	pounds/day					
2025	283.2	65.9	74.7	0.7	10.4	5.5
VCAPCD Mass Daily Threshold	*25*	*25*	—	—	—	—
Threshold exceeded?	**Yes**	**Yes**	No	No	No	No

Notes: Totals in table may not appear to add exactly due to rounding in the computer model calculations.

CO = carbon monoxide; NOx = nitrogen oxides; PM_{10} = particulate matter less than 10 microns; $PM_{2.5}$ = particulate matter less than 2.5 microns; SOx = sulfur oxides; VOC = volatile organic compounds.

Source: Oxnard Union High School District. Draft Environmental Impact Report New High School No. 8. https://files.ceqanet.opr.ca.gov/64030-2/attachment/Hgni8w7hLuA--vUekhSzn9XYr0Sm3HeBZzNz0glEgLi2hyCNwU3RKEqpKLaz0TSjMy-QTA2bLkKSYlvb0. Accessed March 2025.

An assessment of air pollutant emissions was prepared for Area A and Area C utilizing the construction schedule in **Table 12**. **Table 14: Project Construction Diesel Equipment Inventory** displays the construction equipment required for each activity as described in **Table 12**. Due to

47 Oxnard Union High School District. *Draft Environmental Impact Report New High School No. 8*. https://files.ceqanet.opr.ca.gov/64030-2/attachment/Hgni8w7hLuA--vUekhSzn9XYr0Sm3HeBZzNz0glEgLi2hyCNwU3RKEqpKLaz0TSjMy-QTA2bLkKSYlvb0. Accessed March 2025.

limited construction information available during the preparation of this analysis, default equipment inventory assumptions were utilized. CalEEMod will populate the default equipment list provided below based on proposed land uses. CalEEMod generates defaults for the fuel type, engine tier, number of equipment operating per day, daily operational hours per equipment, and the equipment horsepower and load factor. Under regulatory compliance measures in CalEEMod, construction would be required to adhere to VCAPCD Rule 55 (Fugitive Dust) and Rule 74.2 (Architectural Coatings). Additionally, as shown in **Table 12**, construction of Area A and Area C are conservatively estimated to occur at the same time. As such, the emission estimates provided below account for maximum emissions of both construction phases occurring concurrently. As mentioned above, the remaining construction of the Del Sol School High School site, Area B, would be completed by the end of 2025, prior to the start of construction of Area A and Area C. Construction details for Del Sol High School are provided in the OUSHD New School No. 8 EIR.[48]

TABLE 14: PROJECT CONSTRUCTION DIESEL EQUIPMENT INVENTORY

Phase	Off-Road Equipment Type	Amount	Daily Hours	Horsepower [HP] (Load Factor)
	Area A			
Grading	Graders	1	8	148 (0.41)
	Excavators	2	8	36 (0.38)
	Tractors/Loaders/Backhoes	2	8	84 (0.37)
	Scrapers	2	8	423 (0.48)
	Rubber Tired Dozers	1	8	367 (0.40)
	Forklifts	3	8	82(0.20)
	Generator Sets	1	8	14(0.74)
	Cranes	1	7	367(0.29)
Building Construction	Welders	1	8	46(0.45)
	Tractors/Loaders/Backhoes	3	7	84(0.37)
	Pavers	2	8	81(0.42)
	Paving Equipment	2	8	89(0.36)
	Rollers	2	8	36(0.38)
Architectural Coating	Air Compressors	1	6	37(0.48)
	Area C			
Demolition	Rubber Tired Dozers	2	8	148 (0.41)
	Excavators	3	8	36 (0.38)
	Concrete/Industrial Saws	1	8	84 (0.37)
Grading	Graders	1	8	423 (0.48)
	Excavators	2	8	367 (0.40)
	Tractors/Loaders/Backhoes	2	8	82(0.20)
	Scrapers	2	8	14(0.74)
Building Construction	Rubber Tired Dozers	1	8	367(0.29)
	Forklifts	3	8	46(0.45)

48 Oxnard Union High School District. *Draft Environmental Impact Report New High School No. 8*. https://files.ceqanet.opr.ca.gov/64030-2/attachment/Hgni8w7hLuA--vUekhSzn9XYr0Sm3HeBZzNz0glEgLi2hyCNwU3RKEqpKLaz0TSjMy-QTA2bLkKSYlvb0. Accessed March 2025.

TABLE 14: PROJECT CONSTRUCTION DIESEL EQUIPMENT INVENTORY

Phase	Off-Road Equipment Type	Amount	Daily Hours	Horsepower [HP] (Load Factor)
	Generator Sets	1	8	84(0.37)
	Cranes	1	7	81(0.42)
	Welders	1	8	89(0.36)
	Tractors/Loaders/Backhoes	3	7	36(0.38)
	Pavers	2	8	37(0.48)
Paving	Paving Equipment	2	8	148 (0.41)
	Rollers	2	8	36 (0.38)
Architectural Coating	Air Compressors	1	6	84 (0.37)

*Source: Refer to **Appendix 1.2: Proposed Project Construction Emissions (Area A) and 1.3 Proposed Project Construction Emissions (Area C)***

Maximum daily emissions of air pollutants during construction of Area A and Area C the Project were calculated using CalEEMod. Construction activities involving grading and excavation would primarily generate $PM_{2.5}$ and PM_{10} emissions. Additionally, approximately 212,000 cubic yards of soil would be imported during the grading of Area A and 18,000 cubic yards of soil would be imported during Area C. Mobile sources (such as diesel-fueled equipment on site and vehicles traveling to and from the Project Site) would primarily generate NO_x emissions. The application of architectural coatings would primarily result in the release of VOC emissions.

Table 15: Maximum Area A and Area C Construction Emissions identifies daily emissions that are estimated for peak construction days for each construction year. It is important to note, emissions presented in **Table 15** do not include regulatory compliance measures such as construction equipment controls (Tier 3 emissions standards with Level 3 DPF per CARB requirements).[49] As discussed above, the VCAPCD has not recommended a specific numerical criterion for construction, as emissions are considered to be temporary. However, construction-related emissions should be mitigated if estimates of VOC and NO_x emissions from the heavy-duty construction equipment exceeds 25 pounds per day. As shown in **Table 15**, construction-related emissions would exceed the 25 pounds per day for VOC and NO_x without the implementation of mitigation measures.

49 CARB. *Guide to Off-Road Vehicle & Equipment Regulations*. Accessed March 2025. https://ww3.arb.ca.gov/msprog/offroadzone/pdfs/offroad_booklet.pdf.

TABLE 15: MAXIMUM AREA A AND AREA C CONSTRUCTION EMISSIONS WITHOUT MITIGATION

Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	pounds/day					
	Area A					
2027	3.1	34.4	40.4	0.1	7.4	2.6
2028	2.9	13.5	38.8	<0.1	7.3	2.0
2029	2.8	13.0	37.1	<0.1	7.3	1.9
2030	2.5	12.4	35.7	<0.1	7.3	1.9
2031	24.0	11.9	34.1	<0.1	7.3	1.9
2032	24.0	7.1	15.0	<0.1	1.7	0.5
	Area C					
2027	3.1	32.2	29.9	0.1	5.1	2.4
2028	22.8	10.9	24.3	<0.1	3.4	1.0
Maximum	**24.0**	**34.4**	**40.4**	**0.1**	**7.4**	**2.6**
VCAPCD Mass Daily Threshold	*25*	*25*	—	—	—	—
Threshold exceeded?	**No**	**Yes**	No	No	No	No

Notes: Totals in table may not appear to add exactly due to rounding in the computer model calculations.
CO = carbon monoxide; NOx = nitrogen oxides; PM_{10} = particulate matter less than 10 microns; $PM_{2.5}$ = particulate matter less than 2.5 microns; SOx = sulfur oxides; VOC = volatile organic compounds.

Source: Refer to **Appendix 1.2**: Proposed Project Construction Emissions (Area A) and **Appendix 1.3:** Proposed Project Construction Emissions (Area C).

Consistent with VCAPCD recommendations, the proposed Project would implement **MM AQ-1** to reduce air quality emissions during construction activities. **MM AQ-1,** described further below**,** would ensure that construction equipment used during construction of the project shall meet the U.S. EPA Tier 4 final standards, which would reduce construction emissions. In the event of specialized equipment use where Tier 4 equipment is not commercially available at the time of construction, the equipment shall, at a minimum, meet the Tier 3 standards. Zero-emissions construction equipment may be incorporated in lieu of Tier 4 final equipment. A copy of each equipment's certified tier specification or model year specification shall be available to the City upon request at the time of mobilization of each piece of equipment. As shown in **Table 16: Maximum Construction Emissions With Mitigation**, air quality emission would not exceed 25 pounds per day for VOC and NOx with the implementation of **MM AQ-1**. Construction impacts would be less than significant with mitigation.

TABLE 16: MAXIMUM AREA A AND AREA C CONSTRUCTION EMISSIONS WITH MITIGATION

Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	pounds/day					
Area A						
2027	2.4	13.5	42.4	0.1	7.1	1.8
2028	2.3	7.6	40.8	<0.1	7.1	1.8
2029	2.3	7.4	39.1	<0.1	7.1	1.8
2030	2.0	7.5	37.7	<0.1	7.1	1.8
2031	23.7	6.4	36.1	<0.1	7.1	1.8
2032	23.7	3.3	15.7	<0.1	1.5	0.4
Area C						
2027	1.3	11.4	38.0	0.1	4.3	0.8
2028	22.5	5.0	26.3	<0.1	3.2	1.6
Maximum	**23.7**	**13.5**	**42.4**	**0.1**	**7.1**	**1.8**
VCAPCD Mass Daily Threshold	*25*	*25*	—	—	—	—
Threshold exceeded?	No	No	No	No	No	No

Notes: Totals in table may not appear to add exactly due to rounding in the computer model calculations.
CO = carbon monoxide; NOx = nitrogen oxides; PM_{10} = particulate matter less than 10 microns; $PM_{2.5}$ = particulate matter less than 2.5 microns; SOx = sulfur oxides; VOC = volatile organic compounds.

Source: Refer to **Appendix 1.2**: Proposed Project Construction Emissions (Area A) and **Appendix 1.3**: Proposed Project Construction Emissions (Area C).

Toxic Air Contaminants

The Project would comply with the CARB Air Toxics Control Measure that limits diesel-powered equipment and vehicle idling to no more than five minutes at a location and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of TACs during construction. The Project would also comply with the requirements of VCAPCD *Rule 62.7* if asbestos is found during renovation and construction activities. Therefore, impacts from TACs during construction would be less than significant and are not further assessed in this report.

San Joaquin Valley Fever

Nearby sensitive receptors, as well as workers at the Project Site, could be exposed to Valley Fever from fugitive dust generated during construction. There is the potential that cocci spores would be stirred up during excavation, grading, and earth-moving activities, exposing construction workers and nearby sensitive receptors to these spores and thereby to the potential of contracting Valley Fever. However, compliance with VCAPCD Rules 55, 55.1, and 55.2 during construction, which identify measures to reduce fugitive dust and is required to be implemented at all construction sites located within the jurisdiction of the VCAPCD. Compliance with the VCAPCD fugitive dust rule would reduce dust from construction of the proposed Project and would not expose nearby sensitive receptors to the Valley Fever fungus. Accordingly, impacts would be less than significant.

Additionally, the Project would be required to comply with the applicable 2030 General Plan goal and policies which include the following:

Goal ER-14: **Improved air quality and minimized adverse effects of air pollution on human health and the economy.**

Policy ER-14.4: Require all construction equipment to be maintained and tuned to meet appropriate EPA, CARB, and VCAPCD emissions requirements and when new emission control devices or operational modifications are found to be effective, such devices or operational modifications are required on construction equipment.

Policy ER-14.5: Require that the construction period be lengthened to minimize the number of vehicles and equipment operating at the same time during smog season (May through October).

Policy ER-14.6: Continue to require mitigation measures as a condition of obtaining building or use permits to minimize dust and air emissions impacts from construction.

Policy ER-14.8: Cooperate with other local, county, regional, and State agencies in implementing air quality plans to achieve State and Federal Ambient Air Quality Standards and in preparing, adopting, and implementing the SCAG Sustainable Communities Strategy (SB 375).

Policy ER-14.12: Consult with the VCAPCD during CEQA review for projects that require air quality impact analysis and ensure that the VCAPCD is on the distribution list for all CEQA documents.

Compliance with the above General Plan goals and policies would reduce potential emission of criteria pollutants. Therefore, construction of the Project would not generate any significant environmental impacts associated with air quality compliance.

Operation

As described above, the Sub-Neighborhood Plan would allow the development of up to 950 residential units, 40,000 square feet of commercial and retail uses, and approximately 12.9 acres of parks and open space. Operational emissions would result primarily from vehicles traveling to and from the Project Site. The results presented in **Table 17: Maximum Operational Emissions** are compared to the VCAPCD-established operational significance thresholds and represent the full buildout of the Sub-Neighborhood Plan area, including Area A, Area C, and Del Sol High School at full capacity in Area B. As shown in **Table 17**, the operational emissions would exceed the regional VOC and NO_x concentration thresholds. There are no feasible mitigation measures available to mitigate emissions likely to be generated by the operation of subsequent individual development projects in the proposed Sub-Neighborhood Plan Area to less than significant that would be consistent with the objectives of the Sub-Neighborhood Plan. Therefore, operation of the Project would contribute to an existing federal or state air quality standard violation and would have significant and unavoidable impacts.

TABLE 17: MAXIMUM OPERATIONAL EMISSIONS						
Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	pounds/day					
Mobile	2.4	1.3	13.4	<0.1	3.6	0.9
Area	29.1	0.5	55.9	<0.1	<0.1	<0.1
Energy	0.3	4.4	1.9	<0.1	0.4	0.4
Project Total (Areas A and C)	**31.7**	**6.2**	**71.2**	**0.1**	**4.0**	**1.3**
Total Del Sol High School Emissions (Area B)	13.8	22.8	68.1	0.2	22.2	6.1
VCAPCD Mass Daily Threshold	*25*	*25*	—	—	—	—
Total Emissions (Areas A, B and C)	**45.5**	**29.0**	**139.3**	**0.3**	**26.2**	**7.4**
Threshold exceeded?	**Yes**	**Yes**	No	No	No	No

Notes: Totals in table may not appear to add exactly due to rounding in the computer model calculations.

CO = carbon monoxide; NO_x = nitrogen oxides; PM_{10} = particulate matter less than 10 microns; $PM_{2.5}$ = particulate matter less than 2.5 microns; SO_x = sulfur oxides; VOC = volatile organic compounds.

*Source: Refer to **Appendix 1.4: Proposed Project Total Operational Emissions***

Odors

As shown in **Table 17**, the construction of the Project would result in emissions above the significance thresholds without the implementation mitigation measures. However, mandatory compliance with VCAPCD Rule 74.2 would limit the number of VOCs in architectural coatings and solvents. According to VCAPCD, while almost any source may emit objectionable odors, some land uses are more likely to produce odors because of their operation. Land uses more likely to produce odors include agriculture, chemical plants, composting operations, dairies, fiberglass molding manufacturing, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants. The Project does not contain any active manufacturing activities and would not convert current agricultural land to residential land uses. Therefore, objectionable odors would not be emitted by the proposed uses. Any unforeseen odors generated by the Project will be controlled in accordance with VCAPCD Rule 51 and Rule 55. As previously noted, Rule 51 prohibits the discharge of air contaminants that harm, endanger, or annoy individuals or the public; endanger the comfort, health or safety of individuals or the public; or cause injury or damage to business or property. Failure to comply with Rule 51 could subject the offending facility to possible fines and/or operational limitations in an approved odor control or odor abatement plan.

Mitigation Measures

The OUHSD New High School No. 8 EIR included the following mitigation measure to reduce short term emissions by minimizing fugitive dust emissions in compliance with the Oxnard General Plan, VCAPCD Rules, and CARB off-road regulations in order to ensure impacts would be less than significant.

MM AQ-1 (of the OUHSD New High School No. 8 EIR): In accordance with standard practice pursuant to the Oxnard General Plan, VCAPCD Rules, and CARB's off-road regulations during project construction the contractor shall ensure that:

- All soil excavated or graded shall be sufficiently watered to prevent excessive dust. Watering shall occur as needed with complete coverage of disturbed soil areas. Watering shall be a minimum of twice daily on unpaved/untreated roads and on disturbed soil areas with active operations.
- All clearing, earth moving, and excavation activities shall cease during periods of winds greater than 20 miles per hour (mph) (averaged over one hour), if disturbed material is easily windblown, or when dust plumes of 20% or greater opacity impact public roads, occupied structures, or neighboring property
- All fine material transported off-site shall be either sufficiently watered or securely covered to prevent excessive dust
- All haul trucks shall be required to exit the Site via an access point where a gravel pad or grizzly has been installed
- Stockpiles of soil or other fine loose material shall be stabilized by watering or other appropriate method to prevent wind-blown fugitive dust
- Once initial leveling has ceased, all inactive soil areas within the construction Site shall either be seeded and watered until plant growth is evident, treated with a dust palliative, or watered twice daily until soil has sufficiently crusted to prevent fugitive dust emission.

As shown in **Table 15** and **Table 17**, estimated construction and operational emissions from future development in the proposed Maulhardt-Stiles Sub-Neighborhood Plan area would exceed emissions thresholds. For this reason, the proposed Project would implement the following mitigation measures in order to reduce potential emissions from development in Areas A and C to the greatest degree feasible:

MM AQ-1 Construction Equipment. The applicant for an individual development project within the Maulhardt-Stiles Sub-Neighborhood Plan area shall ensure the following requirements are incorporated into applicable bid documents, purchase orders, and contracts. Contractors shall confirm the ability to supply the compliant construction equipment prior to any ground-disturbing and construction activities:

- Mobile off-road construction equipment (wheeled or tracked) greater than 50 hp used during construction of the project shall meet the U.S. EPA Tier 4 final standards. In the event of specialized equipment use where Tier 4 equipment is not commercially available at the time of construction, the equipment shall, at a minimum, meet the Tier 3 standards. Zero-emissions construction equipment may be incorporated in lieu of Tier 4 final equipment. A copy of each equipment's certified tier specification or model year specification shall be available to the City upon request at the time of mobilization of each piece of equipment.

Cumulative

Development of the Project in conjunction with any related projects near the Project would result in an increase in construction and operational emissions in an already urbanized area of the City.

However, cumulative air quality impacts from construction, based on VCAPCD guidelines, are not analyzed in a manner similar to project-specific air quality impacts. Instead, VCAPCD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project-specific impacts. According to VCAPCD, individual development projects that generate construction or operational emissions that exceed VCAPCD recommended daily regional or localized thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in nonattainment. With the implementation of regulatory compliance measures such as Rule 55 (Fugitive Dust) and Rule 74.2 (Architectural Coating), the Project's construction emissions are not expected to significantly contribute to cumulative emissions with the implementation of mitigation measures. However, the operation of the proposed Project would exceed VCAPCD daily emission thresholds for VOC and NO_x. While the impacts of vehicle emissions and related impacts are mitigable with payment of Transportation Demand Management (TDM) fees, not all operational emissions are mitigable. As such, the Project's contribution to cumulative air quality emissions in combination with any related projects would be cumulatively considerable.

Greenhouse Gas

Due to the lack of a specific GHG threshold included in the City's CEQA Guidelines, project characteristics are compared to applicable state, regional, and local policies aimed at GHG emission reduction. These include the CALGreen Standards, Appendix D of CARB's 2022 Scoping Plan, City of Oxnard CAAP, and Connect SoCal (2024 – 2050 Regional Transportation Plan/Sustainable Communities Strategy).

Construction GHG emissions for Del Sol High School were previously analyzed in the OUHSD New High School No. 8 EIR.[50] The construction emissions identified in the OUHSD New High School No. 8 EIR are shown in **Table 18: Del Sol High School Construction GHG Emissions.** As shown in **Table 18**, total construction emissions from Del Sol High School would be 2,947 metric tons of CO2e (MTCO2e). One-time, short-term emissions are converted to average annual emissions by amortizing them over the service life of a building. For buildings in general, it is reasonable to look at a 30-year time frame because this is a typical interval before a new building requires its first major renovation.[51] When amortized over an average 30-year Project lifetime, average annual construction emissions from the Project would be 98 MTCO2e per year.

TABLE 18: DEL SOL HIGH SCHOOL CONSTRUCTION GHG EMISSIONS

	$MTCO_2e$/Year
Total Construction Emissions	**2,947**
30-Year Annual Amortized Rate	**98**

50 Oxnard Union High School District. *Draft Environmental Impact Report New High School No. 8*. https://files.ceqanet.opr.ca.gov/64030-2/attachment/Hgni8w7hLuA--vUekhSzn9XYr0Sm3HeBZzNz0glEgLi2hyCNwU3RKEqpKLaz0TSjMy-QTA2bLkKSYIvb0. Accessed March 2025.

51 International Energy Agency (IEA), *Energy Efficiency Requirements in Building Codes, Energy Efficiency Policies for New Buildings, IEA Information Paper* (2008).

TABLE 18: DEL SOL HIGH SCHOOL CONSTRUCTION GHG EMISSIONS	
	$MTCO_2e$/Year

Notes: GHG = greenhouse gas; $MTCO_2e$ = metric tons of carbon dioxide equivalent.

Source: Oxnard Union High School District. Draft Environmental Impact Report New High School No. 8. https://files.ceqanet.opr.ca.gov/64030-2/attachment/Hgni8w7hLuA--vUekhSzn9XYr0Sm3HeBZzNz0gIEgLi2hyCNwU3RKEqpKLaz0TSjMy-QTA2bLkKSYIvb0. Accessed March 2025.

The forecasting of construction-related GHG emissions requires assumptions regarding the timing of construction as the emission factors for some of the Project's construction-related GHG emission sources decline over time. As shown in **Table 19: Area A and Area C Construction GHG Emissions**, total construction emissions for Areas A and C would be 7,604 MTCO2e. When amortized over an average 30-year Project lifetime, average annual construction emissions from the Project would be 254 MTCO2e per year.

TABLE 19: AREA A AND AREA C CONSTRUCTION GHG EMISSIONS	
Construction Phase	$MTCO_2e$/Year
Area A	
2027	1,517
2028	1,267
2029	1,244
2030	1,224
2031	1,140
2032	135
Area C	
2027	788
2028	289
Total Construction Emissions	**7,604**
30-Year Annual Amortized Rate	**254**

Notes: GHG = greenhouse gas; $MTCO_2e$ = metric tons of carbon dioxide equivalent.

*Source: Refer to **Appendix 1.2: Proposed Project Construction Emissions (Area A) and 1.3 Proposed Project Construction Emissions (Area C)***

Operation of the Project has the potential to generate GHG emissions through vehicle trips traveling to and from the Project Site. In addition, emissions would result from area sources on site, such as natural gas combustion, landscaping equipment, and use of consumer products. Emissions from mobile and area sources and indirect emissions from energy and water use, wastewater, as well as waste management would occur every year after full development of the uses allowed by the Project. Operational Project emissions from area sources, energy sources, mobile sources, solid waste, and water and wastewater conveyance are shown in **Table 20: Operational GHG Emissions** below. As shown in **Table 20**, annual operational emissions from the buildout of the Project would be 7,499 $MTCO_2e$ per year.

TABLE 20: OPERATIONAL GHG EMISSIONS			
Source	Proposed Project MTCO2e per year[a]	Del Sol High School MTCO2e per year[b]	Total MTCO2e per year
Construction (amortized)	254	98	352
Mobile	475	3,259	3,734
Area	12	<1	12
Energy	1,928	726	2,654
Water	119	165	284
Waste	233	229	462
Refrigerants	1	<1	1
Total	**3,023**	**4,379**	**7,499**

Notes: $MTCO_2e$ = metric tons of carbon dioxide emissions.

*a - Refer to **Appendix 1.4: Proposed Project Total Operational Emissions***

b - Oxnard Union High School District. Draft Environmental Impact Report New High School No. 8. https://files.ceqanet.opr.ca.gov/64030-2/attachment/Hgni8w7hLuA--vUekhSzn9XYr0Sm3HeBZzNz0gIEgLi2hyCNwU3RKEqpKLaz0TSjMy-QTA2bLkKSYIvb0. Accessed March 2025.

Conflict with Applicable Greenhouse Gas Reduction Plans, Policies, or Regulations

There are no federal, State, or local quantitative adopted thresholds of significance for addressing a project's GHG emissions. In the absence of any adopted numeric threshold, this analysis evaluates the significance of a project by considering whether the project conflicts with applicable regulations or requirements adopted to implement a Statewide, regional, or local plan. The following analysis describes the extent the Project complies with the regulations and policies outlined in CARB's 2022 Scoping Plan Update, SCAG's 2024-2050 RTP/SCS, or the City's CAAP.

Consistency with Applicable Plans and Policies

The proposed Project is required to comply with Title 13-Section 2449 of the CCR and the CALGreen Sustainable (Green) Building Program regulations, which include implementation of standard control measures for equipment emissions. Adherence to these regulations, including the implementation of Best Available Control Measures (BACMs) is a standard requirement for any construction or ground-disturbance activity occurring within the Air Basin.

BACMs include, but are not limited to, requirements that the project proponent utilize only low sulfur fuel (i.e., having a sulfur content of 15 ppm by weight or less); ensure off-road vehicles (i.e., self-propelled diesel fueled vehicles 25 horsepower and up that were not designed to be driven on road) limit vehicle idling to five minutes or less; register and label vehicles in accordance with the ARB Diesel Off-Road Online Reporting System; restrict the inclusion of older vehicles into fleets; and retire, replace, or repower older engines or install Verified Diesel Emission Control Strategies (i.e. exhaust retrofits). Additionally, the construction contractor will recycle/reuse at least 50 percent of the construction material (including, but not limited to, proposed aggregate base, soil, mulch, vegetation, concrete, lumber, metal, and cardboard) and use "Green Building Materials," such as those materials that are rapidly renewable or resource efficient, and recycled and manufactured in

an environmentally friendly way, for at least 10 percent of the project, in accordance with CalRecycle regulations.

Long-term operational emissions typically include emissions from use of consumer products, energy and water usage, vehicles and land use emissions.

The Project is committed to meeting the requirements of the CALGreen Code by incorporating strategies such as low-flow toilets, low-flow faucets and other energy and resource conservation measures. The Project would comply with applicable energy, water, and waste efficiency measures specified in the Title 24 Building Energy Efficiency Standards and CALGreen standards.

2022 Scoping Plan Update

As discussed above, jurisdictions that want to take meaningful climate action (such as preparing a non-CEQA-qualified CAP or as individual measures) aligned with the State's climate goals in the absence of a CEQA-qualified CAP should also look to the three priority areas (transportation electrification, VMT reduction, and building decarbonization). To assist local jurisdictions, the 2022 Scoping Plan Update presents a non-exhaustive list of impactful GHG reduction strategies that can be implemented by local governments within the three priority areas (Priority GHG Reduction Strategies for Local Government Climate Action Priority Areas).[52] A detailed assessment of the applicable goals, plans, policies implemented by the City which would support the GHG reduction strategies in the three priority areas is provided below. In addition, further details are provided regarding the correlation between these reduction strategies and applicable actions included in Table 2-1 (page 72) of the Scoping Plan (Actions for the Scoping Plan Scenario).

Transportation Electrification

The priority GHG reduction strategies for local government climate action related to transportation electrification are discussed below and would support the Scoping Plan action to have 100 percent of all new passenger vehicles to be zero-emission by 2035 (see Table 2-1 of the Scoping Plan).

- **Convert local government fleets to zero emission vehicles (ZEV)**

The CARB approved the Advanced Clean Cars II rule which codifies Executive Order N-79-20 and requires 100 percent of new cars and light trucks sold in California be zero-emission vehicles by 2035. The State has also adopted AB 2127, which requires the CEC to analyze and examine charging needs to support California's EVs in 2030. This report would help decision-makers allocate resources to install new EV chargers where they are needed most.

The City's CAAP includes the goal of converting the municipal fleet to zero emissions, and the City's sustainable Transportation Plan identifies the installation of EV chargers throughout the City as a method to create a sustainable transportation environment.[53] These goals would be consistent with

52 Table 1 of Appendix D, *2022 Scoping Plan Update*, November 2022.

53 City of Oxnard, *Sustainable Transportation Plan*, https://www.oxnard.gov/public-works/traffic-engineering/sustainable-transportation-plan. Accessed September 2024.

the Scoping Plan goals of the transitioning to EVs. Although this measure mainly applies to City fleet, the Project would comply with CALGreen residential requirements, which includes 10% of parking spots being EV capable and 25% of parking spots being EV ready.

- **Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as building standards that exceed state building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans**

The State has adopted AB 1236 and AB 970, which require cities to adopt streamline permitting procedures for EV charging stations. This requires most new construction to designate 30 percent of new parking spaces as capable of supporting future electric vehicle supply equipment (EVSE). This would exceed the CALGreen 2022 requirements of 20 percent of new parking spaces as EV capable. The ordinance also requires new construction to install EVSE at 10 percent of total parking spaces. This requirement also exceeds the CALGreen 2022 requirements of installing EVSE for 25 percent of EV capable parking spaces which is approximately five percent of total parking spaces.

Although this measure mainly applies to City fleet, the Project would be designed in compliance with CALGreen requirements, which requires 10% of parking spots being EV capable and 25% of parking spots being EV ready.

- **Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, microtransit, etc.**
- **Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking**
- **Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing the allowable density of a neighborhood)**
- **Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert "greenfield" land to urban uses (e.g., green belts, strategic conservation easements).**

These reduction strategies are supported through implementation of SB 375 which requires integration of planning processes for transportation, land-use and housing and generally encourages jobs/housing proximity, promote transit-oriented development (TOD), and encourages high-density residential/commercial development along transit corridors. To implement SB 375 and reduce GHG emissions by correlating land use and transportation planning, SCAG adopted the 2024–2050 RTP/SCS, also referred to as Connect SoCal. The 2024–2050 RTP/SCS' "Core Vision" prioritizes the maintenance and management of the region's transportation network, expanding mobility choices by co-locating housing, jobs, and transit, and increasing investment in transit and complete streets. Please refer below for additional discussion of consistency with the 2024-2050 RTP/SCS.

The Project represents an infill development within an existing urbanized area that would concentrate new development consistent with the overall growth pattern encouraged in the RTP/SCS. The Project's convenient access to public transit and opportunities for walking and biking would

result in a reduction of vehicle trips, vehicle miles traveled (VMT), and GHG emissions. Specifically, the Project Site is located within walking distance of existing residential and commercial uses. The Project Site is served by the City of Oxnard Bikeway system, with Class II bike lanes located along Gonzales Road, Rose Avenue, and Camino Del Sol. These Class II bike lanes connect the Project to residential, commercial, and employment areas to the north, south, east, and west of the Project. The City of Oxnard is also served by the Gold Coast Transit. Within 0.5 miles the project vicinity, there are bus stops along #4B Route (North Oxnard), #2 Route (Downtown Oxnard), #15 Route (Esplanade-El Rio-St. Johns Medical Center), and #19 Route (OTC – 5th – Gonzales Road). The proposed Project would also reconstruct the existing bus stop along Rose Avenue fronting Del Sol Park as well as construct new bus stops at the southwest corner of Rose and Camino del la Luna, the northeast corner of Rose and Jacinto Drive, the northeast corner of Rose and Cesar Chavez Drive, and the southwest corner of Rose and Cesar Chavez Drive. Therefore, the Project would be consistent with these reduction strategies.

Consistency with City of Oxnard Climate Action and Adaptation Plan

Table 21: Project Consistency with Applicable CAAP Strategies summarize the Project's consistency with applicable GHG reductions from local strategies listed in the CAAP. As shown therein, the Proposed Project would be consistent with the GHG emission reduction strategies contained in the City's CAAP.

TABLE 21: PROJECT CONSISTENCY WITH APPLICABLE CAAP STRATEGIES

Goals and Policies	Consistency Analysis
Green Building (B)	
• B2: Electrify Buildings	**Consistent.** The Project would be designed and operated to meet the applicable requirements of CALGreen (Title 24, Part 6) requirements for electrification of new buildings.
Transportation (T)	
• T1: Expand Zero Emission Vehicle (ZEV) Charging and Fueling Infrastructure	**Consistent**. The Project would be designed to comply with CALGreen residential requirements, which includes 10% of parking spots being EV capable and 25% of parking sports being EV ready.
Water Conservation and Reuse (W)	
• W1: Increase Water Conservation and Reuse	**Consistent**. The Project would incorporate water conservation features, such as low-flow fixtures, required pursuant to the current California Plumbing Code and CALGreen. Furthermore, current CALGreen requirements require a 20 percent increase in indoor water use efficiency relative to previous building requirements.
W1: Increase Water Conservation and Reuse	
• R1: Recycling and Organic Waste Diversion	**Consistent**. The Project would be subject to the requirements of the statewide commercial recycling program. Senate bill (SB) 341 established a statewide goal of diverting at least 75 percent of solid waste from landfills by 2020. Additionally, SB 1383 requires organics

TABLE 21: PROJECT CONSISTENCY WITH APPLICABLE CAAP STRATEGIES	
Goals and Policies	**Consistency Analysis**
	collection for all business and multifamily complexes. Compliance with existing City and State programs would achieve consistency with this measure.

Consistency with 2024 – 2050 Regional Transportation Plan/Sustainable Communities Strategy

SCAG's 2024—2050 RTP/SCS is forecast to help California reach its GHG reduction goals. According to the 2024—2050 RTP/SCS, the updated target for the SCAG region is 19 percent below 2005 per capita emissions levels by 2035. The revised 2035 target is higher than the previous CARB target of 13 percent for the SCAG region. The 2024—2050 RTP/SCS includes implementation strategies for focusing on building and maintaining mobility options, promoting diverse housing choices, leveraging technology innovations, and supporting implementation of sustainability policies. **Table 22: Project Consistency with SCAG 2024—2050 RTP/SCS Goals and Policies** summarizes the Project's consistency with applicable strategies and actions. As shown therein, the Proposed Project would be consistent with the GHG emission reduction strategies contained in the 2024—2050 RTP/SCS.

TABLE 22: PROJECT CONSISTENCY WITH SCAG 2024–2050 RTP/SCS GOALS AND POLICIES	
Goals and Policies	**Consistency Analysis**
Mobility: Build and maintain an integrated multimodal transportation network	
Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions.	**Consistent**. While not necessarily applicable on a project-specific basis, the Project would support this goal, the Project would support this goal complying with applicable energy, water, and waste efficiency measures specified in the Title 24 Building Energy Efficiency Standards and CALGreen standards. The proposed Project would also include EV parking stalls. This would serve to reduce air quality and ghg emissions.
Ensure that reliable, accessible, affordable and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities.	**Consistent**. While not necessarily applicable on a project-specific basis, the Project would support this goal by improving the viability of alternative forms of transportation through higher density development. Moreover, the Project is served by the nearby existing transit services, including Gold Coast Transit, which has stops for multiple bus routes within 0.5 miles of the Project Site including #4B Route (North Oxnard), #2 Route (Downtown Oxnard), #15 Route (Esplanade-El Rio-St. Johns Medical Center), and #19 Route (OTC – 5th – Gonzales Road). The proposed Project would also reconstruct the existing bus stop along Rose Avenue fronting Del Sol Park as well as construct new bus stops at the southwest corner of Rose and Camino del la Luna, the northeast corner of Rose and Jacinto Drive, the northeast corner of Rose and Cesar Chavez Drive, and the southwest corner of Rose and Cesar Chavez Drive. The Project Site is also served by Oxnard Bikeway system, with Class II bike lanes located along Gonzales Road, Rose Avenue, and Camino Del Sol. The location of the Project encourages use of a variety of transportation options, including walking, biking and using public transit.

TABLE 22: PROJECT CONSISTENCY WITH SCAG 2024–2050 RTP/SCS GOALS AND POLICIES

Goals and Policies	Consistency Analysis
Support planning for people of all ages, abilities, and backgrounds.	**Consistent**. The Maulhardt-Stiles Sub-Neighborhood Plan would be consistent with the City of Oxnard 2030 General Plan which requires a minimum of 5% of residential units to be reserved for very low income, and a minimum of 10% for low income.
Communities: Develop, connect and sustain livable and thriving communities	
Create human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances.	**Consistent**. As mentioned previously, the Project is served by Gold Coast Transit, which has stops for multiple bus routes within 0.5 miles of the Project Site including #4B Route (North Oxnard), #2 Route (Downtown Oxnard), #15 Route (Esplanade-El Rio-St. Johns Medical Center), and #19 Route (OTC – 5th – Gonzales Road). The proposed Project would also reconstruct the existing bus stop along Rose Avenue fronting Del Sol Park as well as construct new bus stops at the southwest corner of Rose and Camino del la Luna, the northeast corner of Rose and Jacinto Drive, the northeast corner of Rose and Cesar Chavez Drive, and the southwest corner of Rose and Cesar Chavez Drive. The Project Site is also served by Oxnard Bikeway system, with Class II bike lanes located along Gonzales Road, Rose Avenue, and Camino Del Sol. This would encourage use of a variety of transit options, including walking, biking, and use of public transit, which would increase mobility and reduce travel distance.
Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households.	**Consistent**. The Project would provide diverse housing types by being consistent with the City of Oxnard 2030 General Plan which requires a minimum of 5% of residential units to be reserved for very low income, and a minimum of 10% for low income; creating a mixed-income community.
Environment: Create a healthy region for the people of tomorrow	
Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions, such as climate change.	**Consistent**. This strategy is directed towards SCAG and is not specifically applicable to the Project. The Project would support this goal as an infill development, increasing housing options in an area served by existing transit options including the bus stops and existing bike baths.
Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water.	**Consistent**. While not necessarily applicable on a project-specific basis, the Project would be served by the City's existing transportation network, including Gold Coast Transit, which has stops for multiple bus routes within 0.5 miles of the Project Site including #4B Route (North Oxnard), #2 Route (Downtown Oxnard), #15 Route (Esplanade-El Rio-St. Johns Medical Center), and #19 Route (OTC – 5th – Gonzales Road). The proposed Project would also reconstruct the existing bus stop along Rose Avenue fronting Del Sol Park as well as construct new bus stops at the southwest corner of Rose and Camino del la Luna, the northeast corner of Rose and Jacinto Drive, the northeast corner of Rose and Cesar Chavez Drive, and the southwest corner of Rose and Cesar Chavez Drive. The Project Site is also served by Oxnard Bikeway system, with Class II bike lanes located along Gonzales Road, Rose Avenue, and Camino Del Sol. The location of the Project in encourages use of a variety of transportation options, including walking, biking, and using public transit which would reduce the reliance on single occupancy vehicles and reduce air quality and greenhouse gas emissions.
Conserve the region's resources.	**Consistent**. While not necessarily applicable on a project-specific basis, the Project would comply with applicable energy, water, and waste efficiency measures specified in the Title 24 Building Energy Efficiency Standards and CAL Green standards.

TABLE 22: PROJECT CONSISTENCY WITH SCAG 2024–2050 RTP/SCS GOALS AND POLICIES

	Goals and Policies	Consistency Analysis
Economy:	**Support a sustainable, efficient and productive regional economic environment that provides opportunities for all people in the region**	
	Improve access to jobs and educational resources.	**Consistent**. While not necessarily applicable on a project-specific basis, the Project is served by Gold Coast Transit with bus stops along multiple bus routes surrounding the Project Site and existing bicycle paths. The location of the Project in encourages use of a variety of transportation options, including walking, biking, and using public transit which would improve access to surrounding resources Surrounding uses in the vicinity of the Project Site include residential uses, commercial uses, and business park uses to the north, residential, commercial, and industrial uses to the south, residential uses and industrial uses to the east, and residential and school uses to the west.
	Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities.	**Consistent**. This goal is directed toward SCAG and is not specifically applicable to the Project. Nonetheless, the Project Site's location near existing transit services and bicycle infrastructure would promote a variety of transportation options to minimize environmental health impacts while fostering continued economic growth.

Source: SCAG. *2024–2050 RTP/SCS*. April 4, 2024.

Cumulative Impacts

To achieve Statewide goals, CARB is in the process of establishing and implementing regulations to reduce Statewide GHG emissions. Currently, there is no generally accepted methodology that exists to determine whether GHG emissions associated with a specific project represent new emissions or existing and/or displaced emissions. Therefore, consistent with CEQA Guidelines Section 15064h(3), this analysis has determined that the Project's contribution to cumulative GHG emission and global climate change would be less than significant if the Project is consistent with the applicable regulatory plans and polices to reduce GHG emissions. Accordingly, the analysis above considered the potential for the Project to contribute to the cumulative impact of global climate change. As stated above, with compliance of regulatory measures and implementation of CALGreen Building Standards, the Project would not conflict with applicable plans including the City's General Plan and CAAP. As such, cumulative impacts would not be considered significant during construction and operation.

Energy

Construction

Project construction would consume energy in two general forms: fuel energy consumed by construction vehicles and equipment; and bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass. Construction of the proposed Project would involve on-site energy demand and consumption related to the use of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. Project

construction methods would be typical of current construction practices and would not require the use of more energy intensive machinery or higher than normal volumes of trucks and worker vehicle trips.

The Project would utilize construction contractors who demonstrate compliance with applicable CARB regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. Compliance with anti-idling and emissions regulations would result in efficient use of construction-related energy and the minimization or elimination of wasteful and unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption, as would the use of haul trucks with larger capacities.

Construction of the proposed Project would require the use of various forms of energy. **Table 23: Summary of Fuel Use During Construction** summarizes the quantity of petroleum fuels that would be consumed during construction. As shown in **Table 23**, 786,731 gallons of fuel would be used during construction. Additionally, approximately 517.6 kWh of electricity would be used during construction for water conveyance for dust control, and on limited basis, may be used to power lighting.

TABLE 23: SUMMARY OF FUEL USE DURING CONSTRUCTION

Fuel Type	Quantity (Gallons)
Phase A	
Off-Road Construction Equipment	108,650 gallons
Construction Worker	398,699 gallons
Construction Vendor (MDH & HHD Trucks)	125,034 gallons
Construction Hauling	57,521 gallons
Phase C	
Off-Road Construction Equipment	26,513 gallons
Construction Worker	49,016 gallons
Construction Vendor (MDH & HHD Trucks)	14,147 gallons
Construction Hauling	7,151 gallons

Source: ***Appendix 2.2****: Proposed Project Energy Calculations (Area A) and* ***Appendix 2.3****: Proposed Project Energy Calculations (Area C)*

Construction Equipment Fuel Estimates

Fuel consumed by construction equipment would be the primary energy resource expended over the course of Project construction. Fuel consumed by construction equipment was evaluated with the following assumptions:

- Construction schedule of 69 months for Phase A and 21 months for Phase C
- All construction equipment was assumed to run on diesel fuel.
- Typical daily use of eight (8) hours, with some equipment operating from approximately one (1) to seven (7) hours.

- Aggregate fuel consumption rate for all equipment was estimated at 18.5 horsepower hours per gallon (hp-hr/gal).[54]
- Diesel fuel would be the responsibility of the equipment operators/contractors and would be sourced within the region.
- Project construction represents a "single-event" for diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources during long-term operation.

Using the CalEEMod data input for the air quality and greenhouse gas analyses, the Project's construction phase would consume electricity and fossil fuels as a single energy demand; that is, once construction is completed their use would cease. CARB's 2024 Emissions Factors Tables show that, on average, aggregate fuel consumption (gasoline and diesel fuel) in Ventura County would be approximately 18.5 hp-hr/gal.

Construction Worker Fuel Estimates

It is assumed that construction worker trips range from light-duty autos (LDA), light duty truck 1 (LDT1), and light duty truck 2 (LDT2) at a mix of 25 percent, 50 percent, and 25 percent, respectively, along area roadways.[55] Data regarding Project-related construction worker trips were based on CalEEMod model defaults.

Vehicle fuel efficiencies for construction workers were estimated in the air quality and greenhouse gas analyses using information generated from CARB's 2021 Emissions Factor Model (EMFAC) (see **Appendix 1.0** for data). An aggregate fuel efficiency of 26.02 miles per gallon (mpg) was used to calculate VMT for construction worker trips. **Table 23** shows that an estimated 447,715 gallons (398,699 gallons during Phase A and 49,016 gallons during Phase C) of fuel would be consumed for construction worker trips.

Construction Vendor/Hauling Fuel Estimates

Data regarding Project-related construction worker trips were based on CalEEMod model defaults. For architectural coatings, it is assumed that contractors would be responsible for bringing coatings and equipment with them in their light-duty vehicles. Therefore, vendors delivering construction material or hauling debris from the site during grading and building construction would use medium- to heavy-duty vehicles with an average fuel consumption of 7.75 mpg for medium-duty trucks and 6.05 mpg for heavy-duty trucks.[56] **Table 23** shows that an estimated 203,853 gallons (182,555 gallons during Phase A and 21,298 gallons during Phase C) of fuel would be consumed for vendor and hauling trips.

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54 CARB. *The Carl Moyer Program Guidelines*, "Table 30: Fuel Consumption Rate Factors (bhp-hr/gal)," 2024, https://ww2.arb.ca.gov/guidelines-carl-moyer . Accessed September 2025.

55 *CalEEMod User's Guide* Appendix C (April 2022) states that construction work trips are made by a fleet consisting of 25 percent light-duty auto (or passenger car), 50 percent light-duty truck type 1 (LDT1), and 25 percent light-duty truck type 2 (LDT2).

56 *CalEEMod User's Guide* Appendix C (April 2022) states that vendor trips are made by a fleet consisting of 50 percent medium trucks (MHDT) and 50 percent heavy trucks (HHDT), and that hauling and on-site truck trips are made by a fleet consisting of 100 percent HHDT.

Construction Energy Efficiency/Conservation Measures

Construction equipment used over the approximately 69 months of construction would conform to CARB regulations and California emissions standards and is evidence of related fuel efficiencies. There are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy-intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the Project would therefore not result The Project would utilize construction contractors which practice compliance with applicable CARB regulations regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted Airborne Toxic Control Measures[57] to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other TACs. Compliance with these measures would result in a more efficient use of construction-related energy and would minimize or eliminate wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additionally, as required by California Code of Regulations (CCR) Title 13—Motor Vehicles, Section 2449(d)(3) Idling, idling times of construction vehicles are limited to no more than five minutes, thereby minimizing or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by County building officials, and/or in response to citizen complaints.

With adherence to applicable regulations regarding energy efficiency/conservation measures, the proposed Project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction, resulting in less than significant impacts.

Operation

Energy consumption in support of, or related to, Project operations would include transportation energy demands (energy consumed by employee and patron vehicles accessing the Project Site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

Transportation Fuel Consumption

Operations-related fuel consumption was calculated using the annual VMT from the air quality and greenhouse gas analyses' CalEEMod output, and using information generated from CARB's 2021 EMFAC model. **Table 24: Proposed Project Estimated Vehicle Operations Fuel Consumption** shows that an estimated 273,372 gallons of gasoline and 46,117 gallons of diesel fuel would be consumed per year for the operation of buildout that would result from the development of the proposed Project.

57 CARB. "Airborne Toxic Control Measures.", https://ww2.arb.ca.gov/resources/documents/airborne-toxic-control-measures. Accessed July 2024.

Trip generation and VMT generated by the proposed Project are consistent with other similar commercial uses of similar scale and configuration as reflected respectively in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021). That is, the proposed Project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT, nor associated excess and wasteful vehicle energy consumption. Furthermore, the County of Ventura is estimated to consume approximately 410 thousand gallons of diesel and 2.5 billion gallons of gasoline in 2025.[58] Therefore, the increase in fuel consumption from the proposed Project is insignificant in comparison to the State's demand. As such, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

TABLE 24: PROPOSED PROJECT ESTIMATED VEHICLE OPERATIONS FUEL CONSUMPTION

Land Use	Annual VMT	Gasoline Usage	Diesel Usage
Del Sol High School	8,127,222	229,411	38,701
Apartment Low Rise	966,744	27,289	4,603
Retail	590,666	16,673	2,813
Total	**9,684,632**	**273,372**	**46,117**

Source: ***Appendix 2.4: Proposed Project Total Operational Energy Calculations***

Electricity and Natural Gas

Building operation and site maintenance (including landscape maintenance) would result in the consumption of electricity (provided by Southern California Edison [SCE]) and natural gas (provided by Southern California Gas Company [SoCalGas]). The annual natural gas and electricity demands were provided per the CalEEMod output and are provided in **Table 25: Proposed Project Annual Operational Energy Demand Summary**. As shown, the estimated electricity demand for the proposed Project is approximately 6,327,150 kWh (6.3 GWh) per year. In 2022, SCE consumed 85870 GWh of electricity,[59] and SCE estimates that electricity consumption within its planning area will be approximately 126,111 GWh annually by 2033, when the Project would be fully built out.[60] The Project would account for less than 0.01 percent of the 2033 annual consumption in SCE's planning area. As such, the Project would account for a negligible portion of the projected annual consumption in SCE's planning area.

The estimated natural gas consumption for the proposed Project is approximately 20,833,118 kBTU (20.4 MMcf) per year. SoCalGas consumed 5026 million Therms (5020,600 MMcf) of natural gas in 2022.[61] Based on the 2024 California Gas Report, the California Energy and Electric Utilities

58 California Air Resources Board, "EMFAC Emissions Inventory https://arb.ca.gov/emfac/emissions-inventory/befb8833056a5d739bf99aa20b375014a306ab89. Accessed September 2025.

59 CEC, "Electricity Consumption by Entity," https://ecdms.energy.ca.gov/elecbyutil.aspx. Accessed March 2025.

60 CEC, *California Energy Demand 2023-2040*, *CED 2023 Baseline Forecast - SCE*, https://www.energy.ca.gov/data-reports/reports/2023-integrated-energy-policy-report/2023-iepr-workshops-notices-and-2. Accessed September 2024.

61 CEC, "Gas consumption by Entity," https://ecdms.energy.ca.gov/gasbyutil.aspx. Accessed March 2025.

estimates natural gas supply within SoCalGas' planning area will be approximately 1,377,875 MMcf per year in 2033.[62] The proposed Project would account for less than 0.01 percent of the 2032 annual forecasted supply in SoCalGas' planning area.

Accordingly, electricity and natural gas demand during operation would not result in wasteful, inefficient, or unnecessary consumption. Impacts would be less than significant.

TABLE 25: PROPOSED PROJECT ANNUAL OPERATIONAL ENERGY DEMAND SUMMARY

Land Use	Electricity (kWh/yr)	Water Usage		Water-Related Electricity Use (kWh/yr)	Total Annual Electricity Use (kWhr)	Total Annual Natural Gas Use (kBTU/yr)
		Indoor (gal/yr)	Outdoor (gal/yr)			
Del Sol High School	1,710,370	11,440,596	28,580,043	229,522	1,939,892	1,710,370
Apartment Low Rise	3,722,453	36,008,254	1,591,094	253,551	3,976,004	17,263,206
Retail	390,812	2,962,901	51,710	204,43	411,255	239,192
Total	**5,823,635**	**50,411,751**	**30,222,847**	**503,515.2**	**6,327,150**	**20,833,118**

Source: ***Appendix 2.4: Proposed Project Total Operational Energy Calculations***
Notes: kWh/yr = kilowatt-hours per year; kBtu/yr = thousand British Thermal Units per year.

Consistency with Applicable Plans and Policies

SCAG RTP/SCS (Connect SoCal)

The RTP/SCS includes the specific goal of achieving a 19 percent reduction by 2035, and 21 percent reduction by 2040, compared to the 2005 level. Consistency with the RTP/SCS has energy implications, including the reduction of VMT which reduces GHG emissions and has the co-benefit of reducing fossil fuel consumption from travel to and from a project. As discussed above, the proposed Project would be consistent with the policies applicable to individual development projects in the 2024-2050 RTP/SCS. The proposed Project would be served by the City's existing transportation network, including Gold Coast Transit, which has stops for multiple bus routes within 0.5 miles of the Project Site including #4B Route (North Oxnard), #2 Route (Downtown Oxnard), #15 Route (Esplanade-El Rio-St. Johns Medical Center), and #19 Route (OTC – 5th – Gonzales Road). The Project Site is also served by Oxnard Bikeway system, with Class II bike lanes located along Gonzales Road, Rose Avenue, and Camino Del Sol. The Project would also comply with applicable energy, water, and waste efficiency measures specified in the Title 24 Building Energy Efficiency Standards and CAL Green standards.

62 California Gas and Electric Utilities, *2024 California Gas Report*, https://www.socalgas.com/sites/default/files/2024-08/2024-California-Gas-Report-Final.pdf. Accessed September 2024.

City of Oxnard Climate Action and Adaptation Plan

As discussed previously, the City's CAAP[63] includes outlines goals, strategies, and actions for the City's future, in order to reduce the City's GHG emissions that contribute to climate change. Action items focus on reducing GHG emissions using strategies and actions organized into seven major categories: clean energy, green buildings, transportation, land use, water conservation and reuse, waste reduction and recycling, and nature-based solutions. Actions that would result in the reduction of GHG emissions would also result in more efficient energy use and energy savings. As discussed above, the proposed Project would be consistent with the applicable strategies in the City's CAAP. The Project would incorporate water conservation features, such as low-flow fixtures, required pursuant to the current California Plumbing Code and CALGreen. Furthermore, current CALGreen requirements require a 20 percent increase in indoor water use efficiency relative to previous building requirements. The Project would also be designed and operated to meet the applicable requirements of CALGreen requirements for electrification of new buildings.

As detailed above, the proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, resulting in less than significant impacts.

Cumulative Impacts

Cumulative projects that could exacerbate the proposed Project's impacts include any projects that could result in wasteful, inefficient, or unnecessary use of energy. However, the proposed Project would not result in wasteful, inefficient, or unnecessary use of energy during construction or operation. Construction would result in short-term and temporary energy demands. Operation of the proposed Project would not result in wasteful, inefficient, or unnecessary use of energy or conflict with an applicable plan. Therefore, the proposed Project would have a less-than-significant impact with respect to cumulative energy impacts.

The proposed Project would be required to implement applicable California Building Code (CBC), including Chapter 14 or the Oxnard Code of Ordinances, which contain modifications to the CBC to address local conditions. As stated above, the proposed Project would account for less than 0.01 percent of the 2033 annual forecasted supply in SoCalGas' planning area. Similar to the proposed Project, related projects would be required to comply with applicable requirements pertaining to natural gas. As a result, no significant cumulative impacts would occur from the proposed Project, cumulatively considered projects and other growth, and the proposed Project's contribution to cumulative impacts will not be cumulatively considerable.

63 City of Oxnard, Climate Action and Adaption Plan, https://www.oxnard.gov/wp-content/uploads/Oxnard-CAAP_2022-12-07_Adopted-1.pdf. Accessed August 2024.

H. CERTIFICATION

The contents of this Air Quality, Greenhouse Gas, and Energy Study represent an accurate depiction of the air quality environment and impacts associated with the proposed Maulhardt-Stiles Sub-Neighborhood Project. The information contained in this study is based on the best available information at the time of preparation. If you have any questions, please contact me directly at (408) 332-2393.

Sincerely,

Nikki Heredia | Project Environmental Scientist
nheredia@meridianconsultantsllc.com

APPENDIX 1.0

CALEEMOD AIR QUALITY EMISSION OUTPUT FILES

APPENDIX 1.1

Existing Operational Emissions

Maulhardt Existing Conditions Custom Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

1.3. User-Selected Emission Reduction Measures by Emissions Sector

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

2.5. Operations Emissions by Sector, Unmitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.3. Area Emissions by Source

4.3.1. Unmitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Maulhardt Existing Conditions
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.20
Precipitation (days)	21.2
Location	34.21152801234204, -119.15637551719516
County	Ventura
City	Oxnard
Air District	Ventura County APCD
Air Basin	South Central Coast
TAZ	3438
EDFZ	8
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
High School	1,250	Student	7.61	165,826	0.00	0.00	—	—
Parking Lot	340	Space	7.80	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	16.6	15.8	7.98	69.6	0.14	0.19	12.0	12.2	0.18	3.05	3.22	133	16,695	16,828	14.3	0.67	54.7	17,439
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	15.1	14.4	8.75	63.6	0.13	0.17	12.0	12.2	0.17	3.05	3.21	133	16,211	16,345	14.4	0.72	2.04	16,919
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	13.1	12.5	6.87	51.5	0.11	0.16	9.15	9.31	0.15	2.32	2.47	133	13,306	13,439	14.2	0.55	18.7	13,977
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.40	2.28	1.25	9.40	0.02	0.03	1.67	1.70	0.03	0.42	0.45	22.1	2,203	2,225	2.35	0.09	3.09	2,314

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	11.4	10.7	6.96	61.5	0.13	0.10	12.0	12.1	0.09	3.05	3.14	—	13,537	13,537	0.71	0.62	54.1	13,795

Area	5.09	5.00	0.06	7.21	< 0.005	0.01	—	0.01	0.01	—	0.01	—	29.7	29.7	< 0.005	< 0.005	—	29.8
Energy	0.11	0.05	0.96	0.80	0.01	0.07	—	0.07	0.07	—	0.07	—	3,074	3,074	0.22	0.02	—	3,084
Water	—	—	—	—	—	—	—	—	—	—	—	10.6	54.6	65.2	1.09	0.03	—	100
Waste	—	—	—	—	—	—	—	—	—	—	—	123	0.00	123	12.3	0.00	—	430
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.64	0.64
Total	16.6	15.8	7.98	69.6	0.14	0.19	12.0	12.2	0.18	3.05	3.22	133	16,695	16,828	14.3	0.67	54.7	17,439
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	11.2	10.5	7.79	62.7	0.13	0.10	12.0	12.1	0.09	3.05	3.14	—	13,083	13,083	0.79	0.67	1.40	13,304
Area	3.81	3.81	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.11	0.05	0.96	0.80	0.01	0.07	—	0.07	0.07	—	0.07	—	3,074	3,074	0.22	0.02	—	3,084
Water	—	—	—	—	—	—	—	—	—	—	—	10.6	54.6	65.2	1.09	0.03	—	100
Waste	—	—	—	—	—	—	—	—	—	—	—	123	0.00	123	12.3	0.00	—	430
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.64	0.64
Total	15.1	14.4	8.75	63.6	0.13	0.17	12.0	12.2	0.17	3.05	3.21	133	16,211	16,345	14.4	0.72	2.04	16,919
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	8.58	8.06	5.88	47.1	0.10	0.08	9.15	9.23	0.07	2.32	2.40	—	10,163	10,163	0.59	0.51	18.1	10,347
Area	4.44	4.40	0.03	3.56	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	14.6	14.6	< 0.005	< 0.005	—	14.7
Energy	0.11	0.05	0.96	0.80	0.01	0.07	—	0.07	0.07	—	0.07	—	3,074	3,074	0.22	0.02	—	3,084
Water	—	—	—	—	—	—	—	—	—	—	—	10.6	54.6	65.2	1.09	0.03	—	100
Waste	—	—	—	—	—	—	—	—	—	—	—	123	0.00	123	12.3	0.00	—	430
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.64	0.64
Total	13.1	12.5	6.87	51.5	0.11	0.16	9.15	9.31	0.15	2.32	2.47	133	13,306	13,439	14.2	0.55	18.7	13,977
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.57	1.47	1.07	8.60	0.02	0.01	1.67	1.68	0.01	0.42	0.44	—	1,683	1,683	0.10	0.08	2.99	1,713
Area	0.81	0.80	0.01	0.65	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.42	2.42	< 0.005	< 0.005	—	2.43
Energy	0.02	0.01	0.17	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	—	509	509	0.04	< 0.005	—	511

Water	—	—	—	—	—	—	—	—	—	—	—	1.75	9.04	10.8	0.18	< 0.005	—	16.6
Waste	—	—	—	—	—	—	—	—	—	—	—	20.4	0.00	20.4	2.03	0.00	—	71.2
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.11	0.11
Total	2.40	2.28	1.25	9.40	0.02	0.03	1.67	1.70	0.03	0.42	0.45	22.1	2,203	2,225	2.35	0.09	3.09	2,314

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	11.4	10.7	6.96	61.5	0.13	0.10	12.0	12.1	0.09	3.05	3.14	—	13,537	13,537	0.71	0.62	54.1	13,795
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	11.4	10.7	6.96	61.5	0.13	0.10	12.0	12.1	0.09	3.05	3.14	—	13,537	13,537	0.71	0.62	54.1	13,795
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	11.2	10.5	7.79	62.7	0.13	0.10	12.0	12.1	0.09	3.05	3.14	—	13,083	13,083	0.79	0.67	1.40	13,304
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	11.2	10.5	7.79	62.7	0.13	0.10	12.0	12.1	0.09	3.05	3.14	—	13,083	13,083	0.79	0.67	1.40	13,304
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	1.57	1.47	1.07	8.60	0.02	0.01	1.67	1.68	0.01	0.42	0.44	—	1,683	1,683	0.10	0.08	2.99	1,713

Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.57	1.47	1.07	8.60	0.02	0.01	1.67	1.68	0.01	0.42	0.44	—	1,683	1,683	0.10	0.08	2.99	1,713

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	—	—	—	1,498	1,498	0.09	0.01	—	1,504
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	434	434	0.03	< 0.005	—	435
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,932	1,932	0.12	0.01	—	1,939
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	—	—	—	1,498	1,498	0.09	0.01	—	1,504
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	434	434	0.03	< 0.005	—	435
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,932	1,932	0.12	0.01	—	1,939
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	—	—	—	248	248	0.02	< 0.005	—	249
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	71.8	71.8	< 0.005	< 0.005	—	72.1
Total	—	—	—	—	—	—	—	—	—	—	—	—	320	320	0.02	< 0.005	—	321

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	0.11	0.05	0.96	0.80	0.01	0.07	—	0.07	0.07	—	0.07	—	1,142	1,142	0.10	< 0.005	—	1,145
Parking Lot	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
Total	0.11	0.05	0.96	0.80	0.01	0.07	—	0.07	0.07	—	0.07	—	1,142	1,142	0.10	< 0.005	—	1,145
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	0.11	0.05	0.96	0.80	0.01	0.07	—	0.07	0.07	—	0.07	—	1,142	1,142	0.10	< 0.005	—	1,145
Parking Lot	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
Total	0.11	0.05	0.96	0.80	0.01	0.07	—	0.07	0.07	—	0.07	—	1,142	1,142	0.10	< 0.005	—	1,145
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	0.02	0.01	0.17	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	—	189	189	0.02	< 0.005	—	190
Parking Lot	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
Total	0.02	0.01	0.17	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	—	189	189	0.02	< 0.005	—	190

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	3.58	3.58	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.24	0.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.28	1.18	0.06	7.21	< 0.005	0.01	—	0.01	0.01	—	0.01	—	29.7	29.7	< 0.005	< 0.005	—	29.8
Total	5.09	5.00	0.06	7.21	< 0.005	0.01	—	0.01	0.01	—	0.01	—	29.7	29.7	< 0.005	< 0.005	—	29.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	3.58	3.58	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.24	0.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	3.81	3.81	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.65	0.65	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.04	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landscape	0.12	0.11	0.01	0.65	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.42	2.42	< 0.005	< 0.005	—	2.43
Total	0.81	0.80	0.01	0.65	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.42	2.42	< 0.005	< 0.005	—	2.43

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	—	—	10.6	54.6	65.2	1.09	0.03	—	100
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	10.6	54.6	65.2	1.09	0.03	—	100
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	—	—	10.6	54.6	65.2	1.09	0.03	—	100
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	10.6	54.6	65.2	1.09	0.03	—	100
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	—	—	1.75	9.04	10.8	0.18	< 0.005	—	16.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.75	9.04	10.8	0.18	< 0.005	—	16.6

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	—	—	123	0.00	123	12.3	0.00	—	430
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	123	0.00	123	12.3	0.00	—	430
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	—	—	123	0.00	123	12.3	0.00	—	430
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	123	0.00	123	12.3	0.00	—	430
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	—	—	20.4	0.00	20.4	2.03	0.00	—	71.2
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	20.4	0.00	20.4	2.03	0.00	—	71.2

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.64	0.64
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.64	0.64
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.64	0.64
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.64	0.64
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.11	0.11
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.11	0.11

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Remove	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
High School	2,537	725	312	715,661	16,987	4,854	2,092	4,790,988
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	248,739	82,913	20,386

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
High School	1,027,879	532	0.0330	0.0040	3,562,458
Parking Lot	297,637	532	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
High School	5,506,200	0.00
Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)

High School	228	—
Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
High School	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
High School	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
High School	Stand-alone retail refrigerators and freezers	R-134a	1,430	< 0.005	1.00	0.00	1.00
High School	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Land Use	Del Sol High School is estimated to have a a full capacity around of up to 2,500 students and is currently operating at half capacity.

APPENDIX 1.2

Proposed Project Construction Emissions (Area A)

Maulhardt Ranch - Proposed Project (Area A) Custom Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

1.3. User-Selected Emission Reduction Measures by Emissions Sector

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

2.2. Construction Emissions by Year, Unmitigated

2.3. Construction Emissions by Year, Mitigated

3. Construction Emissions Details

3.1. Grading (2027) - Unmitigated

3.2. Grading (2027) - Mitigated

3.3. Building Construction (2027) - Unmitigated

3.4. Building Construction (2027) - Mitigated

3.5. Building Construction (2028) - Unmitigated

3.6. Building Construction (2028) - Mitigated

3.7. Building Construction (2029) - Unmitigated

3.8. Building Construction (2029) - Mitigated

3.9. Building Construction (2030) - Unmitigated

3.10. Building Construction (2030) - Mitigated

3.11. Building Construction (2031) - Unmitigated

3.12. Building Construction (2031) - Mitigated

3.13. Paving (2031) - Unmitigated

3.14. Paving (2031) - Mitigated

3.15. Paving (2032) - Unmitigated

3.16. Paving (2032) - Mitigated

3.17. Architectural Coating (2031) - Unmitigated

3.18. Architectural Coating (2031) - Mitigated

3.19. Architectural Coating (2032) - Unmitigated

3.20. Architectural Coating (2032) - Mitigated

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.2.2. Mitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.3.2. Mitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

5.18.2.2. Mitigated

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Maulhardt Ranch - Proposed Project (Area A)
Construction Start Date	1/1/2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.20
Precipitation (days)	21.2
Location	34.212075473477285, -119.15698325345878
County	Ventura
City	Oxnard
Air District	Ventura County APCD
Air Basin	South Central Coast
TAZ	3438
EDFZ	8
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Low Rise	656	Dwelling Unit	33.1	695,360	69,536	—	1,975	—
Strip Mall	37.0	1000sqft	0.00	37,000	3,700	—	—	—

City Park	11.4	Acre	11.4	0.00	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-5	Use Advanced Engine Tiers

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	23.4	23.3	34.1	40.4	0.11	1.13	6.98	7.35	1.05	1.66	2.57	—	13,491	13,491	0.43	1.10	26.9	13,845
Mit.	23.3	23.3	12.9	42.2	0.11	0.21	6.98	7.09	0.21	1.66	1.75	—	13,491	13,491	0.43	1.10	26.9	13,845
% Reduced	< 0.5%	< 0.5%	62%	-5%	—	81%	—	4%	80%	—	32%	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	24.2	24.0	34.4	37.8	0.11	1.13	6.98	7.35	1.05	1.66	2.57	—	13,481	13,481	0.43	1.10	0.70	13,822
Mit.	23.5	23.5	13.2	39.7	0.11	0.21	6.98	7.09	0.21	1.66	1.75	—	13,481	13,481	0.43	1.10	0.70	13,822
% Reduced	3%	2%	62%	-5%	—	81%	—	4%	80%	—	32%	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	11.5	11.4	19.8	26.1	0.06	0.63	4.93	5.16	0.58	1.17	1.69	—	8,952	8,952	0.26	0.67	7.47	9,163
Mit.	11.3	11.3	8.16	27.8	0.06	0.13	4.93	5.00	0.12	1.17	1.24	—	8,952	8,952	0.26	0.67	7.47	9,163

% Reduced	1%	1%	59%	-7%	—	80%	—	3%	79%	—	27%	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.09	2.08	3.61	4.76	0.01	0.11	0.90	0.94	0.11	0.21	0.31	—	1,482	1,482	0.04	0.11	1.24	1,517
Mit.	2.07	2.06	1.49	5.07	0.01	0.02	0.90	0.91	0.02	0.21	0.23	—	1,482	1,482	0.04	0.11	1.24	1,517
% Reduced	1%	1%	59%	-7%	—	80%	—	3%	79%	—	27%	—	—	—	—	—	—	—
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	25.0	25.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	—	No	Yes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mit.	—	No	No	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	25.0	25.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	—	No	No	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mit.	—	No	No	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	3.87	3.13	34.1	40.4	0.11	1.13	6.98	7.35	1.05	1.66	2.57	—	13,491	13,491	0.43	1.10	26.9	13,845
2028	3.17	2.89	13.1	38.8	0.04	0.32	6.98	7.30	0.29	1.66	1.96	—	10,729	10,729	0.20	0.57	24.2	10,927
2029	3.08	2.81	12.4	37.1	0.04	0.29	6.98	7.27	0.27	1.66	1.93	—	10,560	10,560	0.20	0.57	21.7	10,757

2030	2.95	2.51	12.1	35.7	0.04	0.28	6.98	7.26	0.26	1.66	1.92	—	10,393	10,393	0.20	0.55	19.3	10,582
2031	2.84	2.41	11.5	34.1	0.04	0.26	6.98	7.24	0.24	1.66	1.90	—	10,230	10,230	0.19	0.35	17.1	10,358
2032	23.4	23.3	1.02	4.96	< 0.005	0.01	1.27	1.27	0.01	0.30	0.30	—	1,281	1,281	0.02	0.01	2.46	1,286
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	3.86	3.12	34.4	37.8	0.11	1.13	6.98	7.35	1.05	1.66	2.57	—	13,481	13,481	0.43	1.10	0.70	13,822
2028	3.15	2.86	13.5	36.3	0.04	0.32	6.98	7.30	0.29	1.66	1.96	—	10,460	10,460	0.22	0.58	0.63	10,639
2029	3.06	2.59	13.0	34.8	0.04	0.29	6.98	7.27	0.27	1.66	1.93	—	10,297	10,297	0.21	0.58	0.56	10,475
2030	2.94	2.49	12.4	33.5	0.04	0.28	6.98	7.26	0.26	1.66	1.92	—	10,134	10,134	0.21	0.55	0.50	10,304
2031	24.2	24.0	11.9	32.2	0.04	0.26	6.98	7.24	0.24	1.66	1.90	—	9,976	9,976	0.20	0.55	0.44	10,146
2032	24.2	24.0	7.06	15.0	0.02	0.21	1.46	1.67	0.19	0.34	0.53	—	2,911	2,911	0.08	0.07	0.07	2,933
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	2.66	2.19	19.8	23.5	0.06	0.63	3.76	4.39	0.58	1.11	1.69	—	8,952	8,952	0.26	0.67	5.72	9,163
2028	2.26	2.06	9.62	26.1	0.03	0.23	4.93	5.16	0.21	1.17	1.38	—	7,522	7,522	0.15	0.41	7.47	7,654
2029	2.17	1.83	9.11	24.9	0.03	0.21	4.92	5.13	0.19	1.17	1.36	—	7,384	7,384	0.15	0.41	6.68	7,516
2030	2.09	1.76	8.87	24.0	0.03	0.20	4.92	5.12	0.18	1.17	1.35	—	7,268	7,268	0.14	0.39	5.94	7,395
2031	3.19	2.89	8.19	22.0	0.03	0.18	4.62	4.80	0.17	1.10	1.27	—	6,766	6,766	0.14	0.37	4.94	6,884
2032	11.5	11.4	1.24	3.52	< 0.005	0.03	0.63	0.66	0.03	0.15	0.17	—	808	808	0.02	0.03	0.54	817
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.49	0.40	3.61	4.28	0.01	0.11	0.69	0.80	0.11	0.20	0.31	—	1,482	1,482	0.04	0.11	0.95	1,517
2028	0.41	0.38	1.76	4.76	0.01	0.04	0.90	0.94	0.04	0.21	0.25	—	1,245	1,245	0.02	0.07	1.24	1,267
2029	0.40	0.33	1.66	4.55	0.01	0.04	0.90	0.94	0.04	0.21	0.25	—	1,223	1,223	0.02	0.07	1.11	1,244
2030	0.38	0.32	1.62	4.38	0.01	0.04	0.90	0.93	0.03	0.21	0.25	—	1,203	1,203	0.02	0.07	0.98	1,224
2031	0.58	0.53	1.50	4.02	0.01	0.03	0.84	0.88	0.03	0.20	0.23	—	1,120	1,120	0.02	0.06	0.82	1,140
2032	2.09	2.08	0.23	0.64	< 0.005	0.01	0.11	0.12	< 0.005	0.03	0.03	—	134	134	< 0.005	< 0.005	0.09	135

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	2.59	2.29	12.9	42.2	0.11	0.21	6.98	7.09	0.21	1.66	1.75	—	13,491	13,491	0.43	1.10	26.9	13,845
2028	2.34	2.23	7.01	40.6	0.04	0.09	6.98	7.07	0.09	1.66	1.75	—	10,729	10,729	0.20	0.57	24.2	10,927
2029	2.27	2.17	6.67	39.0	0.04	0.09	6.98	7.07	0.09	1.66	1.75	—	10,560	10,560	0.20	0.57	21.7	10,757
2030	2.18	1.90	6.54	37.6	0.04	0.09	6.98	7.07	0.09	1.66	1.75	—	10,393	10,393	0.20	0.55	19.3	10,582
2031	2.09	1.82	6.22	36.0	0.04	0.09	6.98	7.07	0.09	1.66	1.75	—	10,230	10,230	0.19	0.35	17.1	10,358
2032	23.3	23.3	0.89	4.82	< 0.005	< 0.005	1.27	1.27	< 0.005	0.30	0.30	—	1,281	1,281	0.02	0.01	2.46	1,286
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	2.57	2.27	13.2	39.7	0.11	0.21	6.98	7.09	0.21	1.66	1.75	—	13,481	13,481	0.43	1.10	0.70	13,822
2028	2.31	2.20	7.36	38.2	0.04	0.09	6.98	7.07	0.09	1.66	1.75	—	10,460	10,460	0.22	0.58	0.63	10,639
2029	2.26	1.95	7.22	36.7	0.04	0.09	6.98	7.07	0.09	1.66	1.75	—	10,297	10,297	0.21	0.58	0.56	10,475
2030	2.16	1.87	6.86	35.4	0.04	0.09	6.98	7.07	0.09	1.66	1.75	—	10,134	10,134	0.21	0.55	0.50	10,304
2031	23.5	23.5	6.56	34.1	0.04	0.09	6.98	7.07	0.09	1.66	1.75	—	9,976	9,976	0.20	0.55	0.44	10,146
2032	23.5	23.5	2.87	15.6	0.02	0.03	1.46	1.49	0.03	0.34	0.37	—	2,911	2,911	0.08	0.07	0.07	2,933
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	1.08	0.93	8.16	27.8	0.06	0.13	3.76	3.89	0.12	1.11	1.23	—	8,952	8,952	0.26	0.67	5.72	9,163
2028	1.66	1.59	5.25	27.4	0.03	0.07	4.93	5.00	0.06	1.17	1.24	—	7,522	7,522	0.15	0.41	7.47	7,654
2029	1.60	1.38	4.98	26.3	0.03	0.06	4.92	4.98	0.06	1.17	1.23	—	7,384	7,384	0.15	0.41	6.68	7,516
2030	1.53	1.32	4.89	25.4	0.03	0.06	4.92	4.98	0.06	1.17	1.23	—	7,268	7,268	0.14	0.39	5.94	7,395
2031	2.66	2.47	4.45	23.4	0.03	0.06	4.62	4.68	0.06	1.10	1.16	—	6,766	6,766	0.14	0.37	4.94	6,884
2032	11.3	11.3	0.68	3.54	< 0.005	< 0.005	0.63	0.63	< 0.005	0.15	0.15	—	808	808	0.02	0.03	0.54	817
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.20	0.17	1.49	5.07	0.01	0.02	0.69	0.71	0.02	0.20	0.23	—	1,482	1,482	0.04	0.11	0.95	1,517

2028	0.30	0.29	0.96	5.00	0.01	0.01	0.90	0.91	0.01	0.21	0.23	—	1,245	1,245	0.02	0.07	1.24	1,267
2029	0.29	0.25	0.91	4.80	0.01	0.01	0.90	0.91	0.01	0.21	0.23	—	1,223	1,223	0.02	0.07	1.11	1,244
2030	0.28	0.24	0.89	4.63	0.01	0.01	0.90	0.91	0.01	0.21	0.23	—	1,203	1,203	0.02	0.07	0.98	1,224
2031	0.49	0.45	0.81	4.26	0.01	0.01	0.84	0.85	0.01	0.20	0.21	—	1,120	1,120	0.02	0.06	0.82	1,140
2032	2.07	2.06	0.12	0.65	< 0.005	< 0.005	0.11	0.12	< 0.005	0.03	0.03	—	134	134	< 0.005	< 0.005	0.09	135

3. Construction Emissions Details

3.1. Grading (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.51	2.95	25.6	27.3	0.06	1.04	—	1.04	0.96	—	0.96	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	2.42	2.42	—	0.95	0.95	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.51	2.95	25.6	27.3	0.06	1.04	—	1.04	0.96	—	0.96	—	6,598	6,598	0.27	0.05	—	6,621

Dust From Material Movement	—	—	—	—	—	—	2.42	2.42	—	0.95	0.95	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.67	1.40	12.2	13.0	0.03	0.50	—	0.50	0.46	—	0.46	—	3,145	3,145	0.13	0.03	—	3,156
Dust From Material Movement	—	—	—	—	—	—	1.15	1.15	—	0.45	0.45	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.30	0.26	2.23	2.37	0.01	0.09	—	0.09	0.08	—	0.08	—	521	521	0.02	< 0.005	—	523
Dust From Material Movement	—	—	—	—	—	—	0.21	0.21	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.08	1.10	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	258	258	< 0.005	0.01	0.89	261
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.28	0.11	8.44	2.15	0.05	0.09	1.81	1.90	0.09	0.51	0.60	—	6,635	6,635	0.16	1.04	13.6	6,963

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.09	0.99	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	246	246	< 0.005	0.01	0.02	249
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.27	0.10	8.72	2.18	0.05	0.09	1.81	1.90	0.09	0.51	0.60	—	6,637	6,637	0.16	1.04	0.35	6,952
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.47	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	118	118	< 0.005	< 0.005	0.18	120
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.13	0.05	4.18	1.03	0.02	0.04	0.85	0.90	0.04	0.24	0.28	—	3,163	3,163	0.08	0.50	2.79	3,316
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	19.6	19.6	< 0.005	< 0.005	0.03	19.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	0.01	0.76	0.19	< 0.005	0.01	0.16	0.16	0.01	0.04	0.05	—	524	524	0.01	0.08	0.46	549

3.2. Grading (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	0.64	4.43	35.3	0.06	0.12	—	0.12	0.12	—	0.12	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	2.42	2.42	—	0.95	0.95	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	0.64	4.43	35.3	0.06	0.12	—	0.12	0.12	—	0.12	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	2.42	2.42	—	0.95	0.95	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.30	0.30	2.11	16.9	0.03	0.06	—	0.06	0.06	—	0.06	—	3,145	3,145	0.13	0.03	—	3,156
Dust From Material Movement	—	—	—	—	—	—	1.15	1.15	—	0.45	0.45	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.06	0.39	3.08	0.01	0.01	—	0.01	0.01	—	0.01	—	521	521	0.02	< 0.005	—	523
Dust From Material Movement	—	—	—	—	—	—	0.21	0.21	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.08	1.10	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	258	258	< 0.005	0.01	0.89	261
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.28	0.11	8.44	2.15	0.05	0.09	1.81	1.90	0.09	0.51	0.60	—	6,635	6,635	0.16	1.04	13.6	6,963
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.09	0.99	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	246	246	< 0.005	0.01	0.02	249
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.27	0.10	8.72	2.18	0.05	0.09	1.81	1.90	0.09	0.51	0.60	—	6,637	6,637	0.16	1.04	0.35	6,952
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.47	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	118	118	< 0.005	< 0.005	0.18	120
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.13	0.05	4.18	1.03	0.02	0.04	0.85	0.90	0.04	0.24	0.28	—	3,163	3,163	0.08	0.50	2.79	3,316
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	19.6	19.6	< 0.005	< 0.005	0.03	19.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	0.01	0.76	0.19	< 0.005	0.01	0.16	0.16	0.01	0.04	0.05	—	524	524	0.01	0.08	0.46	549

3.3. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	0.24	2.22	3.06	0.01	0.08	—	0.08	0.07	—	0.07	—	568	568	0.02	< 0.005	—	570
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.41	0.56	< 0.005	0.01	—	0.01	0.01	—	0.01	—	94.0	94.0	< 0.005	< 0.005	—	94.3
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.14	1.91	1.90	26.6	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	6,235	6,235	0.09	0.23	21.6	6,327
Vendor	0.10	0.05	2.65	0.84	0.02	0.03	0.65	0.69	0.02	0.18	0.20	—	2,264	2,264	0.03	0.34	5.27	2,371
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.13	1.89	2.15	24.0	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	5,959	5,959	0.10	0.24	0.56	6,034
Vendor	0.10	0.05	2.75	0.86	0.02	0.03	0.65	0.69	0.02	0.18	0.20	—	2,265	2,265	0.03	0.34	0.14	2,367
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.50	0.44	0.50	5.70	0.00	0.00	1.48	1.48	0.00	0.35	0.35	—	1,421	1,421	0.02	0.06	2.21	1,441
Vendor	0.02	0.01	0.65	0.20	< 0.005	0.01	0.15	0.16	< 0.005	0.04	0.05	—	536	536	0.01	0.08	0.54	561
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.09	1.04	0.00	0.00	0.27	0.27	0.00	0.06	0.06	—	235	235	< 0.005	0.01	0.37	239
Vendor	< 0.005	< 0.005	0.12	0.04	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	88.8	88.8	< 0.005	0.01	0.09	92.8
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.4. Building Construction (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	0.33	2.82	14.8	0.02	0.07	—	0.07	0.07	—	0.07	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.35	0.33	2.82	14.8	0.02	0.07	—	0.07	0.07	—	0.07	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.08	0.08	0.67	3.51	0.01	0.02	—	0.02	0.02	—	0.02	—	568	568	0.02	< 0.005	—	570
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.02	0.01	0.12	0.64	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	94.0	94.0	< 0.005	< 0.005	—	94.3
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.14	1.91	1.90	26.6	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	6,235	6,235	0.09	0.23	21.6	6,327
Vendor	0.10	0.05	2.65	0.84	0.02	0.03	0.65	0.69	0.02	0.18	0.20	—	2,264	2,264	0.03	0.34	5.27	2,371
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.13	1.89	2.15	24.0	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	5,959	5,959	0.10	0.24	0.56	6,034
Vendor	0.10	0.05	2.75	0.86	0.02	0.03	0.65	0.69	0.02	0.18	0.20	—	2,265	2,265	0.03	0.34	0.14	2,367
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.50	0.44	0.50	5.70	0.00	0.00	1.48	1.48	0.00	0.35	0.35	—	1,421	1,421	0.02	0.06	2.21	1,441
Vendor	0.02	0.01	0.65	0.20	< 0.005	0.01	0.15	0.16	< 0.005	0.04	0.05	—	536	536	0.01	0.08	0.54	561
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.09	1.04	0.00	0.00	0.27	0.27	0.00	0.06	0.06	—	235	235	< 0.005	0.01	0.37	239
Vendor	< 0.005	< 0.005	0.12	0.04	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	88.8	88.8	< 0.005	0.01	0.09	92.8
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Building Construction (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18	0.99	8.92	12.9	0.02	0.30	—	0.30	0.28	—	0.28	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18	0.99	8.92	12.9	0.02	0.30	—	0.30	0.28	—	0.28	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.85	0.71	6.39	9.26	0.02	0.22	—	0.22	0.20	—	0.20	—	1,717	1,717	0.07	0.01	—	1,723
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.17	1.69	< 0.005	0.04	—	0.04	0.04	—	0.04	—	284	284	0.01	< 0.005	—	285
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.89	1.85	1.68	25.0	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	6,122	6,122	0.07	0.23	19.5	6,211
Vendor	0.10	0.05	2.52	0.81	0.02	0.02	0.65	0.67	0.02	0.18	0.20	—	2,210	2,210	0.03	0.32	4.68	2,310
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.87	1.83	1.93	22.5	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	5,851	5,851	0.10	0.24	0.51	5,926
Vendor	0.10	0.05	2.62	0.84	0.02	0.02	0.65	0.67	0.02	0.18	0.20	—	2,211	2,211	0.03	0.32	0.12	2,307
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.34	1.31	1.37	16.2	0.00	0.00	4.47	4.47	0.00	1.05	1.05	—	4,221	4,221	0.06	0.16	6.03	4,278
Vendor	0.07	0.04	1.86	0.59	0.01	0.01	0.46	0.47	0.01	0.13	0.14	—	1,583	1,583	0.02	0.23	1.45	1,653
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.24	0.24	0.25	2.96	0.00	0.00	0.82	0.82	0.00	0.19	0.19	—	699	699	0.01	0.03	1.00	708
Vendor	0.01	0.01	0.34	0.11	< 0.005	< 0.005	0.08	0.09	< 0.005	0.02	0.03	—	262	262	< 0.005	0.04	0.24	274

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Building Construction (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	0.33	2.81	14.8	0.02	0.07	—	0.07	0.07	—	0.07	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	0.33	2.81	14.8	0.02	0.07	—	0.07	0.07	—	0.07	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.25	0.24	2.02	10.6	0.02	0.05	—	0.05	0.05	—	0.05	—	1,717	1,717	0.07	0.01	—	1,723
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.05	0.04	0.37	1.94	< 0.005	0.01	—	0.01	0.01	—	0.01	—	284	284	0.01	< 0.005	—	285
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.89	1.85	1.68	25.0	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	6,122	6,122	0.07	0.23	19.5	6,211
Vendor	0.10	0.05	2.52	0.81	0.02	0.02	0.65	0.67	0.02	0.18	0.20	—	2,210	2,210	0.03	0.32	4.68	2,310
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.87	1.83	1.93	22.5	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	5,851	5,851	0.10	0.24	0.51	5,926
Vendor	0.10	0.05	2.62	0.84	0.02	0.02	0.65	0.67	0.02	0.18	0.20	—	2,211	2,211	0.03	0.32	0.12	2,307
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.34	1.31	1.37	16.2	0.00	0.00	4.47	4.47	0.00	1.05	1.05	—	4,221	4,221	0.06	0.16	6.03	4,278
Vendor	0.07	0.04	1.86	0.59	0.01	0.01	0.46	0.47	0.01	0.13	0.14	—	1,583	1,583	0.02	0.23	1.45	1,653
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.24	0.24	0.25	2.96	0.00	0.00	0.82	0.82	0.00	0.19	0.19	—	699	699	0.01	0.03	1.00	708
Vendor	0.01	0.01	0.34	0.11	< 0.005	< 0.005	0.08	0.09	< 0.005	0.02	0.03	—	262	262	< 0.005	0.04	0.24	274
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2029) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.15	0.97	8.58	12.9	0.02	0.28	—	0.28	0.25	—	0.25	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.15	0.97	8.58	12.9	0.02	0.28	—	0.28	0.25	—	0.25	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.82	0.69	6.13	9.22	0.02	0.20	—	0.20	0.18	—	0.18	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.12	1.68	< 0.005	0.04	—	0.04	0.03	—	0.03	—	283	283	0.01	< 0.005	—	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.83	1.79	1.47	23.4	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	6,015	6,015	0.07	0.23	17.5	6,102
Vendor	0.10	0.05	2.38	0.78	0.02	0.02	0.65	0.67	0.02	0.18	0.20	—	2,149	2,149	0.03	0.32	4.14	2,249
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.81	1.57	1.92	21.1	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	5,750	5,750	0.09	0.24	0.45	5,824
Vendor	0.10	0.05	2.48	0.80	0.02	0.02	0.65	0.67	0.02	0.18	0.20	—	2,150	2,150	0.03	0.32	0.11	2,246
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.28	1.11	1.22	15.1	0.00	0.00	4.46	4.46	0.00	1.04	1.04	—	4,137	4,137	0.06	0.16	5.41	4,193
Vendor	0.07	0.03	1.76	0.56	0.01	0.01	0.46	0.47	0.01	0.13	0.14	—	1,535	1,535	0.02	0.23	1.27	1,605
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.23	0.20	0.22	2.76	0.00	0.00	0.81	0.81	0.00	0.19	0.19	—	685	685	0.01	0.03	0.89	694
Vendor	0.01	0.01	0.32	0.10	< 0.005	< 0.005	0.08	0.09	< 0.005	0.02	0.03	—	254	254	< 0.005	0.04	0.21	266
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2029) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.35	0.33	2.81	14.8	0.02	0.07	—	0.07	0.07	—	0.07	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	0.33	2.81	14.8	0.02	0.07	—	0.07	0.07	—	0.07	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.25	0.23	2.01	10.6	0.02	0.05	—	0.05	0.05	—	0.05	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.37	1.93	< 0.005	0.01	—	0.01	0.01	—	0.01	—	283	283	0.01	< 0.005	—	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.83	1.79	1.47	23.4	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	6,015	6,015	0.07	0.23	17.5	6,102
Vendor	0.10	0.05	2.38	0.78	0.02	0.02	0.65	0.67	0.02	0.18	0.20	—	2,149	2,149	0.03	0.32	4.14	2,249
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.81	1.57	1.92	21.1	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	5,750	5,750	0.09	0.24	0.45	5,824
Vendor	0.10	0.05	2.48	0.80	0.02	0.02	0.65	0.67	0.02	0.18	0.20	—	2,150	2,150	0.03	0.32	0.11	2,246
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.28	1.11	1.22	15.1	0.00	0.00	4.46	4.46	0.00	1.04	1.04	—	4,137	4,137	0.06	0.16	5.41	4,193
Vendor	0.07	0.03	1.76	0.56	0.01	0.01	0.46	0.47	0.01	0.13	0.14	—	1,535	1,535	0.02	0.23	1.27	1,605
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.23	0.20	0.22	2.76	0.00	0.00	0.81	0.81	0.00	0.19	0.19	—	685	685	0.01	0.03	0.89	694
Vendor	0.01	0.01	0.32	0.10	< 0.005	< 0.005	0.08	0.09	< 0.005	0.02	0.03	—	254	254	< 0.005	0.04	0.21	266
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2030) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.12	0.94	8.39	12.9	0.02	0.26	—	0.26	0.24	—	0.24	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	1.12	0.94	8.39	12.9	0.02	0.26	—	0.26	0.24	—	0.24	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.80	0.67	5.99	9.20	0.02	0.19	—	0.19	0.17	—	0.17	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	1.09	1.68	< 0.005	0.03	—	0.03	0.03	—	0.03	—	283	283	0.01	< 0.005	—	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.75	1.52	1.46	22.0	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	5,914	5,914	0.07	0.23	15.6	6,000
Vendor	0.08	0.05	2.26	0.76	0.02	0.02	0.65	0.67	0.02	0.18	0.20	—	2,083	2,083	0.03	0.30	3.63	2,177
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.74	1.50	1.70	19.8	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	5,653	5,653	0.09	0.23	0.41	5,724
Vendor	0.08	0.05	2.35	0.79	0.02	0.02	0.65	0.67	0.02	0.18	0.20	—	2,084	2,084	0.03	0.30	0.09	2,175
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	1.23	1.06	1.20	14.3	0.00	0.00	4.46	4.46	0.00	1.04	1.04	—	4,068	4,068	0.05	0.16	4.82	4,123
Vendor	0.06	0.03	1.68	0.55	0.01	0.01	0.46	0.47	0.01	0.13	0.14	—	1,488	1,488	0.02	0.22	1.12	1,554
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.22	0.19	0.22	2.60	0.00	0.00	0.81	0.81	0.00	0.19	0.19	—	673	673	0.01	0.03	0.80	683
Vendor	0.01	0.01	0.31	0.10	< 0.005	< 0.005	0.08	0.09	< 0.005	0.02	0.03	—	246	246	< 0.005	0.04	0.19	257
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Building Construction (2030) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	0.33	2.81	14.8	0.02	0.07	—	0.07	0.07	—	0.07	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	0.33	2.81	14.8	0.02	0.07	—	0.07	0.07	—	0.07	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.25	0.23	2.01	10.6	0.02	0.05	—	0.05	0.05	—	0.05	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.37	1.93	< 0.005	0.01	—	0.01	0.01	—	0.01	—	283	283	0.01	< 0.005	—	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.75	1.52	1.46	22.0	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	5,914	5,914	0.07	0.23	15.6	6,000
Vendor	0.08	0.05	2.26	0.76	0.02	0.02	0.65	0.67	0.02	0.18	0.20	—	2,083	2,083	0.03	0.30	3.63	2,177
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.74	1.50	1.70	19.8	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	5,653	5,653	0.09	0.23	0.41	5,724
Vendor	0.08	0.05	2.35	0.79	0.02	0.02	0.65	0.67	0.02	0.18	0.20	—	2,084	2,084	0.03	0.30	0.09	2,175
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.23	1.06	1.20	14.3	0.00	0.00	4.46	4.46	0.00	1.04	1.04	—	4,068	4,068	0.05	0.16	4.82	4,123
Vendor	0.06	0.03	1.68	0.55	0.01	0.01	0.46	0.47	0.01	0.13	0.14	—	1,488	1,488	0.02	0.22	1.12	1,554
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.22	0.19	0.22	2.60	0.00	0.00	0.81	0.81	0.00	0.19	0.19	—	673	673	0.01	0.03	0.80	683
Vendor	0.01	0.01	0.31	0.10	< 0.005	< 0.005	0.08	0.09	< 0.005	0.02	0.03	—	246	246	< 0.005	0.04	0.19	257

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Building Construction (2031) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.10	0.92	8.12	12.8	0.02	0.24	—	0.24	0.22	—	0.22	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.10	0.92	8.12	12.8	0.02	0.24	—	0.24	0.22	—	0.22	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.72	0.61	5.35	8.47	0.02	0.16	—	0.16	0.15	—	0.15	—	1,581	1,581	0.06	0.01	—	1,586
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.13	0.11	0.98	1.55	< 0.005	0.03	—	0.03	0.03	—	0.03	—	262	262	0.01	< 0.005	—	263
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.67	1.45	1.24	20.5	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	5,820	5,820	0.06	0.03	13.9	5,845
Vendor	0.08	0.05	2.16	0.74	0.02	0.02	0.65	0.67	0.02	0.18	0.20	—	2,013	2,013	0.03	0.30	3.16	2,107
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.67	1.44	1.49	18.6	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	5,564	5,564	0.07	0.23	0.36	5,635
Vendor	0.07	0.05	2.25	0.77	0.02	0.02	0.65	0.67	0.02	0.18	0.20	—	2,015	2,015	0.03	0.30	0.08	2,106
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.09	0.94	0.97	12.2	0.00	0.00	4.12	4.12	0.00	0.96	0.96	—	3,696	3,696	0.05	0.15	3.97	3,746
Vendor	0.05	0.03	1.47	0.50	0.01	0.01	0.42	0.44	0.01	0.12	0.13	—	1,328	1,328	0.02	0.20	0.90	1,389
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.17	0.18	2.23	0.00	0.00	0.75	0.75	0.00	0.18	0.18	—	612	612	0.01	0.03	0.66	620
Vendor	0.01	0.01	0.27	0.09	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	220	220	< 0.005	0.03	0.15	230
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Building Construction (2031) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	0.33	2.81	14.8	0.02	0.07	—	0.07	0.07	—	0.07	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	0.33	2.81	14.8	0.02	0.07	—	0.07	0.07	—	0.07	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	0.22	1.85	9.77	0.02	0.05	—	0.05	0.05	—	0.05	—	1,581	1,581	0.06	0.01	—	1,586
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.04	0.34	1.78	< 0.005	0.01	—	0.01	0.01	—	0.01	—	262	262	0.01	< 0.005	—	263
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.67	1.45	1.24	20.5	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	5,820	5,820	0.06	0.03	13.9	5,845
Vendor	0.08	0.05	2.16	0.74	0.02	0.02	0.65	0.67	0.02	0.18	0.20	—	2,013	2,013	0.03	0.30	3.16	2,107
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.67	1.44	1.49	18.6	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	5,564	5,564	0.07	0.23	0.36	5,635
Vendor	0.07	0.05	2.25	0.77	0.02	0.02	0.65	0.67	0.02	0.18	0.20	—	2,015	2,015	0.03	0.30	0.08	2,106
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.09	0.94	0.97	12.2	0.00	0.00	4.12	4.12	0.00	0.96	0.96	—	3,696	3,696	0.05	0.15	3.97	3,746
Vendor	0.05	0.03	1.47	0.50	0.01	0.01	0.42	0.44	0.01	0.12	0.13	—	1,328	1,328	0.02	0.20	0.90	1,389
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.17	0.18	2.23	0.00	0.00	0.75	0.75	0.00	0.18	0.18	—	612	612	0.01	0.03	0.66	620
Vendor	0.01	0.01	0.27	0.09	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	220	220	< 0.005	0.03	0.15	230
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Paving (2031) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.75	0.63	6.13	9.88	0.01	0.21	—	0.21	0.19	—	0.19	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.34	0.54	< 0.005	0.01	—	0.01	0.01	—	0.01	—	82.8	82.8	< 0.005	< 0.005	—	83.1
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.7	13.7	< 0.005	< 0.005	—	13.8
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.57	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	172	172	< 0.005	0.01	0.01	175

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.51	9.51	< 0.005	< 0.005	0.01	9.64
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.58	1.58	< 0.005	< 0.005	< 0.005	1.60
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.14. Paving (2031) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	0.16	1.93	10.6	0.01	0.03	—	0.03	0.03	—	0.03	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.01	0.01	0.11	0.58	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	82.8	82.8	< 0.005	< 0.005	—	83.1
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.7	13.7	< 0.005	< 0.005	—	13.8
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.57	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	172	172	< 0.005	0.01	0.01	175
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.51	9.51	< 0.005	< 0.005	0.01	9.64
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.58	1.58	< 0.005	< 0.005	< 0.005	1.60
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.15. Paving (2032) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.72	0.61	6.00	9.86	0.01	0.20	—	0.20	0.18	—	0.18	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.08	0.74	1.22	< 0.005	0.02	—	0.02	0.02	—	0.02	—	186	186	0.01	< 0.005	—	187
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.13	0.22	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	30.8	30.8	< 0.005	< 0.005	—	30.9
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.04	0.54	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	170	170	< 0.005	0.01	0.01	172
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.07	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	21.1	21.1	< 0.005	< 0.005	0.02	21.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.49	3.49	< 0.005	< 0.005	< 0.005	3.54
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.16. Paving (2032) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.16	0.16	1.93	10.6	0.01	0.03	—	0.03	0.03	—	0.03	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.24	1.31	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	186	186	0.01	< 0.005	—	187
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.04	0.24	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	30.8	30.8	< 0.005	< 0.005	—	30.9
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.04	0.54	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	170	170	< 0.005	0.01	0.01	172
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.01	0.01	< 0.005	0.07	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	21.1	21.1	< 0.005	< 0.005	0.02	21.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.49	3.49	< 0.005	< 0.005	< 0.005	3.54
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.17. Architectural Coating (2031) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.78	1.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	23.0	23.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.04	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.32	7.32	< 0.005	< 0.005	—	7.34

Architect Coatings	1.26	1.26	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.21	1.21	< 0.005	< 0.005	—	1.22
Architectural Coatings	0.23	0.23	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.33	0.29	0.30	3.71	0.00	0.00	1.27	1.27	0.00	0.30	0.30	—	1,113	1,113	0.01	0.05	0.07	1,127
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.20	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	61.4	61.4	< 0.005	< 0.005	0.07	62.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.2	10.2	< 0.005	< 0.005	0.01	10.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.18. Architectural Coating (2031) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.65	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	23.0	23.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.04	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.32	7.32	< 0.005	< 0.005	—	7.34
Architectural Coatings	1.26	1.26	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.21	1.21	< 0.005	< 0.005	—	1.22
Architectural Coatings	0.23	0.23	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.33	0.29	0.30	3.71	0.00	0.00	1.27	1.27	0.00	0.30	0.30	—	1,113	1,113	0.01	0.05	0.07	1,127
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.20	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	61.4	61.4	< 0.005	< 0.005	0.07	62.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.2	10.2	< 0.005	< 0.005	0.01	10.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.19. Architectural Coating (2032) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.77	1.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	23.0	23.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.77	1.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	23.0	23.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	0.37	0.53	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	64.8	64.8	< 0.005	< 0.005	—	65.0
Architectural Coatings	11.1	11.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.7	10.7	< 0.005	< 0.005	—	10.8
Architectural Coatings	2.03	2.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.32	0.28	0.25	3.86	0.00	0.00	1.27	1.27	0.00	0.30	0.30	—	1,147	1,147	0.01	0.01	2.46	1,152
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.32	0.27	0.26	3.50	0.00	0.00	1.27	1.27	0.00	0.30	0.30	—	1,097	1,097	0.01	0.05	0.06	1,111
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.13	0.12	1.70	0.00	0.00	0.61	0.61	0.00	0.14	0.14	—	536	536	0.01	0.02	0.52	544
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.02	0.31	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	88.8	88.8	< 0.005	< 0.005	0.09	90.0

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.20. Architectural Coating (2032) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.65	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	23.0	23.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.65	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	23.0	23.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.01	0.01	0.31	0.47	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	64.8	64.8	< 0.005	< 0.005	—	65.0
Architectural Coatings	11.1	11.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.06	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.7	10.7	< 0.005	< 0.005	—	10.8
Architectural Coatings	2.03	2.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.32	0.28	0.25	3.86	0.00	0.00	1.27	1.27	0.00	0.30	0.30	—	1,147	1,147	0.01	0.01	2.46	1,152
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.32	0.27	0.26	3.50	0.00	0.00	1.27	1.27	0.00	0.30	0.30	—	1,097	1,097	0.01	0.05	0.06	1,111
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.13	0.12	1.70	0.00	0.00	0.61	0.61	0.00	0.14	0.14	—	536	536	0.01	0.02	0.52	544

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.02	0.31	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	88.8	88.8	< 0.005	< 0.005	0.09	90.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Grading	Grading	1/1/2027	9/1/2027	5.00	174	—
Building Construction	Building Construction	9/2/2027	12/3/2031	5.00	1,110	—

Paving	Paving	12/4/2031	3/3/2032	5.00	65.0	—
Architectural Coating	Architectural Coating	12/4/2031	9/4/2032	5.00	197	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Grading	Graders	Diesel	Tier 4 Final	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Tier 4 Final	2.00	8.00	36.0	0.38

Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	8.00	84.0	0.37
Grading	Scrapers	Diesel	Tier 4 Final	2.00	8.00	423	0.48
Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	367	0.40
Building Construction	Forklifts	Diesel	Tier 4 Final	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Tier 4 Final	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	3.00	7.00	84.0	0.37
Paving	Pavers	Diesel	Tier 4 Final	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Final	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Tier 4 Final	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 4 Final	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Grading	—	—	—	—
Grading	Worker	20.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	100	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	484	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	76.2	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT

Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	96.8	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Grading	—	—	—	—
Grading	Worker	20.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	100	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	484	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	76.2	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT

Architectural Coating	—	—	—	—
Architectural Coating	Worker	96.8	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%
Sweep paved roads once per month	9%	9%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	1,408,104	469,368	55,500	18,500	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Grading	212,000	—	522	0.00	—
Paving	0.00	0.00	0.00	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Low Rise	—	0%
Strip Mall	0.00	0%
City Park	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2027	0.00	532	0.03	< 0.005
2028	0.00	532	0.03	< 0.005
2029	0.00	532	0.03	< 0.005
2030	0.00	532	0.03	< 0.005
2031	0.00	532	0.03	< 0.005
2032	0.00	532	0.03	< 0.005

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	No demolition is required as existing site is vacant an undeveloped. Grading is estimated to last approximatly 8 months.
Land Use	Proposed Project includes an estimated total 950 residential units and 40,000 square feet of retail/commercial space, as well as open space/parks. Area A includes 656 residential units, 37,000 square feet of commercial/retail uses, 11.4 acres of parks on 44.5 acres of land.
Construction: Trips and VMT	100 haul truck trips per day provided by applicant.
Construction: Dust From Material Movement	—
Construction: Off-Road Equipment	test

APPENDIX 1.3

Proposed Project Construction Emissions (Area C)

Maulhardt Ranch - Proposed Project (Area C) Custom Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

1.3. User-Selected Emission Reduction Measures by Emissions Sector

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

2.2. Construction Emissions by Year, Unmitigated

2.3. Construction Emissions by Year, Mitigated

3. Construction Emissions Details

3.1. Demolition (2027) - Unmitigated

3.2. Demolition (2027) - Mitigated

3.3. Grading (2027) - Unmitigated

3.4. Grading (2027) - Mitigated

3.5. Building Construction (2027) - Unmitigated

3.6. Building Construction (2027) - Mitigated

3.7. Building Construction (2028) - Unmitigated

3.8. Building Construction (2028) - Mitigated

3.9. Paving (2028) - Unmitigated

3.10. Paving (2028) - Mitigated

3.11. Architectural Coating (2028) - Unmitigated

3.12. Architectural Coating (2028) - Mitigated

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.2.2. Mitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.3.2. Mitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

5.18.2.2. Mitigated

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Maulhardt Ranch - Proposed Project (Area C)
Construction Start Date	1/1/2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.20
Precipitation (days)	21.2
Location	34.20735961356665, -119.15902397491008
County	Ventura
City	Oxnard
Air District	Ventura County APCD
Air Basin	South Central Coast
TAZ	3438
EDFZ	8
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Low Rise	294	Dwelling Unit	10.3	311,640	31,164	—	885	—
Strip Mall	3.00	1000sqft	0.00	3,000	300	—	—	—

City Park	1.50	Acre	1.50	0.00	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-5	Use Advanced Engine Tiers

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	23.0	22.8	11.3	25.0	0.03	0.35	3.05	3.40	0.32	0.73	1.04	—	6,084	6,084	0.15	0.26	11.7	6,177
Mit.	22.2	22.2	4.76	26.9	0.03	0.09	3.05	3.14	0.08	0.73	0.81	—	6,084	6,084	0.15	0.26	11.7	6,177
% Reduced	3%	3%	58%	-8%	—	75%	—	8%	75%	—	23%	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.79	3.10	32.2	29.9	0.10	1.11	4.02	5.13	1.03	1.39	2.42	—	11,822	11,822	0.39	0.84	0.30	12,084
Mit.	1.32	1.18	11.1	38.0	0.10	0.19	4.02	4.21	0.19	1.39	1.58	—	11,822	11,822	0.39	0.84	0.30	12,084
% Reduced	65%	62%	66%	-27%	—	83%	—	18%	81%	—	35%	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.01	5.94	10.5	17.3	0.03	0.34	2.14	2.48	0.31	0.54	0.85	—	4,684	4,684	0.13	0.23	3.37	4,761
Mit.	5.74	5.73	4.08	19.0	0.03	0.07	2.14	2.21	0.07	0.54	0.61	—	4,684	4,684	0.13	0.23	3.37	4,761

% Reduced	5%	4%	61%	-10%	—	79%	—	11%	79%	—	29%	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.10	1.08	1.91	3.16	0.01	0.06	0.39	0.45	0.06	0.10	0.16	—	775	775	0.02	0.04	0.56	788
Mit.	1.05	1.05	0.74	3.48	0.01	0.01	0.39	0.40	0.01	0.10	0.11	—	775	775	0.02	0.04	0.56	788
% Reduced	5%	4%	61%	-10%	—	79%	—	11%	79%	—	29%	—	—	—	—	—	—	—
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	25.0	25.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	—	No	Yes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mit.	—	No	No	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	25.0	25.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	—	No	No	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mit.	—	No	No	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	2.21	1.89	11.3	25.0	0.03	0.35	3.05	3.40	0.32	0.73	1.04	—	6,084	6,084	0.15	0.26	11.7	6,177
2028	23.0	22.8	10.7	24.3	0.03	0.31	3.05	3.36	0.28	0.73	1.01	—	6,012	6,012	0.14	0.25	10.5	6,102

Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	3.79	3.10	32.2	29.9	0.10	1.11	4.02	5.13	1.03	1.39	2.42	—	11,822	11,822	0.39	0.84	0.30	12,084
2028	2.05	1.81	10.9	23.2	0.03	0.31	3.05	3.36	0.28	0.73	1.01	—	5,894	5,894	0.15	0.26	0.27	5,975
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	1.74	1.47	10.5	17.3	0.03	0.34	2.14	2.48	0.31	0.54	0.85	—	4,684	4,684	0.13	0.23	3.37	4,761
2028	6.01	5.94	3.30	7.12	0.01	0.09	0.89	0.99	0.09	0.21	0.30	—	1,723	1,723	0.04	0.07	1.33	1,746
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.32	0.27	1.91	3.16	0.01	0.06	0.39	0.45	0.06	0.10	0.16	—	775	775	0.02	0.04	0.56	788
2028	1.10	1.08	0.60	1.30	< 0.005	0.02	0.16	0.18	0.02	0.04	0.05	—	285	285	0.01	0.01	0.22	289

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	1.33	1.19	4.76	26.9	0.03	0.09	3.05	3.14	0.08	0.73	0.81	—	6,084	6,084	0.15	0.26	11.7	6,177
2028	22.2	22.2	4.61	26.1	0.03	0.08	3.05	3.13	0.08	0.73	0.81	—	6,012	6,012	0.14	0.25	10.5	6,102
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	1.32	1.18	11.1	38.0	0.10	0.19	4.02	4.21	0.19	1.39	1.58	—	11,822	11,822	0.39	0.84	0.30	12,084
2028	1.21	1.15	4.76	25.1	0.03	0.08	3.05	3.13	0.08	0.73	0.81	—	5,894	5,894	0.15	0.26	0.27	5,975
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.86	0.77	4.08	19.0	0.03	0.07	2.14	2.21	0.07	0.54	0.61	—	4,684	4,684	0.13	0.23	3.37	4,761
2028	5.74	5.73	1.49	7.59	0.01	0.02	0.89	0.92	0.02	0.21	0.23	—	1,723	1,723	0.04	0.07	1.33	1,746
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2027	0.16	0.14	0.74	3.48	0.01	0.01	0.39	0.40	0.01	0.10	0.11	—	775	775	0.02	0.04	0.56	788
2028	1.05	1.05	0.27	1.38	< 0.005	< 0.005	0.16	0.17	< 0.005	0.04	0.04	—	285	285	0.01	0.01	0.22	289

3. Construction Emissions Details

3.1. Demolition (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.64	2.21	19.9	18.6	0.03	0.80	—	0.80	0.73	—	0.73	—	3,427	3,427	0.14	0.03	—	3,439
Demolition	—	—	—	—	—	—	0.93	0.93	—	0.14	0.14	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.14	1.07	< 0.005	0.05	—	0.05	0.04	—	0.04	—	197	197	0.01	< 0.005	—	198
Demolition	—	—	—	—	—	—	0.05	0.05	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.03	0.02	0.21	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	—	32.6	32.6	< 0.005	< 0.005	—	32.8
Demoliti on	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.07	0.74	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	185	185	< 0.005	0.01	0.02	187
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.04	0.02	1.43	0.36	0.01	0.01	0.30	0.31	0.01	0.08	0.10	—	1,090	1,090	0.03	0.17	0.06	1,142
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.7	10.7	< 0.005	< 0.005	0.02	10.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.08	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	62.7	62.7	< 0.005	0.01	0.06	65.7
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.77	1.77	< 0.005	< 0.005	< 0.005	1.80
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.4	10.4	< 0.005	< 0.005	0.01	10.9

3.2. Demolition (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.36	0.36	4.51	18.2	0.03	0.06	—	0.06	0.06	—	0.06	—	3,427	3,427	0.14	0.03	—	3,439
Demolition	—	—	—	—	—	—	0.93	0.93	—	0.14	0.14	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.26	1.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	197	197	0.01	< 0.005	—	198
Demolition	—	—	—	—	—	—	0.05	0.05	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.05	0.19	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	32.6	32.6	< 0.005	< 0.005	—	32.8
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.07	0.74	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	185	185	< 0.005	0.01	0.02	187
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.04	0.02	1.43	0.36	0.01	0.01	0.30	0.31	0.01	0.08	0.10	—	1,090	1,090	0.03	0.17	0.06	1,142
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.7	10.7	< 0.005	< 0.005	0.02	10.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.08	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	62.7	62.7	< 0.005	0.01	0.06	65.7
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.77	1.77	< 0.005	< 0.005	< 0.005	1.80
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.4	10.4	< 0.005	< 0.005	0.01	10.9

3.3. Grading (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.51	2.95	25.6	27.3	0.06	1.04	—	1.04	0.96	—	0.96	—	6,598	6,598	0.27	0.05	—	6,621

Dust From Material Movement	—	—	—	—	—	—	2.40	2.40	—	0.95	0.95	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	0.24	2.10	2.24	0.01	0.09	—	0.09	0.08	—	0.08	—	542	542	0.02	< 0.005	—	544
Dust From Material Movement	—	—	—	—	—	—	0.20	0.20	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.38	0.41	< 0.005	0.02	—	0.02	0.01	—	0.01	—	89.8	89.8	< 0.005	< 0.005	—	90.1
Dust From Material Movement	—	—	—	—	—	—	0.04	0.04	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.09	0.99	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	246	246	< 0.005	0.01	0.02	249

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.20	0.08	6.54	1.64	0.03	0.07	1.36	1.42	0.07	0.38	0.45	—	4,978	4,978	0.12	0.78	0.26	5,214
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	20.4	20.4	< 0.005	< 0.005	0.03	20.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	0.01	0.54	0.13	< 0.005	0.01	0.11	0.12	0.01	0.03	0.04	—	409	409	0.01	0.06	0.36	429
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.37	3.37	< 0.005	< 0.005	0.01	3.42
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.10	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	67.7	67.7	< 0.005	0.01	0.06	71.0

3.4. Grading (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	0.64	4.43	35.3	0.06	0.12	—	0.12	0.12	—	0.12	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	2.40	2.40	—	0.95	0.95	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	0.36	2.91	0.01	0.01	—	0.01	0.01	—	0.01	—	542	542	0.02	< 0.005	—	544
Dust From Material Movement	—	—	—	—	—	—	0.20	0.20	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.53	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	89.8	89.8	< 0.005	< 0.005	—	90.1
Dust From Material Movement	—	—	—	—	—	—	0.04	0.04	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.09	0.99	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	246	246	< 0.005	0.01	0.02	249
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.20	0.08	6.54	1.64	0.03	0.07	1.36	1.42	0.07	0.38	0.45	—	4,978	4,978	0.12	0.78	0.26	5,214
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	20.4	20.4	< 0.005	< 0.005	0.03	20.7

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	0.01	0.54	0.13	< 0.005	0.01	0.11	0.12	0.01	0.03	0.04	—	409	409	0.01	0.06	0.36	429
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.37	3.37	< 0.005	< 0.005	0.01	3.42
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.10	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	67.7	67.7	< 0.005	0.01	0.06	71.0

3.5. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.71	0.59	5.40	7.44	0.01	0.19	—	0.19	0.18	—	0.18	—	1,379	1,379	0.06	0.01	—	1,384
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.99	1.36	< 0.005	0.04	—	0.04	0.03	—	0.03	—	228	228	0.01	< 0.005	—	229
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.94	0.84	0.83	11.7	0.00	0.00	2.78	2.78	0.00	0.65	0.65	—	2,738	2,738	0.04	0.10	9.49	2,779
Vendor	0.04	0.02	1.11	0.35	0.01	0.01	0.27	0.29	0.01	0.08	0.08	—	949	949	0.01	0.14	2.21	993
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.94	0.83	0.94	10.5	0.00	0.00	2.78	2.78	0.00	0.65	0.65	—	2,617	2,617	0.04	0.11	0.25	2,650
Vendor	0.04	0.02	1.15	0.36	0.01	0.01	0.27	0.29	0.01	0.08	0.08	—	949	949	0.01	0.14	0.06	991
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.54	0.47	0.54	6.08	0.00	0.00	1.58	1.58	0.00	0.37	0.37	—	1,517	1,517	0.02	0.06	2.35	1,538
Vendor	0.02	0.01	0.66	0.20	< 0.005	0.01	0.16	0.16	< 0.005	0.04	0.05	—	546	546	0.01	0.08	0.55	571
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.10	1.11	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	251	251	< 0.005	0.01	0.39	255

Vendor	< 0.005	< 0.005	0.12	0.04	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	90.4	90.4	< 0.005	0.01	0.09	94.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Building Construction (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	0.33	2.82	14.8	0.02	0.07	—	0.07	0.07	—	0.07	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	0.33	2.82	14.8	0.02	0.07	—	0.07	0.07	—	0.07	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	0.19	1.62	8.53	0.01	0.04	—	0.04	0.04	—	0.04	—	1,379	1,379	0.06	0.01	—	1,384
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.04	0.03	0.30	1.56	< 0.005	0.01	—	0.01	0.01	—	0.01	—	228	228	0.01	< 0.005	—	229
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.94	0.84	0.83	11.7	0.00	0.00	2.78	2.78	0.00	0.65	0.65	—	2,738	2,738	0.04	0.10	9.49	2,779
Vendor	0.04	0.02	1.11	0.35	0.01	0.01	0.27	0.29	0.01	0.08	0.08	—	949	949	0.01	0.14	2.21	993
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.94	0.83	0.94	10.5	0.00	0.00	2.78	2.78	0.00	0.65	0.65	—	2,617	2,617	0.04	0.11	0.25	2,650
Vendor	0.04	0.02	1.15	0.36	0.01	0.01	0.27	0.29	0.01	0.08	0.08	—	949	949	0.01	0.14	0.06	991
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.54	0.47	0.54	6.08	0.00	0.00	1.58	1.58	0.00	0.37	0.37	—	1,517	1,517	0.02	0.06	2.35	1,538
Vendor	0.02	0.01	0.66	0.20	< 0.005	0.01	0.16	0.16	< 0.005	0.04	0.05	—	546	546	0.01	0.08	0.55	571
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.10	1.11	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	251	251	< 0.005	0.01	0.39	255
Vendor	< 0.005	< 0.005	0.12	0.04	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	90.4	90.4	< 0.005	0.01	0.09	94.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18	0.99	8.92	12.9	0.02	0.30	—	0.30	0.28	—	0.28	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18	0.99	8.92	12.9	0.02	0.30	—	0.30	0.28	—	0.28	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	0.25	2.22	3.21	0.01	0.07	—	0.07	0.07	—	0.07	—	596	596	0.02	< 0.005	—	598
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.40	0.59	< 0.005	0.01	—	0.01	0.01	—	0.01	—	98.6	98.6	< 0.005	< 0.005	—	99.0
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.83	0.81	0.74	11.0	0.00	0.00	2.78	2.78	0.00	0.65	0.65	—	2,689	2,689	0.03	0.10	8.57	2,728
Vendor	0.04	0.02	1.05	0.34	0.01	0.01	0.27	0.28	0.01	0.08	0.08	—	926	926	0.01	0.13	1.96	968
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.82	0.80	0.85	9.89	0.00	0.00	2.78	2.78	0.00	0.65	0.65	—	2,570	2,570	0.04	0.11	0.22	2,603
Vendor	0.04	0.02	1.10	0.35	0.01	0.01	0.27	0.28	0.01	0.08	0.08	—	926	926	0.01	0.13	0.05	967
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.20	0.21	2.47	0.00	0.00	0.68	0.68	0.00	0.16	0.16	—	643	643	0.01	0.03	0.92	652
Vendor	0.01	0.01	0.27	0.09	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	230	230	< 0.005	0.03	0.21	240
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.45	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	107	107	< 0.005	< 0.005	0.15	108
Vendor	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	38.1	38.1	< 0.005	0.01	0.03	39.8
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	0.33	2.81	14.8	0.02	0.07	—	0.07	0.07	—	0.07	—	2,397	2,397	0.10	0.02	—	2,406

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	0.33	2.81	14.8	0.02	0.07	—	0.07	0.07	—	0.07	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.08	0.70	3.68	0.01	0.02	—	0.02	0.02	—	0.02	—	596	596	0.02	< 0.005	—	598
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.13	0.67	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	98.6	98.6	< 0.005	< 0.005	—	99.0
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.83	0.81	0.74	11.0	0.00	0.00	2.78	2.78	0.00	0.65	0.65	—	2,689	2,689	0.03	0.10	8.57	2,728
Vendor	0.04	0.02	1.05	0.34	0.01	0.01	0.27	0.28	0.01	0.08	0.08	—	926	926	0.01	0.13	1.96	968
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.82	0.80	0.85	9.89	0.00	0.00	2.78	2.78	0.00	0.65	0.65	—	2,570	2,570	0.04	0.11	0.22	2,603
Vendor	0.04	0.02	1.10	0.35	0.01	0.01	0.27	0.28	0.01	0.08	0.08	—	926	926	0.01	0.13	0.05	967
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.20	0.21	2.47	0.00	0.00	0.68	0.68	0.00	0.16	0.16	—	643	643	0.01	0.03	0.92	652
Vendor	0.01	0.01	0.27	0.09	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	230	230	< 0.005	0.03	0.21	240
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.45	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	107	107	< 0.005	< 0.005	0.15	108
Vendor	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	38.1	38.1	< 0.005	0.01	0.03	39.8
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.82	0.69	6.63	9.91	0.01	0.26	—	0.26	0.24	—	0.24	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.04	0.04	0.36	0.54	< 0.005	0.01	—	0.01	0.01	—	0.01	—	82.8	82.8	< 0.005	< 0.005	—	83.1
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.01	0.01	0.07	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.7	13.7	< 0.005	< 0.005	—	13.8
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.05	0.77	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	190	190	< 0.005	0.01	0.60	192
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.0	10.0	< 0.005	< 0.005	0.01	10.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.66	1.66	< 0.005	< 0.005	< 0.005	1.68
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Paving (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	0.16	1.93	10.6	0.01	0.03	—	0.03	0.03	—	0.03	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.11	0.58	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	82.8	82.8	< 0.005	< 0.005	—	83.1
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.7	13.7	< 0.005	< 0.005	—	13.8
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.05	0.77	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	190	190	< 0.005	0.01	0.60	192
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.0	10.0	< 0.005	< 0.005	0.01	10.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.66	1.66	< 0.005	< 0.005	< 0.005	1.68
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.81	1.12	< 0.005	0.02	—	0.02	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134

Architectural	21.8	21.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.20	0.28	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	32.9	32.9	< 0.005	< 0.005	—	33.0
Architectural Coatings	5.38	5.38	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.04	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.45	5.45	< 0.005	< 0.005	—	5.47
Architectural Coatings	0.98	0.98	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.16	0.15	2.20	0.00	0.00	0.56	0.56	0.00	0.13	0.13	—	538	538	0.01	0.02	1.71	546
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.49	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	128	128	< 0.005	< 0.005	0.18	129
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	21.1	21.1	< 0.005	< 0.005	0.03	21.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Architectural Coating (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.65	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	21.8	21.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.16	0.24	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	32.9	32.9	< 0.005	< 0.005	—	33.0
Architectural Coatings	5.38	5.38	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.45	5.45	< 0.005	< 0.005	—	5.47
Architectural Coatings	0.98	0.98	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.16	0.15	2.20	0.00	0.00	0.56	0.56	0.00	0.13	0.13	—	538	538	0.01	0.02	1.71	546
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.49	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	128	128	< 0.005	< 0.005	0.18	129
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	21.1	21.1	< 0.005	< 0.005	0.03	21.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/1/2027	1/29/2027	5.00	21.0	—
Grading	Grading	1/30/2027	3/12/2027	5.00	30.0	—
Building Construction	Building Construction	3/13/2027	5/6/2028	5.00	300	—
Paving	Paving	5/7/2028	6/3/2028	5.00	20.0	—
Architectural Coating	Architectural Coating	5/7/2028	9/9/2028	5.00	90.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36

Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Tier 4 Final	1.00	8.00	33.0	0.73
Demolition	Excavators	Diesel	Tier 4 Final	3.00	8.00	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Tier 4 Final	2.00	8.00	367	0.40
Grading	Excavators	Diesel	Tier 4 Final	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Tier 4 Final	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Tier 4 Final	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Final	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Tier 4 Final	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Tier 4 Final	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Final	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Tier 4 Final	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 4 Final	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	15.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	16.4	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	75.0	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	213	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	31.9	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	42.5	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	15.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	16.4	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	75.0	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	213	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	31.9	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	42.5	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%
Sweep paved roads once per month	9%	9%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	631,071	210,357	4,500	1,500	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	30,000	—
Grading	18,000	—	90.0	0.00	—
Paving	0.00	0.00	0.00	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt

Apartments Low Rise	—	0%
Strip Mall	0.00	0%
City Park	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2027	0.00	532	0.03	< 0.005
2028	0.00	532	0.03	< 0.005

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Land Use	Proposed Project includes an estimated total 950 residential units and 40,000 square feet of retail/commercial space, as well as open space/parks. Area C includes 294 residential units, 3,000 square feet of commercial/retail uses, 1.5 acres of parks on 11.8 acres of land. Due to the nature of the Specific Plan exact landscaping square footage is not provided. Assumed 10% of building square feet would be landscape as a conservative estimate.
Construction: Construction Phases	Area C will include demolition of existing home, additional residential units and accessory buildings associated with the past agricultural use.

APPENDIX 1.4

Proposed Project Total Operational Emissions

Maulhardt Ranch - Proposed Project Operations v2 Custom Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

1.3. User-Selected Emission Reduction Measures by Emissions Sector

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

2.5. Operations Emissions by Sector, Unmitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.3. Area Emissions by Source

4.3.1. Unmitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Maulhardt Ranch - Proposed Project Operations v2
Operational Year	2033
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.20
Precipitation (days)	21.2
Location	34.21151126306846, -119.15663200064525
County	Ventura
City	Oxnard
Air District	Ventura County APCD
Air Basin	South Central Coast
TAZ	3438
EDFZ	8
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Low Rise	950	Dwelling Unit	43.4	1,007,000	100,700	—	2,859	—
Strip Mall	40.0	1000sqft	0.00	40,000	4,000	—	—	—

City Park	12.9	Acre	12.9	0.00	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	49.3	47.7	14.9	160	0.29	0.53	27.4	27.9	0.52	6.95	7.47	476	38,667	39,144	49.9	1.41	53.6	40,865
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	44.0	42.6	15.5	106	0.28	0.51	27.4	27.9	0.50	6.95	7.45	476	37,620	38,097	50.0	1.49	8.66	39,801
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	31.9	31.2	7.31	54.1	0.09	0.41	6.60	7.00	0.40	1.67	2.07	476	18,359	18,836	49.0	0.54	12.3	20,234
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.82	5.70	1.33	9.88	0.02	0.07	1.20	1.28	0.07	0.31	0.38	78.9	3,040	3,118	8.12	0.09	2.04	3,350
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	25.0	25.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	—	Yes	No	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	25.0	25.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	—	Yes	No	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	19.4	18.3	9.92	102	0.26	0.15	27.4	27.6	0.14	6.95	7.09	—	26,512	26,512	1.20	1.17	46.1	26,936
Area	29.4	29.1	0.51	55.9	< 0.005	0.03	—	0.03	0.02	—	0.02	0.00	151	151	0.01	< 0.005	—	152
Energy	0.52	0.26	4.42	1.91	0.03	0.36	—	0.36	0.36	—	0.36	—	11,604	11,604	0.87	0.06	—	11,643
Water	—	—	—	—	—	—	—	—	—	—	—	74.7	399	474	7.68	0.18	—	721
Waste	—	—	—	—	—	—	—	—	—	—	—	402	0.00	402	40.2	0.00	—	1,406
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.46	7.46
Total	49.3	47.7	14.9	160	0.29	0.53	27.4	27.9	0.52	6.95	7.47	476	38,667	39,144	49.9	1.41	53.6	40,865
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	19.3	18.2	11.1	104	0.25	0.15	27.4	27.6	0.14	6.95	7.09	—	25,617	25,617	1.33	1.25	1.20	26,024
Area	24.2	24.2	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
Energy	0.52	0.26	4.42	1.91	0.03	0.36	—	0.36	0.36	—	0.36	—	11,604	11,604	0.87	0.06	—	11,643
Water	—	—	—	—	—	—	—	—	—	—	—	74.7	399	474	7.68	0.18	—	721
Waste	—	—	—	—	—	—	—	—	—	—	—	402	0.00	402	40.2	0.00	—	1,406
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.46	7.46
Total	44.0	42.6	15.5	106	0.28	0.51	27.4	27.9	0.50	6.95	7.45	476	37,620	38,097	50.0	1.49	8.66	39,801

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	4.63	4.36	2.63	24.6	0.06	0.04	6.60	6.63	0.03	1.67	1.71	—	6,281	6,281	0.31	0.30	4.86	6,382
Area	26.8	26.6	0.25	27.6	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	74.6	74.6	< 0.005	< 0.005	—	74.9
Energy	0.52	0.26	4.42	1.91	0.03	0.36	—	0.36	0.36	—	0.36	—	11,604	11,604	0.87	0.06	—	11,643
Water	—	—	—	—	—	—	—	—	—	—	—	74.7	399	474	7.68	0.18	—	721
Waste	—	—	—	—	—	—	—	—	—	—	—	402	0.00	402	40.2	0.00	—	1,406
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.46	7.46
Total	31.9	31.2	7.31	54.1	0.09	0.41	6.60	7.00	0.40	1.67	2.07	476	18,359	18,836	49.0	0.54	12.3	20,234
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.85	0.80	0.48	4.50	0.01	0.01	1.20	1.21	0.01	0.31	0.31	—	1,040	1,040	0.05	0.05	0.80	1,057
Area	4.88	4.86	0.05	5.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	12.3	12.3	< 0.005	< 0.005	—	12.4
Energy	0.09	0.05	0.81	0.35	0.01	0.07	—	0.07	0.07	—	0.07	—	1,921	1,921	0.14	0.01	—	1,928
Water	—	—	—	—	—	—	—	—	—	—	—	12.4	66.1	78.5	1.27	0.03	—	119
Waste	—	—	—	—	—	—	—	—	—	—	—	66.5	0.00	66.5	6.65	0.00	—	233
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.24	1.24
Total	5.82	5.70	1.33	9.88	0.02	0.07	1.20	1.28	0.07	0.31	0.38	78.9	3,040	3,118	8.12	0.09	2.04	3,350

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments	18.6	17.5	9.48	97.8	0.25	0.14	26.2	26.3	0.13	6.63	6.77	—	25,309	25,309	1.15	1.11	44.0	25,714
Strip Mall	0.83	0.79	0.44	4.57	0.01	0.01	1.25	1.25	0.01	0.32	0.32	—	1,203	1,203	0.05	0.05	2.10	1,222
City Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	19.4	18.3	9.92	102	0.26	0.15	27.4	27.6	0.14	6.95	7.09	—	26,512	26,512	1.20	1.17	46.1	26,936
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	18.5	17.4	10.6	99.3	0.24	0.14	26.2	26.3	0.13	6.63	6.77	—	24,454	24,454	1.27	1.19	1.14	24,843
Strip Mall	0.83	0.78	0.49	4.61	0.01	0.01	1.25	1.25	0.01	0.32	0.32	—	1,162	1,162	0.06	0.06	0.05	1,180
City Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	19.3	18.2	11.1	104	0.25	0.15	27.4	27.6	0.14	6.95	7.09	—	25,617	25,617	1.33	1.25	1.20	26,024
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.71	0.67	0.40	3.74	0.01	0.01	1.00	1.00	0.01	0.25	0.26	—	863	863	0.04	0.04	0.67	877
Strip Mall	0.14	0.13	0.08	0.75	< 0.005	< 0.005	0.21	0.21	< 0.005	0.05	0.05	—	177	177	0.01	0.01	0.14	180
City Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.85	0.80	0.48	4.50	0.01	0.01	1.20	1.21	0.01	0.31	0.31	—	1,040	1,040	0.05	0.05	0.80	1,057

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	5,425	5,425	0.34	0.04	—	5,446
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	570	570	0.04	< 0.005	—	572
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	5,995	5,995	0.37	0.05	—	6,018
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	5,425	5,425	0.34	0.04	—	5,446
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	570	570	0.04	< 0.005	—	572
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	5,995	5,995	0.37	0.05	—	6,018
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	898	898	0.06	0.01	—	902
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	94.3	94.3	0.01	< 0.005	—	94.7
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	993	993	0.06	0.01	—	996

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.51	0.26	4.36	1.85	0.03	0.35	—	0.35	0.35	—	0.35	—	5,533	5,533	0.49	0.01	—	5,548
Strip Mall	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	76.7	76.7	0.01	< 0.005	—	76.9
City Park	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
Total	0.52	0.26	4.42	1.91	0.03	0.36	—	0.36	0.36	—	0.36	—	5,609	5,609	0.50	0.01	—	5,625
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.51	0.26	4.36	1.85	0.03	0.35	—	0.35	0.35	—	0.35	—	5,533	5,533	0.49	0.01	—	5,548
Strip Mall	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	76.7	76.7	0.01	< 0.005	—	76.9
City Park	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
Total	0.52	0.26	4.42	1.91	0.03	0.36	—	0.36	0.36	—	0.36	—	5,609	5,609	0.50	0.01	—	5,625
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.09	0.05	0.80	0.34	0.01	0.06	—	0.06	0.06	—	0.06	—	916	916	0.08	< 0.005	—	919
Strip Mall	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.7	12.7	< 0.005	< 0.005	—	12.7
City Park	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
Total	0.09	0.05	0.81	0.35	0.01	0.07	—	0.07	0.07	—	0.07	—	929	929	0.08	< 0.005	—	931

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	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
Consumer Products	22.4	22.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	1.78	1.78	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	5.23	4.94	0.51	55.9	< 0.005	0.03	—	0.03	0.02	—	0.02	—	151	151	0.01	< 0.005	—	152
Total	29.4	29.1	0.51	55.9	< 0.005	0.03	—	0.03	0.02	—	0.02	0.00	151	151	0.01	< 0.005	—	152
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	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
Consumer Products	22.4	22.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	1.78	1.78	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	24.2	24.2	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

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	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
Consumer Products	4.09	4.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.32	0.32	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.47	0.44	0.05	5.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.3	12.3	< 0.005	< 0.005	—	12.4
Total	4.88	4.86	0.05	5.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	12.3	12.3	< 0.005	< 0.005	—	12.4

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	69.0	370	439	7.10	0.17	—	667
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	5.68	29.8	35.5	0.58	0.01	—	54.3
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	74.7	399	474	7.68	0.18	—	721

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	69.0	370	439	7.10	0.17	—	667
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	5.68	29.8	35.5	0.58	0.01	—	54.3
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	74.7	399	474	7.68	0.18	—	721
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	11.4	61.2	72.6	1.18	0.03	—	110
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.94	4.93	5.87	0.10	< 0.005	—	8.98
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	12.4	66.1	78.5	1.27	0.03	—	119

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	379	0.00	379	37.8	0.00	—	1,324

Strip Mall	—	—	—	—	—	—	—	—	—	—	—	22.6	0.00	22.6	2.26	0.00	—	79.2
City Park	—	—	—	—	—	—	—	—	—	—	—	0.60	0.00	0.60	0.06	0.00	—	2.09
Total	—	—	—	—	—	—	—	—	—	—	—	402	0.00	402	40.2	0.00	—	1,406
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	379	0.00	379	37.8	0.00	—	1,324
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	22.6	0.00	22.6	2.26	0.00	—	79.2
City Park	—	—	—	—	—	—	—	—	—	—	—	0.60	0.00	0.60	0.06	0.00	—	2.09
Total	—	—	—	—	—	—	—	—	—	—	—	402	0.00	402	40.2	0.00	—	1,406
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	62.7	0.00	62.7	6.26	0.00	—	219
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	3.75	0.00	3.75	0.37	0.00	—	13.1
City Park	—	—	—	—	—	—	—	—	—	—	—	0.10	0.00	0.10	0.01	0.00	—	0.35
Total	—	—	—	—	—	—	—	—	—	—	—	66.5	0.00	66.5	6.65	0.00	—	233

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.21	7.21
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.25	0.25
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.46	7.46
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.21	7.21
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.25	0.25
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.46	7.46
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.19	1.19
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.24	1.24

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Low Rise	485	460	5,966	461,519	3,015	2,859	37,082	2,868,602
Strip Mall	264	250	122	88,232	1,767	1,676	815	590,666
City Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Low Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	950
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
2039175	679,725	60,000	20,000	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Low Rise	3,722,453	532	0.0330	0.0040	17,263,206
Strip Mall	390,812	532	0.0330	0.0040	239,192
City Park	0.00	532	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Low Rise	36,008,254	1,591,094
Strip Mall	2,962,901	51,710
City Park	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Low Rise	702	—

Strip Mall	42.0	—
City Park	1.11	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
City Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
City Park	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Land Use	Proposed Project includes an estimated total 950 residential units and 40,000 square feet of retail/commercial space, as well as open space/parks. Due to the nature of the Specific Plan exact landscaping square footage is not provided. Assumed 10% of building square feet would be landscape as a conservative estimate.
Operations: Vehicle Data	Trip rates based on daily trip values provided by Fehr &Peers Traffic Analysis dated June27, 2025.

APPENDIX 1.1

Existing Operational Emissions

Maulhardt Existing Conditions Custom Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

1.3. User-Selected Emission Reduction Measures by Emissions Sector

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

2.5. Operations Emissions by Sector, Unmitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.3. Area Emissions by Source

4.3.1. Unmitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Maulhardt Existing Conditions
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.20
Precipitation (days)	21.2
Location	34.21152801234204, -119.15637551719516
County	Ventura
City	Oxnard
Air District	Ventura County APCD
Air Basin	South Central Coast
TAZ	3438
EDFZ	8
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
High School	1,250	Student	7.61	165,826	0.00	0.00	—	—
Parking Lot	340	Space	7.80	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	16.6	15.8	7.98	69.6	0.14	0.19	12.0	12.2	0.18	3.05	3.22	133	16,695	16,828	14.3	0.67	54.7	17,439
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	15.1	14.4	8.75	63.6	0.13	0.17	12.0	12.2	0.17	3.05	3.21	133	16,211	16,345	14.4	0.72	2.04	16,919
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	13.1	12.5	6.87	51.5	0.11	0.16	9.15	9.31	0.15	2.32	2.47	133	13,306	13,439	14.2	0.55	18.7	13,977
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.40	2.28	1.25	9.40	0.02	0.03	1.67	1.70	0.03	0.42	0.45	22.1	2,203	2,225	2.35	0.09	3.09	2,314

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	11.4	10.7	6.96	61.5	0.13	0.10	12.0	12.1	0.09	3.05	3.14	—	13,537	13,537	0.71	0.62	54.1	13,795

Area	5.09	5.00	0.06	7.21	< 0.005	0.01	—	0.01	0.01	—	0.01	—	29.7	29.7	< 0.005	< 0.005	—	29.8
Energy	0.11	0.05	0.96	0.80	0.01	0.07	—	0.07	0.07	—	0.07	—	3,074	3,074	0.22	0.02	—	3,084
Water	—	—	—	—	—	—	—	—	—	—	—	10.6	54.6	65.2	1.09	0.03	—	100
Waste	—	—	—	—	—	—	—	—	—	—	—	123	0.00	123	12.3	0.00	—	430
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.64	0.64
Total	16.6	15.8	7.98	69.6	0.14	0.19	12.0	12.2	0.18	3.05	3.22	133	16,695	16,828	14.3	0.67	54.7	17,439
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	11.2	10.5	7.79	62.7	0.13	0.10	12.0	12.1	0.09	3.05	3.14	—	13,083	13,083	0.79	0.67	1.40	13,304
Area	3.81	3.81	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.11	0.05	0.96	0.80	0.01	0.07	—	0.07	0.07	—	0.07	—	3,074	3,074	0.22	0.02	—	3,084
Water	—	—	—	—	—	—	—	—	—	—	—	10.6	54.6	65.2	1.09	0.03	—	100
Waste	—	—	—	—	—	—	—	—	—	—	—	123	0.00	123	12.3	0.00	—	430
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.64	0.64
Total	15.1	14.4	8.75	63.6	0.13	0.17	12.0	12.2	0.17	3.05	3.21	133	16,211	16,345	14.4	0.72	2.04	16,919
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	8.58	8.06	5.88	47.1	0.10	0.08	9.15	9.23	0.07	2.32	2.40	—	10,163	10,163	0.59	0.51	18.1	10,347
Area	4.44	4.40	0.03	3.56	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	14.6	14.6	< 0.005	< 0.005	—	14.7
Energy	0.11	0.05	0.96	0.80	0.01	0.07	—	0.07	0.07	—	0.07	—	3,074	3,074	0.22	0.02	—	3,084
Water	—	—	—	—	—	—	—	—	—	—	—	10.6	54.6	65.2	1.09	0.03	—	100
Waste	—	—	—	—	—	—	—	—	—	—	—	123	0.00	123	12.3	0.00	—	430
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.64	0.64
Total	13.1	12.5	6.87	51.5	0.11	0.16	9.15	9.31	0.15	2.32	2.47	133	13,306	13,439	14.2	0.55	18.7	13,977
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.57	1.47	1.07	8.60	0.02	0.01	1.67	1.68	0.01	0.42	0.44	—	1,683	1,683	0.10	0.08	2.99	1,713
Area	0.81	0.80	0.01	0.65	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.42	2.42	< 0.005	< 0.005	—	2.43
Energy	0.02	0.01	0.17	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	—	509	509	0.04	< 0.005	—	511

Water	—	—	—	—	—	—	—	—	—	—	—	1.75	9.04	10.8	0.18	< 0.005	—	16.6
Waste	—	—	—	—	—	—	—	—	—	—	—	20.4	0.00	20.4	2.03	0.00	—	71.2
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.11	0.11
Total	2.40	2.28	1.25	9.40	0.02	0.03	1.67	1.70	0.03	0.42	0.45	22.1	2,203	2,225	2.35	0.09	3.09	2,314

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	11.4	10.7	6.96	61.5	0.13	0.10	12.0	12.1	0.09	3.05	3.14	—	13,537	13,537	0.71	0.62	54.1	13,795
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	11.4	10.7	6.96	61.5	0.13	0.10	12.0	12.1	0.09	3.05	3.14	—	13,537	13,537	0.71	0.62	54.1	13,795
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	11.2	10.5	7.79	62.7	0.13	0.10	12.0	12.1	0.09	3.05	3.14	—	13,083	13,083	0.79	0.67	1.40	13,304
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	11.2	10.5	7.79	62.7	0.13	0.10	12.0	12.1	0.09	3.05	3.14	—	13,083	13,083	0.79	0.67	1.40	13,304
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	1.57	1.47	1.07	8.60	0.02	0.01	1.67	1.68	0.01	0.42	0.44	—	1,683	1,683	0.10	0.08	2.99	1,713

Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.57	1.47	1.07	8.60	0.02	0.01	1.67	1.68	0.01	0.42	0.44	—	1,683	1,683	0.10	0.08	2.99	1,713

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	—	—	—	1,498	1,498	0.09	0.01	—	1,504
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	434	434	0.03	< 0.005	—	435
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,932	1,932	0.12	0.01	—	1,939
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	—	—	—	1,498	1,498	0.09	0.01	—	1,504
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	434	434	0.03	< 0.005	—	435
Total	—	—	—	—	—	—	—	—	—	—	—	—	1,932	1,932	0.12	0.01	—	1,939
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	—	—	—	248	248	0.02	< 0.005	—	249
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	71.8	71.8	< 0.005	< 0.005	—	72.1
Total	—	—	—	—	—	—	—	—	—	—	—	—	320	320	0.02	< 0.005	—	321

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	0.11	0.05	0.96	0.80	0.01	0.07	—	0.07	0.07	—	0.07	—	1,142	1,142	0.10	< 0.005	—	1,145
Parking Lot	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
Total	0.11	0.05	0.96	0.80	0.01	0.07	—	0.07	0.07	—	0.07	—	1,142	1,142	0.10	< 0.005	—	1,145
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	0.11	0.05	0.96	0.80	0.01	0.07	—	0.07	0.07	—	0.07	—	1,142	1,142	0.10	< 0.005	—	1,145
Parking Lot	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
Total	0.11	0.05	0.96	0.80	0.01	0.07	—	0.07	0.07	—	0.07	—	1,142	1,142	0.10	< 0.005	—	1,145
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	0.02	0.01	0.17	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	—	189	189	0.02	< 0.005	—	190
Parking Lot	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
Total	0.02	0.01	0.17	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	—	189	189	0.02	< 0.005	—	190

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	3.58	3.58	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.24	0.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.28	1.18	0.06	7.21	< 0.005	0.01	—	0.01	0.01	—	0.01	—	29.7	29.7	< 0.005	< 0.005	—	29.8
Total	5.09	5.00	0.06	7.21	< 0.005	0.01	—	0.01	0.01	—	0.01	—	29.7	29.7	< 0.005	< 0.005	—	29.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	3.58	3.58	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.24	0.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	3.81	3.81	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.65	0.65	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.04	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landscape	0.12	0.11	0.01	0.65	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.42	2.42	< 0.005	< 0.005	—	2.43
Total	0.81	0.80	0.01	0.65	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.42	2.42	< 0.005	< 0.005	—	2.43

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	—	—	10.6	54.6	65.2	1.09	0.03	—	100
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	10.6	54.6	65.2	1.09	0.03	—	100
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	—	—	10.6	54.6	65.2	1.09	0.03	—	100
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	10.6	54.6	65.2	1.09	0.03	—	100
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	—	—	1.75	9.04	10.8	0.18	< 0.005	—	16.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	1.75	9.04	10.8	0.18	< 0.005	—	16.6

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	—	—	123	0.00	123	12.3	0.00	—	430
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	123	0.00	123	12.3	0.00	—	430
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	—	—	123	0.00	123	12.3	0.00	—	430
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	123	0.00	123	12.3	0.00	—	430
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	—	—	20.4	0.00	20.4	2.03	0.00	—	71.2
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	20.4	0.00	20.4	2.03	0.00	—	71.2

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.64	0.64
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.64	0.64
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.64	0.64
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.64	0.64
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.11	0.11
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.11	0.11

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Remove	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
High School	2,537	725	312	715,661	16,987	4,854	2,092	4,790,988
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	248,739	82,913	20,386

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
High School	1,027,879	532	0.0330	0.0040	3,562,458
Parking Lot	297,637	532	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
High School	5,506,200	0.00
Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)

High School	228	—
Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
High School	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
High School	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
High School	Stand-alone retail refrigerators and freezers	R-134a	1,430	< 0.005	1.00	0.00	1.00
High School	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Land Use	Del Sol High School is estimated to have a a full capacity around of up to 2,500 students and is currently operating at half capacity.

APPENDIX 1.2

Proposed Project Construction Emissions (Area A)

Maulhardt Ranch - Proposed Project (Area A) Custom Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

1.3. User-Selected Emission Reduction Measures by Emissions Sector

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

2.2. Construction Emissions by Year, Unmitigated

2.3. Construction Emissions by Year, Mitigated

3. Construction Emissions Details

3.1. Grading (2027) - Unmitigated

3.2. Grading (2027) - Mitigated

3.3. Building Construction (2027) - Unmitigated

3.4. Building Construction (2027) - Mitigated

3.5. Building Construction (2028) - Unmitigated

3.6. Building Construction (2028) - Mitigated

3.7. Building Construction (2029) - Unmitigated

3.8. Building Construction (2029) - Mitigated

3.9. Building Construction (2030) - Unmitigated

3.10. Building Construction (2030) - Mitigated

3.11. Building Construction (2031) - Unmitigated

3.12. Building Construction (2031) - Mitigated

3.13. Paving (2031) - Unmitigated

3.14. Paving (2031) - Mitigated

3.15. Paving (2032) - Unmitigated

3.16. Paving (2032) - Mitigated

3.17. Architectural Coating (2031) - Unmitigated

3.18. Architectural Coating (2031) - Mitigated

3.19. Architectural Coating (2032) - Unmitigated

3.20. Architectural Coating (2032) - Mitigated

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.2.2. Mitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.3.2. Mitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

5.18.2.2. Mitigated

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Maulhardt Ranch - Proposed Project (Area A)
Construction Start Date	1/1/2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.20
Precipitation (days)	21.2
Location	34.212075473477285, -119.15698325345878
County	Ventura
City	Oxnard
Air District	Ventura County APCD
Air Basin	South Central Coast
TAZ	3438
EDFZ	8
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Low Rise	656	Dwelling Unit	33.1	695,360	69,536	—	1,975	—
Strip Mall	37.0	1000sqft	0.00	37,000	3,700	—	—	—

City Park	11.4	Acre	11.4	0.00	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-5	Use Advanced Engine Tiers

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	23.4	23.3	34.1	40.4	0.11	1.13	6.98	7.35	1.05	1.66	2.57	—	13,491	13,491	0.43	1.10	26.9	13,845
Mit.	23.3	23.3	12.9	42.2	0.11	0.21	6.98	7.09	0.21	1.66	1.75	—	13,491	13,491	0.43	1.10	26.9	13,845
% Reduced	< 0.5%	< 0.5%	62%	-5%	—	81%	—	4%	80%	—	32%	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	24.2	24.0	34.4	37.8	0.11	1.13	6.98	7.35	1.05	1.66	2.57	—	13,481	13,481	0.43	1.10	0.70	13,822
Mit.	23.5	23.5	13.2	39.7	0.11	0.21	6.98	7.09	0.21	1.66	1.75	—	13,481	13,481	0.43	1.10	0.70	13,822
% Reduced	3%	2%	62%	-5%	—	81%	—	4%	80%	—	32%	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	11.5	11.4	19.8	26.1	0.06	0.63	4.93	5.16	0.58	1.17	1.69	—	8,952	8,952	0.26	0.67	7.47	9,163
Mit.	11.3	11.3	8.16	27.8	0.06	0.13	4.93	5.00	0.12	1.17	1.24	—	8,952	8,952	0.26	0.67	7.47	9,163

% Reduced	1%	1%	59%	-7%	—	80%	—	3%	79%	—	27%	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.09	2.08	3.61	4.76	0.01	0.11	0.90	0.94	0.11	0.21	0.31	—	1,482	1,482	0.04	0.11	1.24	1,517
Mit.	2.07	2.06	1.49	5.07	0.01	0.02	0.90	0.91	0.02	0.21	0.23	—	1,482	1,482	0.04	0.11	1.24	1,517
% Reduced	1%	1%	59%	-7%	—	80%	—	3%	79%	—	27%	—	—	—	—	—	—	—
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	25.0	25.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	—	No	Yes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mit.	—	No	No	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	25.0	25.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	—	No	No	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mit.	—	No	No	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	3.87	3.13	34.1	40.4	0.11	1.13	6.98	7.35	1.05	1.66	2.57	—	13,491	13,491	0.43	1.10	26.9	13,845
2028	3.17	2.89	13.1	38.8	0.04	0.32	6.98	7.30	0.29	1.66	1.96	—	10,729	10,729	0.20	0.57	24.2	10,927
2029	3.08	2.81	12.4	37.1	0.04	0.29	6.98	7.27	0.27	1.66	1.93	—	10,560	10,560	0.20	0.57	21.7	10,757

2030	2.95	2.51	12.1	35.7	0.04	0.28	6.98	7.26	0.26	1.66	1.92	—	10,393	10,393	0.20	0.55	19.3	10,582
2031	2.84	2.41	11.5	34.1	0.04	0.26	6.98	7.24	0.24	1.66	1.90	—	10,230	10,230	0.19	0.35	17.1	10,358
2032	23.4	23.3	1.02	4.96	< 0.005	0.01	1.27	1.27	0.01	0.30	0.30	—	1,281	1,281	0.02	0.01	2.46	1,286
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	3.86	3.12	34.4	37.8	0.11	1.13	6.98	7.35	1.05	1.66	2.57	—	13,481	13,481	0.43	1.10	0.70	13,822
2028	3.15	2.86	13.5	36.3	0.04	0.32	6.98	7.30	0.29	1.66	1.96	—	10,460	10,460	0.22	0.58	0.63	10,639
2029	3.06	2.59	13.0	34.8	0.04	0.29	6.98	7.27	0.27	1.66	1.93	—	10,297	10,297	0.21	0.58	0.56	10,475
2030	2.94	2.49	12.4	33.5	0.04	0.28	6.98	7.26	0.26	1.66	1.92	—	10,134	10,134	0.21	0.55	0.50	10,304
2031	24.2	24.0	11.9	32.2	0.04	0.26	6.98	7.24	0.24	1.66	1.90	—	9,976	9,976	0.20	0.55	0.44	10,146
2032	24.2	24.0	7.06	15.0	0.02	0.21	1.46	1.67	0.19	0.34	0.53	—	2,911	2,911	0.08	0.07	0.07	2,933
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	2.66	2.19	19.8	23.5	0.06	0.63	3.76	4.39	0.58	1.11	1.69	—	8,952	8,952	0.26	0.67	5.72	9,163
2028	2.26	2.06	9.62	26.1	0.03	0.23	4.93	5.16	0.21	1.17	1.38	—	7,522	7,522	0.15	0.41	7.47	7,654
2029	2.17	1.83	9.11	24.9	0.03	0.21	4.92	5.13	0.19	1.17	1.36	—	7,384	7,384	0.15	0.41	6.68	7,516
2030	2.09	1.76	8.87	24.0	0.03	0.20	4.92	5.12	0.18	1.17	1.35	—	7,268	7,268	0.14	0.39	5.94	7,395
2031	3.19	2.89	8.19	22.0	0.03	0.18	4.62	4.80	0.17	1.10	1.27	—	6,766	6,766	0.14	0.37	4.94	6,884
2032	11.5	11.4	1.24	3.52	< 0.005	0.03	0.63	0.66	0.03	0.15	0.17	—	808	808	0.02	0.03	0.54	817
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.49	0.40	3.61	4.28	0.01	0.11	0.69	0.80	0.11	0.20	0.31	—	1,482	1,482	0.04	0.11	0.95	1,517
2028	0.41	0.38	1.76	4.76	0.01	0.04	0.90	0.94	0.04	0.21	0.25	—	1,245	1,245	0.02	0.07	1.24	1,267
2029	0.40	0.33	1.66	4.55	0.01	0.04	0.90	0.94	0.04	0.21	0.25	—	1,223	1,223	0.02	0.07	1.11	1,244
2030	0.38	0.32	1.62	4.38	0.01	0.04	0.90	0.93	0.03	0.21	0.25	—	1,203	1,203	0.02	0.07	0.98	1,224
2031	0.58	0.53	1.50	4.02	0.01	0.03	0.84	0.88	0.03	0.20	0.23	—	1,120	1,120	0.02	0.06	0.82	1,140
2032	2.09	2.08	0.23	0.64	< 0.005	0.01	0.11	0.12	< 0.005	0.03	0.03	—	134	134	< 0.005	< 0.005	0.09	135

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	2.59	2.29	12.9	42.2	0.11	0.21	6.98	7.09	0.21	1.66	1.75	—	13,491	13,491	0.43	1.10	26.9	13,845
2028	2.34	2.23	7.01	40.6	0.04	0.09	6.98	7.07	0.09	1.66	1.75	—	10,729	10,729	0.20	0.57	24.2	10,927
2029	2.27	2.17	6.67	39.0	0.04	0.09	6.98	7.07	0.09	1.66	1.75	—	10,560	10,560	0.20	0.57	21.7	10,757
2030	2.18	1.90	6.54	37.6	0.04	0.09	6.98	7.07	0.09	1.66	1.75	—	10,393	10,393	0.20	0.55	19.3	10,582
2031	2.09	1.82	6.22	36.0	0.04	0.09	6.98	7.07	0.09	1.66	1.75	—	10,230	10,230	0.19	0.35	17.1	10,358
2032	23.3	23.3	0.89	4.82	< 0.005	< 0.005	1.27	1.27	< 0.005	0.30	0.30	—	1,281	1,281	0.02	0.01	2.46	1,286
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	2.57	2.27	13.2	39.7	0.11	0.21	6.98	7.09	0.21	1.66	1.75	—	13,481	13,481	0.43	1.10	0.70	13,822
2028	2.31	2.20	7.36	38.2	0.04	0.09	6.98	7.07	0.09	1.66	1.75	—	10,460	10,460	0.22	0.58	0.63	10,639
2029	2.26	1.95	7.22	36.7	0.04	0.09	6.98	7.07	0.09	1.66	1.75	—	10,297	10,297	0.21	0.58	0.56	10,475
2030	2.16	1.87	6.86	35.4	0.04	0.09	6.98	7.07	0.09	1.66	1.75	—	10,134	10,134	0.21	0.55	0.50	10,304
2031	23.5	23.5	6.56	34.1	0.04	0.09	6.98	7.07	0.09	1.66	1.75	—	9,976	9,976	0.20	0.55	0.44	10,146
2032	23.5	23.5	2.87	15.6	0.02	0.03	1.46	1.49	0.03	0.34	0.37	—	2,911	2,911	0.08	0.07	0.07	2,933
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	1.08	0.93	8.16	27.8	0.06	0.13	3.76	3.89	0.12	1.11	1.23	—	8,952	8,952	0.26	0.67	5.72	9,163
2028	1.66	1.59	5.25	27.4	0.03	0.07	4.93	5.00	0.06	1.17	1.24	—	7,522	7,522	0.15	0.41	7.47	7,654
2029	1.60	1.38	4.98	26.3	0.03	0.06	4.92	4.98	0.06	1.17	1.23	—	7,384	7,384	0.15	0.41	6.68	7,516
2030	1.53	1.32	4.89	25.4	0.03	0.06	4.92	4.98	0.06	1.17	1.23	—	7,268	7,268	0.14	0.39	5.94	7,395
2031	2.66	2.47	4.45	23.4	0.03	0.06	4.62	4.68	0.06	1.10	1.16	—	6,766	6,766	0.14	0.37	4.94	6,884
2032	11.3	11.3	0.68	3.54	< 0.005	< 0.005	0.63	0.63	< 0.005	0.15	0.15	—	808	808	0.02	0.03	0.54	817
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.20	0.17	1.49	5.07	0.01	0.02	0.69	0.71	0.02	0.20	0.23	—	1,482	1,482	0.04	0.11	0.95	1,517

2028	0.30	0.29	0.96	5.00	0.01	0.01	0.90	0.91	0.01	0.21	0.23	—	1,245	1,245	0.02	0.07	1.24	1,267
2029	0.29	0.25	0.91	4.80	0.01	0.01	0.90	0.91	0.01	0.21	0.23	—	1,223	1,223	0.02	0.07	1.11	1,244
2030	0.28	0.24	0.89	4.63	0.01	0.01	0.90	0.91	0.01	0.21	0.23	—	1,203	1,203	0.02	0.07	0.98	1,224
2031	0.49	0.45	0.81	4.26	0.01	0.01	0.84	0.85	0.01	0.20	0.21	—	1,120	1,120	0.02	0.06	0.82	1,140
2032	2.07	2.06	0.12	0.65	< 0.005	< 0.005	0.11	0.12	< 0.005	0.03	0.03	—	134	134	< 0.005	< 0.005	0.09	135

3. Construction Emissions Details

3.1. Grading (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.51	2.95	25.6	27.3	0.06	1.04	—	1.04	0.96	—	0.96	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	2.42	2.42	—	0.95	0.95	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.51	2.95	25.6	27.3	0.06	1.04	—	1.04	0.96	—	0.96	—	6,598	6,598	0.27	0.05	—	6,621

Dust From Material Movement	—	—	—	—	—	—	2.42	2.42	—	0.95	0.95	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.67	1.40	12.2	13.0	0.03	0.50	—	0.50	0.46	—	0.46	—	3,145	3,145	0.13	0.03	—	3,156
Dust From Material Movement	—	—	—	—	—	—	1.15	1.15	—	0.45	0.45	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.30	0.26	2.23	2.37	0.01	0.09	—	0.09	0.08	—	0.08	—	521	521	0.02	< 0.005	—	523
Dust From Material Movement	—	—	—	—	—	—	0.21	0.21	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.08	1.10	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	258	258	< 0.005	0.01	0.89	261
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.28	0.11	8.44	2.15	0.05	0.09	1.81	1.90	0.09	0.51	0.60	—	6,635	6,635	0.16	1.04	13.6	6,963

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.09	0.99	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	246	246	< 0.005	0.01	0.02	249
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.27	0.10	8.72	2.18	0.05	0.09	1.81	1.90	0.09	0.51	0.60	—	6,637	6,637	0.16	1.04	0.35	6,952
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.47	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	118	118	< 0.005	< 0.005	0.18	120
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.13	0.05	4.18	1.03	0.02	0.04	0.85	0.90	0.04	0.24	0.28	—	3,163	3,163	0.08	0.50	2.79	3,316
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	19.6	19.6	< 0.005	< 0.005	0.03	19.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	0.01	0.76	0.19	< 0.005	0.01	0.16	0.16	0.01	0.04	0.05	—	524	524	0.01	0.08	0.46	549

3.2. Grading (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	0.64	4.43	35.3	0.06	0.12	—	0.12	0.12	—	0.12	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	2.42	2.42	—	0.95	0.95	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	0.64	4.43	35.3	0.06	0.12	—	0.12	0.12	—	0.12	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	2.42	2.42	—	0.95	0.95	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.30	0.30	2.11	16.9	0.03	0.06	—	0.06	0.06	—	0.06	—	3,145	3,145	0.13	0.03	—	3,156
Dust From Material Movement	—	—	—	—	—	—	1.15	1.15	—	0.45	0.45	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.06	0.39	3.08	0.01	0.01	—	0.01	0.01	—	0.01	—	521	521	0.02	< 0.005	—	523
Dust From Material Movement	—	—	—	—	—	—	0.21	0.21	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.08	1.10	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	258	258	< 0.005	0.01	0.89	261
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.28	0.11	8.44	2.15	0.05	0.09	1.81	1.90	0.09	0.51	0.60	—	6,635	6,635	0.16	1.04	13.6	6,963
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.09	0.99	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	246	246	< 0.005	0.01	0.02	249
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.27	0.10	8.72	2.18	0.05	0.09	1.81	1.90	0.09	0.51	0.60	—	6,637	6,637	0.16	1.04	0.35	6,952
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.47	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	118	118	< 0.005	< 0.005	0.18	120
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.13	0.05	4.18	1.03	0.02	0.04	0.85	0.90	0.04	0.24	0.28	—	3,163	3,163	0.08	0.50	2.79	3,316
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	19.6	19.6	< 0.005	< 0.005	0.03	19.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	0.01	0.76	0.19	< 0.005	0.01	0.16	0.16	0.01	0.04	0.05	—	524	524	0.01	0.08	0.46	549

3.3. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	0.24	2.22	3.06	0.01	0.08	—	0.08	0.07	—	0.07	—	568	568	0.02	< 0.005	—	570
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.41	0.56	< 0.005	0.01	—	0.01	0.01	—	0.01	—	94.0	94.0	< 0.005	< 0.005	—	94.3
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.14	1.91	1.90	26.6	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	6,235	6,235	0.09	0.23	21.6	6,327
Vendor	0.10	0.05	2.65	0.84	0.02	0.03	0.65	0.69	0.02	0.18	0.20	—	2,264	2,264	0.03	0.34	5.27	2,371
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.13	1.89	2.15	24.0	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	5,959	5,959	0.10	0.24	0.56	6,034
Vendor	0.10	0.05	2.75	0.86	0.02	0.03	0.65	0.69	0.02	0.18	0.20	—	2,265	2,265	0.03	0.34	0.14	2,367
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.50	0.44	0.50	5.70	0.00	0.00	1.48	1.48	0.00	0.35	0.35	—	1,421	1,421	0.02	0.06	2.21	1,441
Vendor	0.02	0.01	0.65	0.20	< 0.005	0.01	0.15	0.16	< 0.005	0.04	0.05	—	536	536	0.01	0.08	0.54	561
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.09	1.04	0.00	0.00	0.27	0.27	0.00	0.06	0.06	—	235	235	< 0.005	0.01	0.37	239
Vendor	< 0.005	< 0.005	0.12	0.04	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	88.8	88.8	< 0.005	0.01	0.09	92.8
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.4. Building Construction (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	0.33	2.82	14.8	0.02	0.07	—	0.07	0.07	—	0.07	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.35	0.33	2.82	14.8	0.02	0.07	—	0.07	0.07	—	0.07	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.08	0.08	0.67	3.51	0.01	0.02	—	0.02	0.02	—	0.02	—	568	568	0.02	< 0.005	—	570
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.02	0.01	0.12	0.64	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	94.0	94.0	< 0.005	< 0.005	—	94.3
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.14	1.91	1.90	26.6	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	6,235	6,235	0.09	0.23	21.6	6,327
Vendor	0.10	0.05	2.65	0.84	0.02	0.03	0.65	0.69	0.02	0.18	0.20	—	2,264	2,264	0.03	0.34	5.27	2,371
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.13	1.89	2.15	24.0	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	5,959	5,959	0.10	0.24	0.56	6,034
Vendor	0.10	0.05	2.75	0.86	0.02	0.03	0.65	0.69	0.02	0.18	0.20	—	2,265	2,265	0.03	0.34	0.14	2,367
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.50	0.44	0.50	5.70	0.00	0.00	1.48	1.48	0.00	0.35	0.35	—	1,421	1,421	0.02	0.06	2.21	1,441
Vendor	0.02	0.01	0.65	0.20	< 0.005	0.01	0.15	0.16	< 0.005	0.04	0.05	—	536	536	0.01	0.08	0.54	561
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.09	1.04	0.00	0.00	0.27	0.27	0.00	0.06	0.06	—	235	235	< 0.005	0.01	0.37	239
Vendor	< 0.005	< 0.005	0.12	0.04	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	88.8	88.8	< 0.005	0.01	0.09	92.8
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Building Construction (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18	0.99	8.92	12.9	0.02	0.30	—	0.30	0.28	—	0.28	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18	0.99	8.92	12.9	0.02	0.30	—	0.30	0.28	—	0.28	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.85	0.71	6.39	9.26	0.02	0.22	—	0.22	0.20	—	0.20	—	1,717	1,717	0.07	0.01	—	1,723
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.17	1.69	< 0.005	0.04	—	0.04	0.04	—	0.04	—	284	284	0.01	< 0.005	—	285
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.89	1.85	1.68	25.0	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	6,122	6,122	0.07	0.23	19.5	6,211
Vendor	0.10	0.05	2.52	0.81	0.02	0.02	0.65	0.67	0.02	0.18	0.20	—	2,210	2,210	0.03	0.32	4.68	2,310
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.87	1.83	1.93	22.5	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	5,851	5,851	0.10	0.24	0.51	5,926
Vendor	0.10	0.05	2.62	0.84	0.02	0.02	0.65	0.67	0.02	0.18	0.20	—	2,211	2,211	0.03	0.32	0.12	2,307
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.34	1.31	1.37	16.2	0.00	0.00	4.47	4.47	0.00	1.05	1.05	—	4,221	4,221	0.06	0.16	6.03	4,278
Vendor	0.07	0.04	1.86	0.59	0.01	0.01	0.46	0.47	0.01	0.13	0.14	—	1,583	1,583	0.02	0.23	1.45	1,653
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.24	0.24	0.25	2.96	0.00	0.00	0.82	0.82	0.00	0.19	0.19	—	699	699	0.01	0.03	1.00	708
Vendor	0.01	0.01	0.34	0.11	< 0.005	< 0.005	0.08	0.09	< 0.005	0.02	0.03	—	262	262	< 0.005	0.04	0.24	274

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Building Construction (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	0.33	2.81	14.8	0.02	0.07	—	0.07	0.07	—	0.07	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	0.33	2.81	14.8	0.02	0.07	—	0.07	0.07	—	0.07	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.25	0.24	2.02	10.6	0.02	0.05	—	0.05	0.05	—	0.05	—	1,717	1,717	0.07	0.01	—	1,723
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.05	0.04	0.37	1.94	< 0.005	0.01	—	0.01	0.01	—	0.01	—	284	284	0.01	< 0.005	—	285
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.89	1.85	1.68	25.0	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	6,122	6,122	0.07	0.23	19.5	6,211
Vendor	0.10	0.05	2.52	0.81	0.02	0.02	0.65	0.67	0.02	0.18	0.20	—	2,210	2,210	0.03	0.32	4.68	2,310
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.87	1.83	1.93	22.5	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	5,851	5,851	0.10	0.24	0.51	5,926
Vendor	0.10	0.05	2.62	0.84	0.02	0.02	0.65	0.67	0.02	0.18	0.20	—	2,211	2,211	0.03	0.32	0.12	2,307
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.34	1.31	1.37	16.2	0.00	0.00	4.47	4.47	0.00	1.05	1.05	—	4,221	4,221	0.06	0.16	6.03	4,278
Vendor	0.07	0.04	1.86	0.59	0.01	0.01	0.46	0.47	0.01	0.13	0.14	—	1,583	1,583	0.02	0.23	1.45	1,653
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.24	0.24	0.25	2.96	0.00	0.00	0.82	0.82	0.00	0.19	0.19	—	699	699	0.01	0.03	1.00	708
Vendor	0.01	0.01	0.34	0.11	< 0.005	< 0.005	0.08	0.09	< 0.005	0.02	0.03	—	262	262	< 0.005	0.04	0.24	274
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2029) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.15	0.97	8.58	12.9	0.02	0.28	—	0.28	0.25	—	0.25	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.15	0.97	8.58	12.9	0.02	0.28	—	0.28	0.25	—	0.25	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.82	0.69	6.13	9.22	0.02	0.20	—	0.20	0.18	—	0.18	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.12	1.68	< 0.005	0.04	—	0.04	0.03	—	0.03	—	283	283	0.01	< 0.005	—	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.83	1.79	1.47	23.4	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	6,015	6,015	0.07	0.23	17.5	6,102
Vendor	0.10	0.05	2.38	0.78	0.02	0.02	0.65	0.67	0.02	0.18	0.20	—	2,149	2,149	0.03	0.32	4.14	2,249
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.81	1.57	1.92	21.1	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	5,750	5,750	0.09	0.24	0.45	5,824
Vendor	0.10	0.05	2.48	0.80	0.02	0.02	0.65	0.67	0.02	0.18	0.20	—	2,150	2,150	0.03	0.32	0.11	2,246
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.28	1.11	1.22	15.1	0.00	0.00	4.46	4.46	0.00	1.04	1.04	—	4,137	4,137	0.06	0.16	5.41	4,193
Vendor	0.07	0.03	1.76	0.56	0.01	0.01	0.46	0.47	0.01	0.13	0.14	—	1,535	1,535	0.02	0.23	1.27	1,605
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.23	0.20	0.22	2.76	0.00	0.00	0.81	0.81	0.00	0.19	0.19	—	685	685	0.01	0.03	0.89	694
Vendor	0.01	0.01	0.32	0.10	< 0.005	< 0.005	0.08	0.09	< 0.005	0.02	0.03	—	254	254	< 0.005	0.04	0.21	266
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2029) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.35	0.33	2.81	14.8	0.02	0.07	—	0.07	0.07	—	0.07	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	0.33	2.81	14.8	0.02	0.07	—	0.07	0.07	—	0.07	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.25	0.23	2.01	10.6	0.02	0.05	—	0.05	0.05	—	0.05	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.37	1.93	< 0.005	0.01	—	0.01	0.01	—	0.01	—	283	283	0.01	< 0.005	—	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.83	1.79	1.47	23.4	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	6,015	6,015	0.07	0.23	17.5	6,102
Vendor	0.10	0.05	2.38	0.78	0.02	0.02	0.65	0.67	0.02	0.18	0.20	—	2,149	2,149	0.03	0.32	4.14	2,249
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.81	1.57	1.92	21.1	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	5,750	5,750	0.09	0.24	0.45	5,824
Vendor	0.10	0.05	2.48	0.80	0.02	0.02	0.65	0.67	0.02	0.18	0.20	—	2,150	2,150	0.03	0.32	0.11	2,246
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.28	1.11	1.22	15.1	0.00	0.00	4.46	4.46	0.00	1.04	1.04	—	4,137	4,137	0.06	0.16	5.41	4,193
Vendor	0.07	0.03	1.76	0.56	0.01	0.01	0.46	0.47	0.01	0.13	0.14	—	1,535	1,535	0.02	0.23	1.27	1,605
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.23	0.20	0.22	2.76	0.00	0.00	0.81	0.81	0.00	0.19	0.19	—	685	685	0.01	0.03	0.89	694
Vendor	0.01	0.01	0.32	0.10	< 0.005	< 0.005	0.08	0.09	< 0.005	0.02	0.03	—	254	254	< 0.005	0.04	0.21	266
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2030) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.12	0.94	8.39	12.9	0.02	0.26	—	0.26	0.24	—	0.24	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	1.12	0.94	8.39	12.9	0.02	0.26	—	0.26	0.24	—	0.24	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.80	0.67	5.99	9.20	0.02	0.19	—	0.19	0.17	—	0.17	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	1.09	1.68	< 0.005	0.03	—	0.03	0.03	—	0.03	—	283	283	0.01	< 0.005	—	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.75	1.52	1.46	22.0	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	5,914	5,914	0.07	0.23	15.6	6,000
Vendor	0.08	0.05	2.26	0.76	0.02	0.02	0.65	0.67	0.02	0.18	0.20	—	2,083	2,083	0.03	0.30	3.63	2,177
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.74	1.50	1.70	19.8	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	5,653	5,653	0.09	0.23	0.41	5,724
Vendor	0.08	0.05	2.35	0.79	0.02	0.02	0.65	0.67	0.02	0.18	0.20	—	2,084	2,084	0.03	0.30	0.09	2,175
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	1.23	1.06	1.20	14.3	0.00	0.00	4.46	4.46	0.00	1.04	1.04	—	4,068	4,068	0.05	0.16	4.82	4,123
Vendor	0.06	0.03	1.68	0.55	0.01	0.01	0.46	0.47	0.01	0.13	0.14	—	1,488	1,488	0.02	0.22	1.12	1,554
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.22	0.19	0.22	2.60	0.00	0.00	0.81	0.81	0.00	0.19	0.19	—	673	673	0.01	0.03	0.80	683
Vendor	0.01	0.01	0.31	0.10	< 0.005	< 0.005	0.08	0.09	< 0.005	0.02	0.03	—	246	246	< 0.005	0.04	0.19	257
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Building Construction (2030) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	0.33	2.81	14.8	0.02	0.07	—	0.07	0.07	—	0.07	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	0.33	2.81	14.8	0.02	0.07	—	0.07	0.07	—	0.07	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.25	0.23	2.01	10.6	0.02	0.05	—	0.05	0.05	—	0.05	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.37	1.93	< 0.005	0.01	—	0.01	0.01	—	0.01	—	283	283	0.01	< 0.005	—	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.75	1.52	1.46	22.0	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	5,914	5,914	0.07	0.23	15.6	6,000
Vendor	0.08	0.05	2.26	0.76	0.02	0.02	0.65	0.67	0.02	0.18	0.20	—	2,083	2,083	0.03	0.30	3.63	2,177
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.74	1.50	1.70	19.8	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	5,653	5,653	0.09	0.23	0.41	5,724
Vendor	0.08	0.05	2.35	0.79	0.02	0.02	0.65	0.67	0.02	0.18	0.20	—	2,084	2,084	0.03	0.30	0.09	2,175
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.23	1.06	1.20	14.3	0.00	0.00	4.46	4.46	0.00	1.04	1.04	—	4,068	4,068	0.05	0.16	4.82	4,123
Vendor	0.06	0.03	1.68	0.55	0.01	0.01	0.46	0.47	0.01	0.13	0.14	—	1,488	1,488	0.02	0.22	1.12	1,554
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.22	0.19	0.22	2.60	0.00	0.00	0.81	0.81	0.00	0.19	0.19	—	673	673	0.01	0.03	0.80	683
Vendor	0.01	0.01	0.31	0.10	< 0.005	< 0.005	0.08	0.09	< 0.005	0.02	0.03	—	246	246	< 0.005	0.04	0.19	257

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Building Construction (2031) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.10	0.92	8.12	12.8	0.02	0.24	—	0.24	0.22	—	0.22	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.10	0.92	8.12	12.8	0.02	0.24	—	0.24	0.22	—	0.22	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.72	0.61	5.35	8.47	0.02	0.16	—	0.16	0.15	—	0.15	—	1,581	1,581	0.06	0.01	—	1,586
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.13	0.11	0.98	1.55	< 0.005	0.03	—	0.03	0.03	—	0.03	—	262	262	0.01	< 0.005	—	263
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.67	1.45	1.24	20.5	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	5,820	5,820	0.06	0.03	13.9	5,845
Vendor	0.08	0.05	2.16	0.74	0.02	0.02	0.65	0.67	0.02	0.18	0.20	—	2,013	2,013	0.03	0.30	3.16	2,107
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.67	1.44	1.49	18.6	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	5,564	5,564	0.07	0.23	0.36	5,635
Vendor	0.07	0.05	2.25	0.77	0.02	0.02	0.65	0.67	0.02	0.18	0.20	—	2,015	2,015	0.03	0.30	0.08	2,106
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.09	0.94	0.97	12.2	0.00	0.00	4.12	4.12	0.00	0.96	0.96	—	3,696	3,696	0.05	0.15	3.97	3,746
Vendor	0.05	0.03	1.47	0.50	0.01	0.01	0.42	0.44	0.01	0.12	0.13	—	1,328	1,328	0.02	0.20	0.90	1,389
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.17	0.18	2.23	0.00	0.00	0.75	0.75	0.00	0.18	0.18	—	612	612	0.01	0.03	0.66	620
Vendor	0.01	0.01	0.27	0.09	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	220	220	< 0.005	0.03	0.15	230
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Building Construction (2031) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	0.33	2.81	14.8	0.02	0.07	—	0.07	0.07	—	0.07	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	0.33	2.81	14.8	0.02	0.07	—	0.07	0.07	—	0.07	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	0.22	1.85	9.77	0.02	0.05	—	0.05	0.05	—	0.05	—	1,581	1,581	0.06	0.01	—	1,586
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.04	0.34	1.78	< 0.005	0.01	—	0.01	0.01	—	0.01	—	262	262	0.01	< 0.005	—	263
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.67	1.45	1.24	20.5	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	5,820	5,820	0.06	0.03	13.9	5,845
Vendor	0.08	0.05	2.16	0.74	0.02	0.02	0.65	0.67	0.02	0.18	0.20	—	2,013	2,013	0.03	0.30	3.16	2,107
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.67	1.44	1.49	18.6	0.00	0.00	6.33	6.33	0.00	1.48	1.48	—	5,564	5,564	0.07	0.23	0.36	5,635
Vendor	0.07	0.05	2.25	0.77	0.02	0.02	0.65	0.67	0.02	0.18	0.20	—	2,015	2,015	0.03	0.30	0.08	2,106
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.09	0.94	0.97	12.2	0.00	0.00	4.12	4.12	0.00	0.96	0.96	—	3,696	3,696	0.05	0.15	3.97	3,746
Vendor	0.05	0.03	1.47	0.50	0.01	0.01	0.42	0.44	0.01	0.12	0.13	—	1,328	1,328	0.02	0.20	0.90	1,389
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.17	0.18	2.23	0.00	0.00	0.75	0.75	0.00	0.18	0.18	—	612	612	0.01	0.03	0.66	620
Vendor	0.01	0.01	0.27	0.09	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	220	220	< 0.005	0.03	0.15	230
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Paving (2031) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.75	0.63	6.13	9.88	0.01	0.21	—	0.21	0.19	—	0.19	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.34	0.54	< 0.005	0.01	—	0.01	0.01	—	0.01	—	82.8	82.8	< 0.005	< 0.005	—	83.1
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.7	13.7	< 0.005	< 0.005	—	13.8
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.57	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	172	172	< 0.005	0.01	0.01	175

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.51	9.51	< 0.005	< 0.005	0.01	9.64
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.58	1.58	< 0.005	< 0.005	< 0.005	1.60
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.14. Paving (2031) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	0.16	1.93	10.6	0.01	0.03	—	0.03	0.03	—	0.03	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.01	0.01	0.11	0.58	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	82.8	82.8	< 0.005	< 0.005	—	83.1
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.7	13.7	< 0.005	< 0.005	—	13.8
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.57	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	172	172	< 0.005	0.01	0.01	175
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.51	9.51	< 0.005	< 0.005	0.01	9.64
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.58	1.58	< 0.005	< 0.005	< 0.005	1.60
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.15. Paving (2032) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.72	0.61	6.00	9.86	0.01	0.20	—	0.20	0.18	—	0.18	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.08	0.74	1.22	< 0.005	0.02	—	0.02	0.02	—	0.02	—	186	186	0.01	< 0.005	—	187
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.13	0.22	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	30.8	30.8	< 0.005	< 0.005	—	30.9
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.04	0.54	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	170	170	< 0.005	0.01	0.01	172
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.07	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	21.1	21.1	< 0.005	< 0.005	0.02	21.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.49	3.49	< 0.005	< 0.005	< 0.005	3.54
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.16. Paving (2032) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.16	0.16	1.93	10.6	0.01	0.03	—	0.03	0.03	—	0.03	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.24	1.31	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	186	186	0.01	< 0.005	—	187
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.04	0.24	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	30.8	30.8	< 0.005	< 0.005	—	30.9
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.04	0.54	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	170	170	< 0.005	0.01	0.01	172
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.01	0.01	< 0.005	0.07	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	21.1	21.1	< 0.005	< 0.005	0.02	21.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.49	3.49	< 0.005	< 0.005	< 0.005	3.54
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.17. Architectural Coating (2031) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.78	1.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	23.0	23.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.04	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.32	7.32	< 0.005	< 0.005	—	7.34

Architect Coatings	1.26	1.26	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.21	1.21	< 0.005	< 0.005	—	1.22
Architectural Coatings	0.23	0.23	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.33	0.29	0.30	3.71	0.00	0.00	1.27	1.27	0.00	0.30	0.30	—	1,113	1,113	0.01	0.05	0.07	1,127
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.20	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	61.4	61.4	< 0.005	< 0.005	0.07	62.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.2	10.2	< 0.005	< 0.005	0.01	10.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.18. Architectural Coating (2031) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.65	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	23.0	23.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.04	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.32	7.32	< 0.005	< 0.005	—	7.34
Architectural Coatings	1.26	1.26	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.21	1.21	< 0.005	< 0.005	—	1.22
Architectural Coatings	0.23	0.23	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.33	0.29	0.30	3.71	0.00	0.00	1.27	1.27	0.00	0.30	0.30	—	1,113	1,113	0.01	0.05	0.07	1,127
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.20	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	61.4	61.4	< 0.005	< 0.005	0.07	62.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.2	10.2	< 0.005	< 0.005	0.01	10.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.19. Architectural Coating (2032) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.77	1.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	23.0	23.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.77	1.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	23.0	23.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	0.37	0.53	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	64.8	64.8	< 0.005	< 0.005	—	65.0
Architectural Coatings	11.1	11.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.7	10.7	< 0.005	< 0.005	—	10.8
Architectural Coatings	2.03	2.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.32	0.28	0.25	3.86	0.00	0.00	1.27	1.27	0.00	0.30	0.30	—	1,147	1,147	0.01	0.01	2.46	1,152
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.32	0.27	0.26	3.50	0.00	0.00	1.27	1.27	0.00	0.30	0.30	—	1,097	1,097	0.01	0.05	0.06	1,111
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.13	0.12	1.70	0.00	0.00	0.61	0.61	0.00	0.14	0.14	—	536	536	0.01	0.02	0.52	544
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.02	0.31	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	88.8	88.8	< 0.005	< 0.005	0.09	90.0

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.20. Architectural Coating (2032) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.65	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	23.0	23.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.65	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	23.0	23.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.01	0.01	0.31	0.47	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	64.8	64.8	< 0.005	< 0.005	—	65.0
Architectural Coatings	11.1	11.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.06	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.7	10.7	< 0.005	< 0.005	—	10.8
Architectural Coatings	2.03	2.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.32	0.28	0.25	3.86	0.00	0.00	1.27	1.27	0.00	0.30	0.30	—	1,147	1,147	0.01	0.01	2.46	1,152
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.32	0.27	0.26	3.50	0.00	0.00	1.27	1.27	0.00	0.30	0.30	—	1,097	1,097	0.01	0.05	0.06	1,111
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.13	0.12	1.70	0.00	0.00	0.61	0.61	0.00	0.14	0.14	—	536	536	0.01	0.02	0.52	544

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.02	0.31	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	88.8	88.8	< 0.005	< 0.005	0.09	90.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Grading	Grading	1/1/2027	9/1/2027	5.00	174	—
Building Construction	Building Construction	9/2/2027	12/3/2031	5.00	1,110	—

Paving	Paving	12/4/2031	3/3/2032	5.00	65.0	—
Architectural Coating	Architectural Coating	12/4/2031	9/4/2032	5.00	197	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Grading	Graders	Diesel	Tier 4 Final	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Tier 4 Final	2.00	8.00	36.0	0.38

Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	8.00	84.0	0.37
Grading	Scrapers	Diesel	Tier 4 Final	2.00	8.00	423	0.48
Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	367	0.40
Building Construction	Forklifts	Diesel	Tier 4 Final	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Tier 4 Final	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	3.00	7.00	84.0	0.37
Paving	Pavers	Diesel	Tier 4 Final	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Final	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Tier 4 Final	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 4 Final	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Grading	—	—	—	—
Grading	Worker	20.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	100	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	484	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	76.2	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT

Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	96.8	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Grading	—	—	—	—
Grading	Worker	20.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	100	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	484	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	76.2	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT

Architectural Coating	—	—	—	—
Architectural Coating	Worker	96.8	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%
Sweep paved roads once per month	9%	9%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	1,408,104	469,368	55,500	18,500	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Grading	212,000	—	522	0.00	—
Paving	0.00	0.00	0.00	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Low Rise	—	0%
Strip Mall	0.00	0%
City Park	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2027	0.00	532	0.03	< 0.005
2028	0.00	532	0.03	< 0.005
2029	0.00	532	0.03	< 0.005
2030	0.00	532	0.03	< 0.005
2031	0.00	532	0.03	< 0.005
2032	0.00	532	0.03	< 0.005

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	No demolition is required as existing site is vacant an undeveloped. Grading is estimated to last approximatly 8 months.
Land Use	Proposed Project includes an estimated total 950 residential units and 40,000 square feet of retail/commercial space, as well as open space/parks. Area A includes 656 residential units, 37,000 square feet of commercial/retail uses, 11.4 acres of parks on 44.5 acres of land.
Construction: Trips and VMT	100 haul truck trips per day provided by applicant.
Construction: Dust From Material Movement	—
Construction: Off-Road Equipment	test

APPENDIX 1.3

Proposed Project Construction Emissions (Area C)

Maulhardt Ranch - Proposed Project (Area C) Custom Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

1.3. User-Selected Emission Reduction Measures by Emissions Sector

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

2.2. Construction Emissions by Year, Unmitigated

2.3. Construction Emissions by Year, Mitigated

3. Construction Emissions Details

3.1. Demolition (2027) - Unmitigated

3.2. Demolition (2027) - Mitigated

3.3. Grading (2027) - Unmitigated

3.4. Grading (2027) - Mitigated

3.5. Building Construction (2027) - Unmitigated

3.6. Building Construction (2027) - Mitigated

3.7. Building Construction (2028) - Unmitigated

3.8. Building Construction (2028) - Mitigated

3.9. Paving (2028) - Unmitigated

3.10. Paving (2028) - Mitigated

3.11. Architectural Coating (2028) - Unmitigated

3.12. Architectural Coating (2028) - Mitigated

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.2.2. Mitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.3.2. Mitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

5.18.2.2. Mitigated

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Maulhardt Ranch - Proposed Project (Area C)
Construction Start Date	1/1/2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.20
Precipitation (days)	21.2
Location	34.20735961356665, -119.15902397491008
County	Ventura
City	Oxnard
Air District	Ventura County APCD
Air Basin	South Central Coast
TAZ	3438
EDFZ	8
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Low Rise	294	Dwelling Unit	10.3	311,640	31,164	—	885	—
Strip Mall	3.00	1000sqft	0.00	3,000	300	—	—	—

City Park	1.50	Acre	1.50	0.00	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-5	Use Advanced Engine Tiers

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	23.0	22.8	11.3	25.0	0.03	0.35	3.05	3.40	0.32	0.73	1.04	—	6,084	6,084	0.15	0.26	11.7	6,177
Mit.	22.2	22.2	4.76	26.9	0.03	0.09	3.05	3.14	0.08	0.73	0.81	—	6,084	6,084	0.15	0.26	11.7	6,177
% Reduced	3%	3%	58%	-8%	—	75%	—	8%	75%	—	23%	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.79	3.10	32.2	29.9	0.10	1.11	4.02	5.13	1.03	1.39	2.42	—	11,822	11,822	0.39	0.84	0.30	12,084
Mit.	1.32	1.18	11.1	38.0	0.10	0.19	4.02	4.21	0.19	1.39	1.58	—	11,822	11,822	0.39	0.84	0.30	12,084
% Reduced	65%	62%	66%	-27%	—	83%	—	18%	81%	—	35%	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.01	5.94	10.5	17.3	0.03	0.34	2.14	2.48	0.31	0.54	0.85	—	4,684	4,684	0.13	0.23	3.37	4,761
Mit.	5.74	5.73	4.08	19.0	0.03	0.07	2.14	2.21	0.07	0.54	0.61	—	4,684	4,684	0.13	0.23	3.37	4,761

% Reduced	5%	4%	61%	-10%	—	79%	—	11%	79%	—	29%	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.10	1.08	1.91	3.16	0.01	0.06	0.39	0.45	0.06	0.10	0.16	—	775	775	0.02	0.04	0.56	788
Mit.	1.05	1.05	0.74	3.48	0.01	0.01	0.39	0.40	0.01	0.10	0.11	—	775	775	0.02	0.04	0.56	788
% Reduced	5%	4%	61%	-10%	—	79%	—	11%	79%	—	29%	—	—	—	—	—	—	—
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	25.0	25.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	—	No	Yes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mit.	—	No	No	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	25.0	25.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	—	No	No	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mit.	—	No	No	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	2.21	1.89	11.3	25.0	0.03	0.35	3.05	3.40	0.32	0.73	1.04	—	6,084	6,084	0.15	0.26	11.7	6,177
2028	23.0	22.8	10.7	24.3	0.03	0.31	3.05	3.36	0.28	0.73	1.01	—	6,012	6,012	0.14	0.25	10.5	6,102

Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	3.79	3.10	32.2	29.9	0.10	1.11	4.02	5.13	1.03	1.39	2.42	—	11,822	11,822	0.39	0.84	0.30	12,084
2028	2.05	1.81	10.9	23.2	0.03	0.31	3.05	3.36	0.28	0.73	1.01	—	5,894	5,894	0.15	0.26	0.27	5,975
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	1.74	1.47	10.5	17.3	0.03	0.34	2.14	2.48	0.31	0.54	0.85	—	4,684	4,684	0.13	0.23	3.37	4,761
2028	6.01	5.94	3.30	7.12	0.01	0.09	0.89	0.99	0.09	0.21	0.30	—	1,723	1,723	0.04	0.07	1.33	1,746
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.32	0.27	1.91	3.16	0.01	0.06	0.39	0.45	0.06	0.10	0.16	—	775	775	0.02	0.04	0.56	788
2028	1.10	1.08	0.60	1.30	< 0.005	0.02	0.16	0.18	0.02	0.04	0.05	—	285	285	0.01	0.01	0.22	289

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	1.33	1.19	4.76	26.9	0.03	0.09	3.05	3.14	0.08	0.73	0.81	—	6,084	6,084	0.15	0.26	11.7	6,177
2028	22.2	22.2	4.61	26.1	0.03	0.08	3.05	3.13	0.08	0.73	0.81	—	6,012	6,012	0.14	0.25	10.5	6,102
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	1.32	1.18	11.1	38.0	0.10	0.19	4.02	4.21	0.19	1.39	1.58	—	11,822	11,822	0.39	0.84	0.30	12,084
2028	1.21	1.15	4.76	25.1	0.03	0.08	3.05	3.13	0.08	0.73	0.81	—	5,894	5,894	0.15	0.26	0.27	5,975
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.86	0.77	4.08	19.0	0.03	0.07	2.14	2.21	0.07	0.54	0.61	—	4,684	4,684	0.13	0.23	3.37	4,761
2028	5.74	5.73	1.49	7.59	0.01	0.02	0.89	0.92	0.02	0.21	0.23	—	1,723	1,723	0.04	0.07	1.33	1,746
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2027	0.16	0.14	0.74	3.48	0.01	0.01	0.39	0.40	0.01	0.10	0.11	—	775	775	0.02	0.04	0.56	788
2028	1.05	1.05	0.27	1.38	< 0.005	< 0.005	0.16	0.17	< 0.005	0.04	0.04	—	285	285	0.01	0.01	0.22	289

3. Construction Emissions Details

3.1. Demolition (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.64	2.21	19.9	18.6	0.03	0.80	—	0.80	0.73	—	0.73	—	3,427	3,427	0.14	0.03	—	3,439
Demolition	—	—	—	—	—	—	0.93	0.93	—	0.14	0.14	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.14	1.07	< 0.005	0.05	—	0.05	0.04	—	0.04	—	197	197	0.01	< 0.005	—	198
Demolition	—	—	—	—	—	—	0.05	0.05	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.03	0.02	0.21	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	—	32.6	32.6	< 0.005	< 0.005	—	32.8
Demoliti on	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.07	0.74	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	185	185	< 0.005	0.01	0.02	187
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.04	0.02	1.43	0.36	0.01	0.01	0.30	0.31	0.01	0.08	0.10	—	1,090	1,090	0.03	0.17	0.06	1,142
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.7	10.7	< 0.005	< 0.005	0.02	10.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.08	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	62.7	62.7	< 0.005	0.01	0.06	65.7
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.77	1.77	< 0.005	< 0.005	< 0.005	1.80
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.4	10.4	< 0.005	< 0.005	0.01	10.9

3.2. Demolition (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.36	0.36	4.51	18.2	0.03	0.06	—	0.06	0.06	—	0.06	—	3,427	3,427	0.14	0.03	—	3,439
Demolition	—	—	—	—	—	—	0.93	0.93	—	0.14	0.14	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.26	1.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	197	197	0.01	< 0.005	—	198
Demolition	—	—	—	—	—	—	0.05	0.05	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.05	0.19	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	32.6	32.6	< 0.005	< 0.005	—	32.8
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.07	0.74	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	185	185	< 0.005	0.01	0.02	187
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.04	0.02	1.43	0.36	0.01	0.01	0.30	0.31	0.01	0.08	0.10	—	1,090	1,090	0.03	0.17	0.06	1,142
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.7	10.7	< 0.005	< 0.005	0.02	10.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.08	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	62.7	62.7	< 0.005	0.01	0.06	65.7
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.77	1.77	< 0.005	< 0.005	< 0.005	1.80
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.4	10.4	< 0.005	< 0.005	0.01	10.9

3.3. Grading (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.51	2.95	25.6	27.3	0.06	1.04	—	1.04	0.96	—	0.96	—	6,598	6,598	0.27	0.05	—	6,621

Dust From Material Movement	—	—	—	—	—	—	2.40	2.40	—	0.95	0.95	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	0.24	2.10	2.24	0.01	0.09	—	0.09	0.08	—	0.08	—	542	542	0.02	< 0.005	—	544
Dust From Material Movement	—	—	—	—	—	—	0.20	0.20	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.38	0.41	< 0.005	0.02	—	0.02	0.01	—	0.01	—	89.8	89.8	< 0.005	< 0.005	—	90.1
Dust From Material Movement	—	—	—	—	—	—	0.04	0.04	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.09	0.99	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	246	246	< 0.005	0.01	0.02	249

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.20	0.08	6.54	1.64	0.03	0.07	1.36	1.42	0.07	0.38	0.45	—	4,978	4,978	0.12	0.78	0.26	5,214
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	20.4	20.4	< 0.005	< 0.005	0.03	20.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	0.01	0.54	0.13	< 0.005	0.01	0.11	0.12	0.01	0.03	0.04	—	409	409	0.01	0.06	0.36	429
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.37	3.37	< 0.005	< 0.005	0.01	3.42
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.10	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	67.7	67.7	< 0.005	0.01	0.06	71.0

3.4. Grading (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	0.64	4.43	35.3	0.06	0.12	—	0.12	0.12	—	0.12	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	2.40	2.40	—	0.95	0.95	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	0.36	2.91	0.01	0.01	—	0.01	0.01	—	0.01	—	542	542	0.02	< 0.005	—	544
Dust From Material Movement	—	—	—	—	—	—	0.20	0.20	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.53	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	89.8	89.8	< 0.005	< 0.005	—	90.1
Dust From Material Movement	—	—	—	—	—	—	0.04	0.04	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.09	0.99	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	246	246	< 0.005	0.01	0.02	249
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.20	0.08	6.54	1.64	0.03	0.07	1.36	1.42	0.07	0.38	0.45	—	4,978	4,978	0.12	0.78	0.26	5,214
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	20.4	20.4	< 0.005	< 0.005	0.03	20.7

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	0.01	0.54	0.13	< 0.005	0.01	0.11	0.12	0.01	0.03	0.04	—	409	409	0.01	0.06	0.36	429
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.37	3.37	< 0.005	< 0.005	0.01	3.42
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.10	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	67.7	67.7	< 0.005	0.01	0.06	71.0

3.5. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.71	0.59	5.40	7.44	0.01	0.19	—	0.19	0.18	—	0.18	—	1,379	1,379	0.06	0.01	—	1,384
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.99	1.36	< 0.005	0.04	—	0.04	0.03	—	0.03	—	228	228	0.01	< 0.005	—	229
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.94	0.84	0.83	11.7	0.00	0.00	2.78	2.78	0.00	0.65	0.65	—	2,738	2,738	0.04	0.10	9.49	2,779
Vendor	0.04	0.02	1.11	0.35	0.01	0.01	0.27	0.29	0.01	0.08	0.08	—	949	949	0.01	0.14	2.21	993
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.94	0.83	0.94	10.5	0.00	0.00	2.78	2.78	0.00	0.65	0.65	—	2,617	2,617	0.04	0.11	0.25	2,650
Vendor	0.04	0.02	1.15	0.36	0.01	0.01	0.27	0.29	0.01	0.08	0.08	—	949	949	0.01	0.14	0.06	991
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.54	0.47	0.54	6.08	0.00	0.00	1.58	1.58	0.00	0.37	0.37	—	1,517	1,517	0.02	0.06	2.35	1,538
Vendor	0.02	0.01	0.66	0.20	< 0.005	0.01	0.16	0.16	< 0.005	0.04	0.05	—	546	546	0.01	0.08	0.55	571
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.10	1.11	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	251	251	< 0.005	0.01	0.39	255

Vendor	< 0.005	< 0.005	0.12	0.04	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	90.4	90.4	< 0.005	0.01	0.09	94.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Building Construction (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	0.33	2.82	14.8	0.02	0.07	—	0.07	0.07	—	0.07	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	0.33	2.82	14.8	0.02	0.07	—	0.07	0.07	—	0.07	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	0.19	1.62	8.53	0.01	0.04	—	0.04	0.04	—	0.04	—	1,379	1,379	0.06	0.01	—	1,384
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.04	0.03	0.30	1.56	< 0.005	0.01	—	0.01	0.01	—	0.01	—	228	228	0.01	< 0.005	—	229
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.94	0.84	0.83	11.7	0.00	0.00	2.78	2.78	0.00	0.65	0.65	—	2,738	2,738	0.04	0.10	9.49	2,779
Vendor	0.04	0.02	1.11	0.35	0.01	0.01	0.27	0.29	0.01	0.08	0.08	—	949	949	0.01	0.14	2.21	993
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.94	0.83	0.94	10.5	0.00	0.00	2.78	2.78	0.00	0.65	0.65	—	2,617	2,617	0.04	0.11	0.25	2,650
Vendor	0.04	0.02	1.15	0.36	0.01	0.01	0.27	0.29	0.01	0.08	0.08	—	949	949	0.01	0.14	0.06	991
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.54	0.47	0.54	6.08	0.00	0.00	1.58	1.58	0.00	0.37	0.37	—	1,517	1,517	0.02	0.06	2.35	1,538
Vendor	0.02	0.01	0.66	0.20	< 0.005	0.01	0.16	0.16	< 0.005	0.04	0.05	—	546	546	0.01	0.08	0.55	571
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.10	1.11	0.00	0.00	0.29	0.29	0.00	0.07	0.07	—	251	251	< 0.005	0.01	0.39	255
Vendor	< 0.005	< 0.005	0.12	0.04	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	90.4	90.4	< 0.005	0.01	0.09	94.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18	0.99	8.92	12.9	0.02	0.30	—	0.30	0.28	—	0.28	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18	0.99	8.92	12.9	0.02	0.30	—	0.30	0.28	—	0.28	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	0.25	2.22	3.21	0.01	0.07	—	0.07	0.07	—	0.07	—	596	596	0.02	< 0.005	—	598
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.40	0.59	< 0.005	0.01	—	0.01	0.01	—	0.01	—	98.6	98.6	< 0.005	< 0.005	—	99.0
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.83	0.81	0.74	11.0	0.00	0.00	2.78	2.78	0.00	0.65	0.65	—	2,689	2,689	0.03	0.10	8.57	2,728
Vendor	0.04	0.02	1.05	0.34	0.01	0.01	0.27	0.28	0.01	0.08	0.08	—	926	926	0.01	0.13	1.96	968
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.82	0.80	0.85	9.89	0.00	0.00	2.78	2.78	0.00	0.65	0.65	—	2,570	2,570	0.04	0.11	0.22	2,603
Vendor	0.04	0.02	1.10	0.35	0.01	0.01	0.27	0.28	0.01	0.08	0.08	—	926	926	0.01	0.13	0.05	967
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.20	0.21	2.47	0.00	0.00	0.68	0.68	0.00	0.16	0.16	—	643	643	0.01	0.03	0.92	652
Vendor	0.01	0.01	0.27	0.09	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	230	230	< 0.005	0.03	0.21	240
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.45	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	107	107	< 0.005	< 0.005	0.15	108
Vendor	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	38.1	38.1	< 0.005	0.01	0.03	39.8
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	0.33	2.81	14.8	0.02	0.07	—	0.07	0.07	—	0.07	—	2,397	2,397	0.10	0.02	—	2,406

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	0.33	2.81	14.8	0.02	0.07	—	0.07	0.07	—	0.07	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.08	0.70	3.68	0.01	0.02	—	0.02	0.02	—	0.02	—	596	596	0.02	< 0.005	—	598
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.13	0.67	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	98.6	98.6	< 0.005	< 0.005	—	99.0
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.83	0.81	0.74	11.0	0.00	0.00	2.78	2.78	0.00	0.65	0.65	—	2,689	2,689	0.03	0.10	8.57	2,728
Vendor	0.04	0.02	1.05	0.34	0.01	0.01	0.27	0.28	0.01	0.08	0.08	—	926	926	0.01	0.13	1.96	968
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.82	0.80	0.85	9.89	0.00	0.00	2.78	2.78	0.00	0.65	0.65	—	2,570	2,570	0.04	0.11	0.22	2,603
Vendor	0.04	0.02	1.10	0.35	0.01	0.01	0.27	0.28	0.01	0.08	0.08	—	926	926	0.01	0.13	0.05	967
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.20	0.21	2.47	0.00	0.00	0.68	0.68	0.00	0.16	0.16	—	643	643	0.01	0.03	0.92	652
Vendor	0.01	0.01	0.27	0.09	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	230	230	< 0.005	0.03	0.21	240
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.45	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	107	107	< 0.005	< 0.005	0.15	108
Vendor	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	38.1	38.1	< 0.005	0.01	0.03	39.8
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.82	0.69	6.63	9.91	0.01	0.26	—	0.26	0.24	—	0.24	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.04	0.04	0.36	0.54	< 0.005	0.01	—	0.01	0.01	—	0.01	—	82.8	82.8	< 0.005	< 0.005	—	83.1
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.01	0.01	0.07	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.7	13.7	< 0.005	< 0.005	—	13.8
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.05	0.77	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	190	190	< 0.005	0.01	0.60	192
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.0	10.0	< 0.005	< 0.005	0.01	10.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.66	1.66	< 0.005	< 0.005	< 0.005	1.68
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Paving (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	0.16	1.93	10.6	0.01	0.03	—	0.03	0.03	—	0.03	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.11	0.58	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	82.8	82.8	< 0.005	< 0.005	—	83.1
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.7	13.7	< 0.005	< 0.005	—	13.8
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.05	0.77	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	190	190	< 0.005	0.01	0.60	192
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.0	10.0	< 0.005	< 0.005	0.01	10.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.66	1.66	< 0.005	< 0.005	< 0.005	1.68
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.81	1.12	< 0.005	0.02	—	0.02	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134

Architectural	21.8	21.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.20	0.28	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	32.9	32.9	< 0.005	< 0.005	—	33.0
Architectural Coatings	5.38	5.38	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.04	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.45	5.45	< 0.005	< 0.005	—	5.47
Architectural Coatings	0.98	0.98	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.16	0.15	2.20	0.00	0.00	0.56	0.56	0.00	0.13	0.13	—	538	538	0.01	0.02	1.71	546
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.49	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	128	128	< 0.005	< 0.005	0.18	129
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	21.1	21.1	< 0.005	< 0.005	0.03	21.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Architectural Coating (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.65	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	21.8	21.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.16	0.24	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	32.9	32.9	< 0.005	< 0.005	—	33.0
Architectural Coatings	5.38	5.38	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.45	5.45	< 0.005	< 0.005	—	5.47
Architectural Coatings	0.98	0.98	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.16	0.15	2.20	0.00	0.00	0.56	0.56	0.00	0.13	0.13	—	538	538	0.01	0.02	1.71	546
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.49	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	128	128	< 0.005	< 0.005	0.18	129
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	21.1	21.1	< 0.005	< 0.005	0.03	21.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/1/2027	1/29/2027	5.00	21.0	—
Grading	Grading	1/30/2027	3/12/2027	5.00	30.0	—
Building Construction	Building Construction	3/13/2027	5/6/2028	5.00	300	—
Paving	Paving	5/7/2028	6/3/2028	5.00	20.0	—
Architectural Coating	Architectural Coating	5/7/2028	9/9/2028	5.00	90.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36

Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Tier 4 Final	1.00	8.00	33.0	0.73
Demolition	Excavators	Diesel	Tier 4 Final	3.00	8.00	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Tier 4 Final	2.00	8.00	367	0.40
Grading	Excavators	Diesel	Tier 4 Final	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Tier 4 Final	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Tier 4 Final	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Final	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Tier 4 Final	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Tier 4 Final	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Final	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Tier 4 Final	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 4 Final	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	15.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	16.4	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	75.0	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	213	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	31.9	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	42.5	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	15.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	16.4	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	75.0	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	213	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	31.9	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	42.5	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%
Sweep paved roads once per month	9%	9%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	631,071	210,357	4,500	1,500	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	30,000	—
Grading	18,000	—	90.0	0.00	—
Paving	0.00	0.00	0.00	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt

Apartments Low Rise	—	0%
Strip Mall	0.00	0%
City Park	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2027	0.00	532	0.03	< 0.005
2028	0.00	532	0.03	< 0.005

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Land Use	Proposed Project includes an estimated total 950 residential units and 40,000 square feet of retail/commercial space, as well as open space/parks. Area C includes 294 residential units, 3,000 square feet of commercial/retail uses, 1.5 acres of parks on 11.8 acres of land. Due to the nature of the Specific Plan exact landscaping square footage is not provided. Assumed 10% of building square feet would be landscape as a conservative estimate.
Construction: Construction Phases	Area C will include demolition of existing home, additional residential units and accessory buildings associated with the past agricultural use.

APPENDIX 1.4

Proposed Project Total Operational Emissions

Maulhardt Ranch - Proposed Project Operations v2 Custom Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

1.3. User-Selected Emission Reduction Measures by Emissions Sector

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

2.5. Operations Emissions by Sector, Unmitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.3. Area Emissions by Source

4.3.1. Unmitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Maulhardt Ranch - Proposed Project Operations v2
Operational Year	2033
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.20
Precipitation (days)	21.2
Location	34.21151126306846, -119.15663200064525
County	Ventura
City	Oxnard
Air District	Ventura County APCD
Air Basin	South Central Coast
TAZ	3438
EDFZ	8
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Low Rise	950	Dwelling Unit	43.4	1,007,000	100,700	—	2,859	—
Strip Mall	40.0	1000sqft	0.00	40,000	4,000	—	—	—

City Park	12.9	Acre	12.9	0.00	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	49.3	47.7	14.9	160	0.29	0.53	27.4	27.9	0.52	6.95	7.47	476	38,667	39,144	49.9	1.41	53.6	40,865
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	44.0	42.6	15.5	106	0.28	0.51	27.4	27.9	0.50	6.95	7.45	476	37,620	38,097	50.0	1.49	8.66	39,801
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	31.9	31.2	7.31	54.1	0.09	0.41	6.60	7.00	0.40	1.67	2.07	476	18,359	18,836	49.0	0.54	12.3	20,234
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.82	5.70	1.33	9.88	0.02	0.07	1.20	1.28	0.07	0.31	0.38	78.9	3,040	3,118	8.12	0.09	2.04	3,350
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	25.0	25.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	—	Yes	No	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	25.0	25.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	—	Yes	No	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	19.4	18.3	9.92	102	0.26	0.15	27.4	27.6	0.14	6.95	7.09	—	26,512	26,512	1.20	1.17	46.1	26,936
Area	29.4	29.1	0.51	55.9	< 0.005	0.03	—	0.03	0.02	—	0.02	0.00	151	151	0.01	< 0.005	—	152
Energy	0.52	0.26	4.42	1.91	0.03	0.36	—	0.36	0.36	—	0.36	—	11,604	11,604	0.87	0.06	—	11,643
Water	—	—	—	—	—	—	—	—	—	—	—	74.7	399	474	7.68	0.18	—	721
Waste	—	—	—	—	—	—	—	—	—	—	—	402	0.00	402	40.2	0.00	—	1,406
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.46	7.46
Total	49.3	47.7	14.9	160	0.29	0.53	27.4	27.9	0.52	6.95	7.47	476	38,667	39,144	49.9	1.41	53.6	40,865
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	19.3	18.2	11.1	104	0.25	0.15	27.4	27.6	0.14	6.95	7.09	—	25,617	25,617	1.33	1.25	1.20	26,024
Area	24.2	24.2	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
Energy	0.52	0.26	4.42	1.91	0.03	0.36	—	0.36	0.36	—	0.36	—	11,604	11,604	0.87	0.06	—	11,643
Water	—	—	—	—	—	—	—	—	—	—	—	74.7	399	474	7.68	0.18	—	721
Waste	—	—	—	—	—	—	—	—	—	—	—	402	0.00	402	40.2	0.00	—	1,406
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.46	7.46
Total	44.0	42.6	15.5	106	0.28	0.51	27.4	27.9	0.50	6.95	7.45	476	37,620	38,097	50.0	1.49	8.66	39,801

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	4.63	4.36	2.63	24.6	0.06	0.04	6.60	6.63	0.03	1.67	1.71	—	6,281	6,281	0.31	0.30	4.86	6,382
Area	26.8	26.6	0.25	27.6	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	74.6	74.6	< 0.005	< 0.005	—	74.9
Energy	0.52	0.26	4.42	1.91	0.03	0.36	—	0.36	0.36	—	0.36	—	11,604	11,604	0.87	0.06	—	11,643
Water	—	—	—	—	—	—	—	—	—	—	—	74.7	399	474	7.68	0.18	—	721
Waste	—	—	—	—	—	—	—	—	—	—	—	402	0.00	402	40.2	0.00	—	1,406
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.46	7.46
Total	31.9	31.2	7.31	54.1	0.09	0.41	6.60	7.00	0.40	1.67	2.07	476	18,359	18,836	49.0	0.54	12.3	20,234
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.85	0.80	0.48	4.50	0.01	0.01	1.20	1.21	0.01	0.31	0.31	—	1,040	1,040	0.05	0.05	0.80	1,057
Area	4.88	4.86	0.05	5.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	12.3	12.3	< 0.005	< 0.005	—	12.4
Energy	0.09	0.05	0.81	0.35	0.01	0.07	—	0.07	0.07	—	0.07	—	1,921	1,921	0.14	0.01	—	1,928
Water	—	—	—	—	—	—	—	—	—	—	—	12.4	66.1	78.5	1.27	0.03	—	119
Waste	—	—	—	—	—	—	—	—	—	—	—	66.5	0.00	66.5	6.65	0.00	—	233
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.24	1.24
Total	5.82	5.70	1.33	9.88	0.02	0.07	1.20	1.28	0.07	0.31	0.38	78.9	3,040	3,118	8.12	0.09	2.04	3,350

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments	18.6	17.5	9.48	97.8	0.25	0.14	26.2	26.3	0.13	6.63	6.77	—	25,309	25,309	1.15	1.11	44.0	25,714
Strip Mall	0.83	0.79	0.44	4.57	0.01	0.01	1.25	1.25	0.01	0.32	0.32	—	1,203	1,203	0.05	0.05	2.10	1,222
City Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	19.4	18.3	9.92	102	0.26	0.15	27.4	27.6	0.14	6.95	7.09	—	26,512	26,512	1.20	1.17	46.1	26,936
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	18.5	17.4	10.6	99.3	0.24	0.14	26.2	26.3	0.13	6.63	6.77	—	24,454	24,454	1.27	1.19	1.14	24,843
Strip Mall	0.83	0.78	0.49	4.61	0.01	0.01	1.25	1.25	0.01	0.32	0.32	—	1,162	1,162	0.06	0.06	0.05	1,180
City Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	19.3	18.2	11.1	104	0.25	0.15	27.4	27.6	0.14	6.95	7.09	—	25,617	25,617	1.33	1.25	1.20	26,024
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.71	0.67	0.40	3.74	0.01	0.01	1.00	1.00	0.01	0.25	0.26	—	863	863	0.04	0.04	0.67	877
Strip Mall	0.14	0.13	0.08	0.75	< 0.005	< 0.005	0.21	0.21	< 0.005	0.05	0.05	—	177	177	0.01	0.01	0.14	180
City Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.85	0.80	0.48	4.50	0.01	0.01	1.20	1.21	0.01	0.31	0.31	—	1,040	1,040	0.05	0.05	0.80	1,057

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	5,425	5,425	0.34	0.04	—	5,446
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	570	570	0.04	< 0.005	—	572
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	5,995	5,995	0.37	0.05	—	6,018
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	5,425	5,425	0.34	0.04	—	5,446
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	570	570	0.04	< 0.005	—	572
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	5,995	5,995	0.37	0.05	—	6,018
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	898	898	0.06	0.01	—	902
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	94.3	94.3	0.01	< 0.005	—	94.7
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	993	993	0.06	0.01	—	996

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.51	0.26	4.36	1.85	0.03	0.35	—	0.35	0.35	—	0.35	—	5,533	5,533	0.49	0.01	—	5,548
Strip Mall	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	76.7	76.7	0.01	< 0.005	—	76.9
City Park	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
Total	0.52	0.26	4.42	1.91	0.03	0.36	—	0.36	0.36	—	0.36	—	5,609	5,609	0.50	0.01	—	5,625
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.51	0.26	4.36	1.85	0.03	0.35	—	0.35	0.35	—	0.35	—	5,533	5,533	0.49	0.01	—	5,548
Strip Mall	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	76.7	76.7	0.01	< 0.005	—	76.9
City Park	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
Total	0.52	0.26	4.42	1.91	0.03	0.36	—	0.36	0.36	—	0.36	—	5,609	5,609	0.50	0.01	—	5,625
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.09	0.05	0.80	0.34	0.01	0.06	—	0.06	0.06	—	0.06	—	916	916	0.08	< 0.005	—	919
Strip Mall	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.7	12.7	< 0.005	< 0.005	—	12.7
City Park	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
Total	0.09	0.05	0.81	0.35	0.01	0.07	—	0.07	0.07	—	0.07	—	929	929	0.08	< 0.005	—	931

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	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
Consumer Products	22.4	22.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	1.78	1.78	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	5.23	4.94	0.51	55.9	< 0.005	0.03	—	0.03	0.02	—	0.02	—	151	151	0.01	< 0.005	—	152
Total	29.4	29.1	0.51	55.9	< 0.005	0.03	—	0.03	0.02	—	0.02	0.00	151	151	0.01	< 0.005	—	152
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	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
Consumer Products	22.4	22.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	1.78	1.78	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	24.2	24.2	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

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	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
Consumer Products	4.09	4.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.32	0.32	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.47	0.44	0.05	5.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.3	12.3	< 0.005	< 0.005	—	12.4
Total	4.88	4.86	0.05	5.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	12.3	12.3	< 0.005	< 0.005	—	12.4

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	69.0	370	439	7.10	0.17	—	667
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	5.68	29.8	35.5	0.58	0.01	—	54.3
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	74.7	399	474	7.68	0.18	—	721

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	69.0	370	439	7.10	0.17	—	667
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	5.68	29.8	35.5	0.58	0.01	—	54.3
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	74.7	399	474	7.68	0.18	—	721
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	11.4	61.2	72.6	1.18	0.03	—	110
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.94	4.93	5.87	0.10	< 0.005	—	8.98
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	12.4	66.1	78.5	1.27	0.03	—	119

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	379	0.00	379	37.8	0.00	—	1,324

Strip Mall	—	—	—	—	—	—	—	—	—	—	—	22.6	0.00	22.6	2.26	0.00	—	79.2
City Park	—	—	—	—	—	—	—	—	—	—	—	0.60	0.00	0.60	0.06	0.00	—	2.09
Total	—	—	—	—	—	—	—	—	—	—	—	402	0.00	402	40.2	0.00	—	1,406
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	379	0.00	379	37.8	0.00	—	1,324
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	22.6	0.00	22.6	2.26	0.00	—	79.2
City Park	—	—	—	—	—	—	—	—	—	—	—	0.60	0.00	0.60	0.06	0.00	—	2.09
Total	—	—	—	—	—	—	—	—	—	—	—	402	0.00	402	40.2	0.00	—	1,406
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	62.7	0.00	62.7	6.26	0.00	—	219
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	3.75	0.00	3.75	0.37	0.00	—	13.1
City Park	—	—	—	—	—	—	—	—	—	—	—	0.10	0.00	0.10	0.01	0.00	—	0.35
Total	—	—	—	—	—	—	—	—	—	—	—	66.5	0.00	66.5	6.65	0.00	—	233

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.21	7.21
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.25	0.25
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.46	7.46
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.21	7.21
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.25	0.25
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.46	7.46
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.19	1.19
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.24	1.24

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Low Rise	485	460	5,966	461,519	3,015	2,859	37,082	2,868,602
Strip Mall	264	250	122	88,232	1,767	1,676	815	590,666
City Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Low Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	950
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
2039175	679,725	60,000	20,000	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Low Rise	3,722,453	532	0.0330	0.0040	17,263,206
Strip Mall	390,812	532	0.0330	0.0040	239,192
City Park	0.00	532	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Low Rise	36,008,254	1,591,094
Strip Mall	2,962,901	51,710
City Park	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Low Rise	702	—

Strip Mall	42.0	—
City Park	1.11	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
City Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
City Park	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Land Use	Proposed Project includes an estimated total 950 residential units and 40,000 square feet of retail/commercial space, as well as open space/parks. Due to the nature of the Specific Plan exact landscaping square footage is not provided. Assumed 10% of building square feet would be landscape as a conservative estimate.
Operations: Vehicle Data	Trip rates based on daily trip values provided by Fehr &Peers Traffic Analysis dated June27, 2025.

APPENDIX 2.0

ENERGY CALCULATIONS

APPENDIX 2.1

Existing Operational Energy Calculations

Estimated Operational Fuel Consumption			
Land Use	**Annual VMT**	**Gasoline Usage (gallons)**	**Diesel Usage (gallons)**
High School	4,790,988	164,156.3	26,773.2
Total	**4,790,988**	**164,156.3**	**26,773.2**

Notes:
Based on the California Air Resources Board on-road vehicle emissions model, EMFAC 2021
(Modeling input: Venutra County; Fleet Aggregate; Year 2025 for existing uses).
For Year 2025, gasoline-fueld vehicles account for approximately 88.4% percent of the total VMT at 25.8 miles per gallon and diesel fueled-vehicles account for approximately 5.7% percent of thet total VMT at 10.2 miles per gallon

Annual Operational Electricity Demand					
		Water Usage			
Electricity Demand	kWh/year	Indoor (gal/yr)	Outdoor (gal/yr)	Water-Related Electricity Use (kWh/yr)	Total Annual Electricity Use (kWh)
High School	1,027,879	4,957,782	0	33,748	1,061,627
Parking Lot	297,637	0	0	0	297,637
Total	**1,325,516**	**4,957,782**	-	**33,747.6**	**1,359,263.6**

Annual Operational Natrual Gas Demand	
Natural Gas Demand	kBTU/year
High School	3,562,458
Parking Lot	-
Total	**3,562,458**

Notes:

Indoor water results in 0.006807 kWh/gallon of electricity usage per gallon from the supplying, treating, and distributing of water and the processing of resulting wastewater within the South Coast Hydrologic Region.

Outdoor water results in 0.005306 kWh/gallon of electricity usage per gallon from supplying, treating, and distributing of water within he South Coast Hydrologic Region.

APPENDIX 2.2

Proposed Project Energy Calculations (Area A)

Construction Equipment Fuel Consumption								
Phase	**Number of Days**	**Offroad Equipment Type**	**Amount**	**Usage Hours**	**Horse Power**	**Load Factor**	**HP hrs/day**	**Estimated Fuel Consumption (galllons)**
Grading	174	Graders	1	8	148	0.41	485.44	4,223.33
	174	Excavators	2	8	36	0.38	218.88	952.13
	174	Tractors/Loaders/Backhoes	2	8	84	0.37	497.28	2,163.17
	174	Scrapers	2	8	423	0.48	3248.64	14,131.58
	174	Rubber tired dozers	1	8	367	0.4	1174.4	10,217.28
Building Construction	1110	Forklifts	3	8	82	0.2	393.6	7,281.60
	1110	Generator Sets	1	8	14	0.74	82.88	4,599.84
	1110	Cranes	1	7	367	0.29	745.01	41,348.06
	1110	Welders	1	8	46	0.45	165.6	9,190.80
	1110	Tractors/Loaders/Backhoes	3	7	84	0.37	652.68	12,074.58
Paving	65	Pavers	2	8	21	0.42	141.12	229.32
	65	Paving Equipment	2	8	89	0.36	512.64	833.04
	65	Rollers	2	8	36	0.38	218.88	355.68
Architectural Coating	197	Air Compressors	1	6	37	0.48	106.56	1,049.62
Total Construction Equipment Fuel Consumption (gallons of diesel fuel)								**108,650.02**

Notes :
Using Carl Moyer Guidelines Table D-21 Fuel consumption rate factors (bhp-hr/gal) for engines less than 750 hp.

Construction Worker Fuel Consumption						
Phase	**Number of Days**	**Worker Trips/Day**	**Trip Length (miles)**	**Vehicle Miles Traveled**	**Average Vehicle Fuel Economoy (mpg)**	**Estimated Fuel Consumption**
Grading	174	20	18.5	64380	26.02	2474.3
Building Construction	1110	484	18.5	9938940	26.02	381973.1
Paving	65	15	18.5	18037.5	26.02	693.2
Architectural Coating	197	96.8	18.5	352787.6	26.02	13558.3
Total Construction Worker Fuel Consumption (gallons of gasoline fuel)						**398698.9**

Notes :
Assumptions for the worker trip length and vehicle miles traveled are derived from CalEEMod defaults.

Construction Vendor Fuel Consumption						
Phase	**Number of Days**	**Vendor Trips/Day**	**Trip Length (miles)**	**Vehicle Miles Traveled**	**Average Vehicle Fuel Economy (mpg)**	**Estimated Fuel Consumption (gallons)**
Grading	174	0	10.2	0	6.9	0.0
Building Construction	1110	76.2	10.2	862736.4	6.9	125034.3
Paving	65	0	10.2	0	6.9	0.0
Archictectural Coating	197	0	10.2	0	6.9	0.0
Total Construction Vendor Fuel Consumption (gallons of diesel fuel)						**125034.3**

Notes :
Assumptions for the vendor trip length and vehicle miles traveled are derived from CalEEMod defaults.

Construction Hauling Fuel Consumption						
Phase	**Number of Days**	**Hauling Trips/Day**	**Trip Length (miles)**	**Vehicle Miles Traveled**	**Average Vehicle Fuel Economy (mpg)**	**Estimated Fuel Consumption (gallons)**
Grading	174	100	20	348000	6.05	57520.7
Building Construction	1110	0	20	0	6.05	0.0
Paving	65	0	20	0	6.05	0.0
Archictectural Coating	197	0	20	0	6.05	0.0
Total Construction Hauling Fuel Consumption (gallons of diesel fuel)						**57520.7**

Notes :

Assumptions for the haul trip length during grading based on haul route application. All other factors are derived from CalEEMod defaults.

Per CalEEMod User's Guide Appendix C, CalEEMod assumes hauling and onsite truck trips are made by a fleet consisting of 100 percent HHDT.

Electricity Demand During Construction From Water Usage to Control Fugutive Dust					
	Acres	Water Usage (acres/day)	Supply Water Electricity Intensity (kwh/gallons)	Total Gallons	Electricity (kWh)
Project Site	45	3,020	0.003044	134390.0	409
Total					**409**

Notes:

Total acres graded based on CalEEMod output sheets.

Water usage rate based on Air & Waste Management Association, Air Pollution Engineering Manual, 1992 Edition

Supply Water Electricity Intensity based on CalEEMod User's Guide, Appendix G: Default Data Tables, Table G-32

APPENDIX 2.3

Proposed Project Energy Calculations (Area C)

Construction Equipment Fuel Consumption								
Phase	**Number of Days**	**Offroad Equipment Type**	**Amount**	**Usage Hours**	**Horse Power**	**Load Factor**	**HP hrs/day**	**Estimated Fuel Consumption (galllons)**
Demolition	21	Concrete/Indsutrial Saws	1	8	33	0.73	192.72	202.36
	21	Excavators	3	8	36	0.38	328.32	114.91
	21	Rubber tired dozers	2	8	367	0.4	2348.8	1,233.12
Grading	30	Graders	1	8	148	0.41	485.44	728.16
	30	Excavators	2	8	36	0.38	218.88	164.16
	30	Tractors/Loaders/Backhoes	2	8	84	0.37	497.28	372.96
	30	Scrapers	2	8	423	0.48	3248.64	2,436.48
	30	Rubber tired dozers	1	8	367	0.4	1174.4	1,761.60
Building Construction	300	Forklifts	3	8	82	0.2	393.6	1,968.00
	300	Generator Sets	1	8	14	0.74	82.88	1,243.20
	300	Cranes	1	7	367	0.29	745.01	11,175.15
	300	Welders	1	8	46	0.45	165.6	2,484.00
	300	Tractors/Loaders/Backhoes	3	7	84	0.37	652.68	3,263.40
Paving	20	Pavers	2	8	21	0.42	141.12	70.56
	20	Paving Equipment	2	8	89	0.36	512.64	256.32
	20	Rollers	2	8	36	0.38	218.88	109.44
Architectural Coating	90	Air Compressors	1	6	37	0.48	106.56	479.52
Total Construction Equipment Fuel Consumption (gallons of diesel fuel)								**26,512.95**

Notes :
Using Carl Moyer Guidelines Table D-21 Fuel consumption rate factors (bhp-hr/gal) for engines less than 750 hp.

Construction Worker Fuel Consumption						
Phase	**Number of Days**	**Worker Trips/Day**	**Trip Length (miles)**	**Vehicle Miles Traveled**	**Average Vehicle Fuel Economoy (mpg)**	**Estimated Fuel Consumption**
Demolition	21	15	18.5	5827.5	26.02	224.0
Grading	30	20	18.5	11100	26.02	426.6
Building Construction	300	213	18.5	1182150	26.02	45432.4
Paving	20	15	18.5	5550	26.02	213.3
Architectural Coating	90	42.5	18.5	70762.5	26.02	2719.5
Total Construction Worker Fuel Consumption (gallons of gasoline fuel)						**49015.8**

Notes :

Assumptions for the worker trip length and vehicle miles traveled are derived from CalEEMod defaults.

Construction Vendor Fuel Consumption						
Phase	**Number of Days**	**Vendor Trips/Day**	**Trip Length (miles)**	**Vehicle Miles Traveled**	**Average Vehicle Fuel Economy (mpg)**	**Estimated Fuel Consumption (gallons)**
Demolition	21	0	10.2	0	6.9	0.0
Grading	30	0	10.2	0	6.9	0.0
Building Construction	300	31.9	10.2	97614	6.9	14147.0
Paving	20	0	10.2	0	6.9	0.0
Archictectural Coating	90	0	10.2	0	6.9	0.0
Total Construction Vendor Fuel Consumption (gallons of diesel fuel)						**14147.0**

Notes :

Assumptions for the vendor trip length and vehicle miles traveled are derived from CalEEMod defaults.

Construction Hauling Fuel Consumption						
Phase	**Number of Days**	**Hauling Trips/Day**	**Trip Length (miles)**	**Vehicle Miles Traveled**	**Average Vehicle Fuel Economy (mpg)**	**Estimated Fuel Consumption (gallons)**
Demolition	21	17.3	20	7266	6.05	1201.0
Grading	30	60	20	36000	6.05	5950.4
Building Construction	300	0	20	0	6.05	0.0
Paving	20	0	20	0	6.05	0.0
Archictectural Coating	90	0	20	0	6.05	0.0
Total Construction Hauling Fuel Consumption (gallons of diesel fuel)						**7151.4**

Notes :

Assumptions for the haul trip length during grading based on haul route application. All other factors are derived from CalEEMod defaults.

Per CalEEMod User's Guide Appendix C, CalEEMod assumes hauling and onsite truck trips are made by a fleet consisting of 100 percent HHDT.

Electricity Demand During Construction From Water Usage to Control Fugutive Dust					
	Acres	**Water Usage (acres/day)**	**Supply Water Electricity Intensity (kwh/gallons)**	**Total Gallons**	**Electricity (kWh)**
Project site	12	3,020	0.003044	35636.0	108
Total					**108**

Notes:

Total acres graded based on CalEEMod output sheets.

Water usage rate based on Air & Waste Management Association, Air Pollution Engineering Manual, 1992 Edition

Supply Water Electricity Intensity based on CalEEMod User's Guide, Appendix G: Default Data Tables, Table G-32

APPENDIX 2.4

Proposed Project Total Operational Energy Calculations

Estimated Operational Fuel Consumption			
Land Use	**Annual VMT**	**Gasoline Usage (gallons)**	**Diesel Usage (gallons)**
Apartment Low Rise	2,868,602	80,973.2	13,660.0
Strip Map	590,666	16,673.0	2,812.7
City Park	-	-	-
High School	8,127,222	229,410.5	38,701.1
Total	**11,586,490**	**327,056.8**	**55,173.8**

Notes:

Based on the California Air Resources Board on-road vehicle emissions model, EMFAC 2021

(Modeling input: Ventura County; Fleet Aggregate; Year 2033 for proposed project).

For Year 2033, gasoline-fueld vehicles account for approximately 84.4% percent of the total VMT at 29.9 miles per gallon and diesel fueled-vehicles account for approximately 5.0% percent of thet total VMT at 10.5 miles per gallon

Annual Operational Electricity Demand					
		Water Usage			
Electricity Demand	kWh/year	Indoor (gal/yr)	Outdoor (gal/yr)	Water-Related Electricity Use (kWh/yr)	Total Annual Electricity Use (kWh)
Apartment Low Rise	3,722,453	36,008,254	1,591,094	253550.5	3,976,004
Strip Map	390,812	2,962,901	51,710	20442.8	411,255
City Park	0	0	0	0.0	0
High School	1,710,370	11,440,596	28,580,043	229521.8	1,939,892
Total	**5,823,635**	**50,411,751**	**30,222,847**	**503,515.2**	**6,327,150**

Annual Operational Natrual Gas Demand	
Natural Gas Demand	kBTU/year
Apartment Low Rise	17,263,206
Strip Map	239,192
City Park	-
High School	3,330,720
Total	**20,833,118**

Notes:

Taken from the CalEEMod annual output

Indoor water results in 0.006807 kWh/gallon of electricity usage per gallon from the supplying, treating, and distributing of water and the processing of resulting wastewater within South Coast.

Outdoor water results in 0.005306 kWh/gallon of electricity usage per gallon from supplying, treating, and distributing of water within South Coast.

APPENDIX 2.1

Existing Operational Energy Calculations

Estimated Operational Fuel Consumption			
Land Use	**Annual VMT**	**Gasoline Usage (gallons)**	**Diesel Usage (gallons)**
High School	4,790,988	164,156.3	26,773.2
Total	**4,790,988**	**164,156.3**	**26,773.2**

Notes:
Based on the California Air Resources Board on-road vehicle emissions model, EMFAC 2021
(Modeling input: Venutra County; Fleet Aggregate; Year 2025 for existing uses).
For Year 2025, gasoline-fueld vehicles account for approximately 88.4% percent of the total VMT at 25.8 miles per gallon and diesel fueled-vehicles account for approximately 5.7% percent of thet total VMT at 10.2 miles per gallon

Annual Operational Electricity Demand					
		Water Usage			
Electricity Demand	kWh/year	Indoor (gal/yr)	Outdoor (gal/yr)	Water-Related Electricity Use (kWh/yr)	Total Annual Electricity Use (kWh)
High School	1,027,879	4,957,782	0	33,748	1,061,627
Parking Lot	297,637	0	0	0	297,637
Total	**1,325,516**	**4,957,782**	-	**33,747.6**	**1,359,263.6**

Annual Operational Natrual Gas Demand	
Natural Gas Demand	kBTU/year
High School	3,562,458
Parking Lot	-
Total	**3,562,458**

Notes:

Indoor water results in 0.006807 kWh/gallon of electricity usage per gallon from the supplying, treating, and distributing of water and the processing of resulting wastewater within the South Coast Hydrologic Region.

Outdoor water results in 0.005306 kWh/gallon of electricity usage per gallon from supplying, treating, and distributing of water within he South Coast Hydrologic Region.

APPENDIX 2.2

Proposed Project Energy Calculations (Area A)

Construction Equipment Fuel Consumption								
Phase	**Number of Days**	**Offroad Equipment Type**	**Amount**	**Usage Hours**	**Horse Power**	**Load Factor**	**HP hrs/day**	**Estimated Fuel Consumption (galllons)**
Grading	174	Graders	1	8	148	0.41	485.44	4,223.33
	174	Excavators	2	8	36	0.38	218.88	952.13
	174	Tractors/Loaders/Backhoes	2	8	84	0.37	497.28	2,163.17
	174	Scrapers	2	8	423	0.48	3248.64	14,131.58
	174	Rubber tired dozers	1	8	367	0.4	1174.4	10,217.28
Building Construction	1110	Forklifts	3	8	82	0.2	393.6	7,281.60
	1110	Generator Sets	1	8	14	0.74	82.88	4,599.84
	1110	Cranes	1	7	367	0.29	745.01	41,348.06
	1110	Welders	1	8	46	0.45	165.6	9,190.80
	1110	Tractors/Loaders/Backhoes	3	7	84	0.37	652.68	12,074.58
Paving	65	Pavers	2	8	21	0.42	141.12	229.32
	65	Paving Equipment	2	8	89	0.36	512.64	833.04
	65	Rollers	2	8	36	0.38	218.88	355.68
Architectural Coating	197	Air Compressors	1	6	37	0.48	106.56	1,049.62
Total Construction Equipment Fuel Consumption (gallons of diesel fuel)								**108,650.02**

Notes :
Using Carl Moyer Guidelines Table D-21 Fuel consumption rate factors (bhp-hr/gal) for engines less than 750 hp.

Construction Worker Fuel Consumption						
Phase	**Number of Days**	**Worker Trips/Day**	**Trip Length (miles)**	**Vehicle Miles Traveled**	**Average Vehicle Fuel Economoy (mpg)**	**Estimated Fuel Consumption**
Grading	174	20	18.5	64380	26.02	2474.3
Building Construction	1110	484	18.5	9938940	26.02	381973.1
Paving	65	15	18.5	18037.5	26.02	693.2
Architectural Coating	197	96.8	18.5	352787.6	26.02	13558.3
Total Construction Worker Fuel Consumption (gallons of gasoline fuel)						**398698.9**

Notes :
Assumptions for the worker trip length and vehicle miles traveled are derived from CalEEMod defaults.

Construction Vendor Fuel Consumption						
Phase	**Number of Days**	**Vendor Trips/Day**	**Trip Length (miles)**	**Vehicle Miles Traveled**	**Average Vehicle Fuel Economy (mpg)**	**Estimated Fuel Consumption (gallons)**
Grading	174	0	10.2	0	6.9	0.0
Building Construction	1110	76.2	10.2	862736.4	6.9	125034.3
Paving	65	0	10.2	0	6.9	0.0
Archictectural Coating	197	0	10.2	0	6.9	0.0
Total Construction Vendor Fuel Consumption (gallons of diesel fuel)						**125034.3**

Notes :
Assumptions for the vendor trip length and vehicle miles traveled are derived from CalEEMod defaults.

Construction Hauling Fuel Consumption						
Phase	**Number of Days**	**Hauling Trips/Day**	**Trip Length (miles)**	**Vehicle Miles Traveled**	**Average Vehicle Fuel Economy (mpg)**	**Estimated Fuel Consumption (gallons)**
Grading	174	100	20	348000	6.05	57520.7
Building Construction	1110	0	20	0	6.05	0.0
Paving	65	0	20	0	6.05	0.0
Archictectural Coating	197	0	20	0	6.05	0.0
Total Construction Hauling Fuel Consumption (gallons of diesel fuel)						**57520.7**

Notes :

Assumptions for the haul trip length during grading based on haul route application. All other factors are derived from CalEEMod defaults.

Per CalEEMod User's Guide Appendix C, CalEEMod assumes hauling and onsite truck trips are made by a fleet consisting of 100 percent HHDT.

Electricity Demand During Construction From Water Usage to Control Fugutive Dust					
	Acres	Water Usage (acres/day)	Supply Water Electricity Intensity (kwh/gallons)	Total Gallons	Electricity (kWh)
Project Site	45	3,020	0.003044	134390.0	409
Total					**409**

Notes:

Total acres graded based on CalEEMod output sheets.

Water usage rate based on Air & Waste Management Association, Air Pollution Engineering Manual, 1992 Edition

Supply Water Electricity Intensity based on CalEEMod User's Guide, Appendix G: Default Data Tables, Table G-32

APPENDIX 2.3

Proposed Project Energy Calculations (Area C)

Construction Equipment Fuel Consumption								
Phase	**Number of Days**	**Offroad Equipment Type**	**Amount**	**Usage Hours**	**Horse Power**	**Load Factor**	**HP hrs/day**	**Estimated Fuel Consumption (galllons)**
Demolition	21	Concrete/Indsutrial Saws	1	8	33	0.73	192.72	202.36
	21	Excavators	3	8	36	0.38	328.32	114.91
	21	Rubber tired dozers	2	8	367	0.4	2348.8	1,233.12
Grading	30	Graders	1	8	148	0.41	485.44	728.16
	30	Excavators	2	8	36	0.38	218.88	164.16
	30	Tractors/Loaders/Backhoes	2	8	84	0.37	497.28	372.96
	30	Scrapers	2	8	423	0.48	3248.64	2,436.48
	30	Rubber tired dozers	1	8	367	0.4	1174.4	1,761.60
Building Construction	300	Forklifts	3	8	82	0.2	393.6	1,968.00
	300	Generator Sets	1	8	14	0.74	82.88	1,243.20
	300	Cranes	1	7	367	0.29	745.01	11,175.15
	300	Welders	1	8	46	0.45	165.6	2,484.00
	300	Tractors/Loaders/Backhoes	3	7	84	0.37	652.68	3,263.40
Paving	20	Pavers	2	8	21	0.42	141.12	70.56
	20	Paving Equipment	2	8	89	0.36	512.64	256.32
	20	Rollers	2	8	36	0.38	218.88	109.44
Architectural Coating	90	Air Compressors	1	6	37	0.48	106.56	479.52
Total Construction Equipment Fuel Consumption (gallons of diesel fuel)								**26,512.95**

Notes :
Using Carl Moyer Guidelines Table D-21 Fuel consumption rate factors (bhp-hr/gal) for engines less than 750 hp.

Construction Worker Fuel Consumption						
Phase	**Number of Days**	**Worker Trips/Day**	**Trip Length (miles)**	**Vehicle Miles Traveled**	**Average Vehicle Fuel Economoy (mpg)**	**Estimated Fuel Consumption**
Demolition	21	15	18.5	5827.5	26.02	224.0
Grading	30	20	18.5	11100	26.02	426.6
Building Construction	300	213	18.5	1182150	26.02	45432.4
Paving	20	15	18.5	5550	26.02	213.3
Architectural Coating	90	42.5	18.5	70762.5	26.02	2719.5
Total Construction Worker Fuel Consumption (gallons of gasoline fuel)						**49015.8**

Notes :

Assumptions for the worker trip length and vehicle miles traveled are derived from CalEEMod defaults.

Construction Vendor Fuel Consumption						
Phase	**Number of Days**	**Vendor Trips/Day**	**Trip Length (miles)**	**Vehicle Miles Traveled**	**Average Vehicle Fuel Economy (mpg)**	**Estimated Fuel Consumption (gallons)**
Demolition	21	0	10.2	0	6.9	0.0
Grading	30	0	10.2	0	6.9	0.0
Building Construction	300	31.9	10.2	97614	6.9	14147.0
Paving	20	0	10.2	0	6.9	0.0
Archictectural Coating	90	0	10.2	0	6.9	0.0
Total Construction Vendor Fuel Consumption (gallons of diesel fuel)						**14147.0**

Notes :

Assumptions for the vendor trip length and vehicle miles traveled are derived from CalEEMod defaults.

Construction Hauling Fuel Consumption						
Phase	**Number of Days**	**Hauling Trips/Day**	**Trip Length (miles)**	**Vehicle Miles Traveled**	**Average Vehicle Fuel Economy (mpg)**	**Estimated Fuel Consumption (gallons)**
Demolition	21	17.3	20	7266	6.05	1201.0
Grading	30	60	20	36000	6.05	5950.4
Building Construction	300	0	20	0	6.05	0.0
Paving	20	0	20	0	6.05	0.0
Archictectural Coating	90	0	20	0	6.05	0.0
Total Construction Hauling Fuel Consumption (gallons of diesel fuel)						**7151.4**

Notes :

Assumptions for the haul trip length during grading based on haul route application. All other factors are derived from CalEEMod defaults.

Per CalEEMod User's Guide Appendix C, CalEEMod assumes hauling and onsite truck trips are made by a fleet consisting of 100 percent HHDT.

Electricity Demand During Construction From Water Usage to Control Fugutive Dust					
	Acres	Water Usage (acres/day)	Supply Water Electricity Intensity (kwh/gallons)	Total Gallons	Electricity (kWh)
Project site	12	3,020	0.003044	35636.0	108
Total					**108**

Notes:

Total acres graded based on CalEEMod output sheets.

Water usage rate based on Air & Waste Management Association, Air Pollution Engineering Manual, 1992 Edition

Supply Water Electricity Intensity based on CalEEMod User's Guide, Appendix G: Default Data Tables, Table G-32

APPENDIX 2.4

Proposed Project Total Operational Energy Calculations

Estimated Operational Fuel Consumption			
Land Use	**Annual VMT**	**Gasoline Usage (gallons)**	**Diesel Usage (gallons)**
Apartment Low Rise	2,868,602	80,973.2	13,660.0
Strip Map	590,666	16,673.0	2,812.7
City Park	-	-	-
High School	8,127,222	229,410.5	38,701.1
Total	**11,586,490**	**327,056.8**	**55,173.8**

Notes:

Based on the California Air Resources Board on-road vehicle emissions model, EMFAC 2021

(Modeling input: Ventura County; Fleet Aggregate; Year 2033 for proposed project).

For Year 2033, gasoline-fueld vehicles account for approximately 84.4% percent of the total VMT at 29.9 miles per gallon and diesel fueled-vehicles account for approximately 5.0% percent of thet total VMT at 10.5 miles per gallon

Annual Operational Electricity Demand					
		Water Usage			
Electricity Demand	kWh/year	Indoor (gal/yr)	Outdoor (gal/yr)	Water-Related Electricity Use (kWh/yr)	Total Annual Electricity Use (kWh)
Apartment Low Rise	3,722,453	36,008,254	1,591,094	253550.5	3,976,004
Strip Map	390,812	2,962,901	51,710	20442.8	411,255
City Park	0	0	0	0.0	0
High School	1,710,370	11,440,596	28,580,043	229521.8	1,939,892
Total	**5,823,635**	**50,411,751**	**30,222,847**	**503,515.2**	**6,327,150**

Annual Operational Natrual Gas Demand	
Natural Gas Demand	kBTU/year
Apartment Low Rise	17,263,206
Strip Map	239,192
City Park	-
High School	3,330,720
Total	**20,833,118**

Notes:

Taken from the CalEEMod annual output

Indoor water results in 0.006807 kWh/gallon of electricity usage per gallon from the supplying, treating, and distributing of water and the processing of resulting wastewater within South Coast.

Outdoor water results in 0.005306 kWh/gallon of electricity usage per gallon from supplying, treating, and distributing of water within South Coast.

APPENDIX F

Biological Resources Assessment

PAX
Environmental, Inc.

226 West Ojai Ave STE 101 #157 Ojai, CA 93023 805.633.9218 www.paxenviro.com

August 25, 2025

Attn: Tony Locacciato
Partner
Meridian Consultants
TLocacciato@meridanconsultantsllc.com
(805) 444-7896
(vía email)

Re: Biological Resources Assessment for the Maulhardt/Stiles Family Property Sub-Neighborhood Plan, Oxnard, California.

Dear Mr. Locacciato,

This report summarizes the results of a biological survey performed by Pax Environmental, Inc. (Pax) to support the City of Oxnard's (City) environmental review of the proposed Maulhardt/Stiles Family property Sub-Neighborhood Plan (Project). Data collected during the surveys focused on existing habitat and site conditions, hydrological features, and special-status species habitat to determine their potential to occur. This report includes the findings of the surveys including maps showing vegetation communities and other biological resources (Appendix A), an analysis of special-status species and their potential to occur (Appendix B), an inventory of observed plants and wildlife (Appendix C), and representative photos (Appendix D).

Project Description

The Project includes the approval of a proposed Sub-Neighborhood Plan for the 107-acre Maulhardt/Stiles Family property City's Northeast Community Specific Plan Area in north-central Oxnard, Ventura County, CA (Figure 2). The Project is divided into three areas within the larger parcel: North Neighborhood (Area A, 44.5 acres), Del Sol High School (Area B, 50 acres), and the Southwest Neighborhood (Area C, 11.8 acres). The focus of the biological surveys and this report (Study) is on Areas A and C because the Del Sol High School in Area B has already been constructed.

The North and Southwest Neighborhoods, Area A and Area C respectively, encompass both the existing ranch house and buildings with undeveloped land historically used for agricultural. The 2030 City of Oxnard General Plan (General Plan) identifies these two areas for development into one of the plan's designated "Urban Villages," to be characterized by a "mixture of land uses, multi-modal transit accessibility, pedestrian oriented, and neighborhood diversity and housing choices" (Goal CD-7). Housing is proposed to meet the needs of a variety of families and will include a range of sizes, types, and means. The purpose of the Project is to incorporate new housing, commercial uses, and public open spaces with a uniform connection to the neighborhoods that are already present in the surrounding areas in keeping with the General Plan. Elements will be integrated to accomplish the plan, such as pedestrian and bike paths that will connect new housing to the surrounding amenities.

Methods

Literature and Desktop Review

Prior to performing the field survey, Pax performed a records search for special-status plants, special-status wildlife, sensitive natural communities, critical habitat, and other sensitive resources potentially occurring in the Study area. Sources utilized during the records search included the City of Oxnard 2030 General Plan (City of Oxnard 2022), the City of Oxnard CEQA Significance Threshold Guidelines (City of Oxnard 2024), California Natural Diversity Database (CNDDB) (CDFW 2024), the California Native Plant Society's (CNPS) Inventory of Rare and Endangered Vascular Plants of California (CNPS 2024a), USFWS Threatened and Endangered Species Active Critical Habitat Report (ECOS 2024), U.S. Fish and Wildlife Service National Wetlands Inventory (USFWS NWI 2024), Consortium of California Herbaria (CCH2 Portal 2024), U.S. Geological Survey topographic maps (USGS 2024a), U.S. Geological Survey National Hydrography Dataset (USGS NHD 2024b), and Natural Resource Conservation Service (NRCS) soils information (USDA 2024). The records search was performed using a 10-mile radius around the Study area in all eight cardinal directions.

Field Surveys

Reconnaissance-level surveys were conducted over a period of two days, October 14 and 15, 2024, by Pax Associate Biologist, Rebecca Birchfield. Table 1 summarizes the environmental conditions of the Study area (Area A and C) at the time of the field surveys. The entire Study area was surveyed on foot to document all identifiable plant species during the survey visit. The area outside of the Study area is developed, providing low quality habitat for special-status species and therefore was not surveyed. Due to the timing of the surveys, most plant species (including special-status) are out of bloom and senescent. Additional survey limitations related to this project include seasonality, timing, and the overall elusive nature of special-status species with the potential to occur in the Study area. The reconnaissance survey was conducted in the fall, which is outside of the breeding season for avian wildlife, making it unlikely that they would be identified on-site. In addition, due to the elusive nature of reptile species, identification of special-status species during a reconnaissance survey is not guaranteed. Identifiable plant species were noted and recorded upon detection. The site was fully accessible, and a visual search for plants and wildlife, or evidence of their presence (e.g. scat, tracks, burrows, nests, etc.) was performed with 100% visual coverage of the Study area (Figure 2). Based on the location of the Study area, no state or federal protocol level surveys were deemed necessary for this assessment.

Table 1. Survey conditions

Date	Start/ End Time	Temperature (°Fahrenheit)	Cloud Cover (%)	Wind Speed (miles/hour)	Surveyor
10/14/2024	0730/1330	65-70	75-100	1-8	Rebecca Birchfield
10/15/2024	0730/1430	70-75	75-100	0-11	Rebecca Birchfield

All vegetation alliances were mapped in the Study area and digitized on an aerial plane using ArcGIS using the relevé method. In addition, the site was examined for wetland and riverine boundaries, including the presence or absence of jurisdictional aquatic resources.

Scientific nomenclature for plants follows the Jepson Flora Project (eFlora, 2024). All vegetation alliances follow the descriptions found in *A Manual of California Vegetation* (CNPS 2024b). Vertebrate taxonomy

followed in this report is according to Stebbins and McGinnis (2012) for amphibians and reptiles, Chesser et al. (2024) for birds, and Jameson and Peters (2004) for mammals.

Results

General Site Conditions

The Study area (Areas A and C) includes approximately 56.3-acres of the Maulhardt Property (APN 214-0-002-615 and -625). The site is depicted on the USGS 7.5-minute topographic quadrangle within the San Bernardino Principal Meridian Section 00, Township 1 North, Range 21 West (Figure 1 and Figure 2). The topography is nearly flat within the Study area with elevations averaging 65 feet above mean sea level (amsl). The Study area and surrounding environment have been historically utilized for agricultural purposes. Since the area was purchased in 1872, the Maulhardt family has grown sugar beets, grains, row crops, hosted a small fruit orchard, and a variety of livestock. Goat grazing for vegetation maintenance occurs on-site regularly. Representative photos depicting conditions at the site are included in Appendix D. Soils in the Study area are comprised of six types: Pico sandy loam, Pico loam, Metz loamy sand, Mocho loam, Camarillo sandy loam, and Hueneme loam fine sand (Figure 3). None of the soil types identified on site are classified as hydric. A concrete-lined riverine feature is present just outside of the parcel to the south (Figure 5).

Vegetation Communities and Land Uses

The Study area has one vegetation community: coyote brush scrub (*Baccharis pilularis* Shrubland Alliance) and three land uses: disturbed, developed, and fallowed orchard. Plant species observed were typical of the communities and/or land uses depicted in Figure 4, Table 2, and described below. A total of 43 plant species were observed during the surveys, 13 native (30.23%) and 30 non-native (69.77%). No special-status plant species were observed in the Study area during the surveys, which were conducted on 10/14/2024 and 10/15/2024. In addition, no protected trees per the City tree ordinance were documented in the Study area. There is no critical habitat for any federally listed plants within or surrounding the Study area. A potential to occur analysis for special-status plant species is in Appendix B. A list of observed plant species is included in Appendix C.

Table 2. Vegetation communities and land uses in the Study area.

Vegetation Community and Land Uses	Acreage	% Coverage of Study area
Coyote Brush Scrub	25.7	45.6
Disturbed	17.8	31.6
Developed	8.2	14.6
Fallowed Orchard	4.6	8.2
Total	56.3	100.0

Coyote Brush Scrub (*Baccharis pilularis* Shrubland Alliance)

A majority of Area A, particularly in the central portion, is characterized by the dominance of coyote brush (*Baccharis pilularis*). Other native species in this area include mulefat (*Baccharis salicifolia*) and arroyo willow (*Salix lasiolepis*). Dominant non-native species included short pod mustard (*Hirschfeldia incana*), black mustard (*Brassica nigra*), and tree tobacco (*Nicotiana glauca*). While this alliance is not considered sensitive, it does offer habitat for a variety of wildlife species providing shelter and nesting sites for birds, as well as a food source for insects and mammals.

Disturbed

This land use category was present in both Areas A and C and consists of sparsely vegetated or frequently disturbed areas along roads and adjacent areas where bare ground is prevalent. It supports primarily non-native ruderal vegetation including short pod mustard (*Hirschfeldia incana*), black mustard (*Brassica nigra*), and tree tobacco (*Nicotiana glauca*). Disturbed areas provide low quality habitat for wildlife. This land use category is not described in the *Manual of California Vegetation* (CNPS 2024b) and is not a sensitive plant community.

Developed

This land use category primarily consisted of buildings, roadways, and pavement within the Study area. Vegetation in these areas was generally sparse or absent except for ornamental plants and primarily non-native ruderal vegetation. Developed areas provide low quality habitat for wildlife. This land use category is not described in the *Manual of California Vegetation* (CNPS 2024b) and is not a sensitive plant community.

Fallowed Orchard

This land use category consists of lemon groves in Area C that were previously harvested but have not been actively cultivated or maintained since 2019. Orchards provide habitat for a variety of wildlife within and between fruit trees. Evergreen trees provide shelter and nesting habitat for avian species and shelter for mammals, many of which have adapted to orchard habitats. In addition, fruit blossoms and fruit provide a food source for insects, mammals, and birds. This land use category is not described in the *Manual of California Vegetation* (CNPS 2024b) and is not a sensitive plant community.

Wildlife

Suitable habitat is present for common wildlife species that frequent urban and agricultural areas. Small mammal burrows were present within the Study area likely created by California ground squirrels (*Otospermopilus beecheyi*) (Appendix D). The small mammal burrows are present within the fallow orchards and coyote brush scrub portions of the Study area and could be utilized by burrowing owls for overwintering. Two raptors were observed during the surveys. A red-tailed hawk (*Buteo jamaicensis*) was observed roosting and foraging on the east side of Area A, and a barn owl (*Tyto alba*) was observed roosting on a rafter inside a barn on the north side of Area C (Appendix D). One special-status species, the California horned lark (California Department of Wildlife (CDFW) Watch List) was observed on the eastern side of Area A. Five birds were observed foraging within an area recently disturbed by goats used for vegetation maintenance in Area A and not associated with agricultural use. A total of 38 wildlife were observed during the surveys, 36 native (94.74%) and 2 non-native (5.26%).

Suitable habitat for bats and bat roosting is present within the trees and existing structures in Area C. No bats were observed during the surveys.

Surveys were conducted outside of the typical nesting bird season and no nesting was observed. However suitable nesting bird habitat is present with the trees, buildings, and on the ground located in Area C. Area A has suitable nesting habitat in shrubs and on the ground.

There is no critical habitat for any federally listed wildlife within or surrounding the Study area. A potential to occur analysis for special-status wildlife is located in Appendix B, and a complete list of wildlife species observed during the survey is located in Appendix C.

Habitat Connectivity and Wildlife Movement

Maintaining connectivity between areas of suitable habitat is critical for dispersal, migration, foraging, and genetic health of plant and wildlife species. A functional network of connected habitat is essential to the continued existence of California's diverse species and natural communities in the face of both human land use and climate change. The Project area is completely surrounded by urban development and does not provide suitable connections between areas of habitat for wildlife movement.

Hydrology

The Study area is within the southern area of the Santa Clara River floodplain. It does not contain any streams, wetlands, or other waters under jurisdiction of the U.S. Army Corps of Engineers (USACE), RWQCB, or CDFW. Common facultative wetland species including mulefat and arroyo willow were present in Area A but due to the historic use and agriculture, and a lack of association with an established water feature the wetland species do not qualify as a potential wetland or water features. The species are present in low abundance (< 1% relative abundance) and, while no ponding is present, the species are likely present due to greater water accumulation in the area due to a road cut. While the Study area does not contain any potential wetland or waters features, the Rice Road Drain is located to the south of the Study area and documented as a riverine feature in the National Wetlands Inventory (NWI) database (Figure 5). The Rice Road Ditch is a concrete lined channel which receives urban runoff from the surrounding area. It is located outside of the project boundaries, south of Camino del Sol, and would not be directly or indirectly impacted by project activities.

Impact Analysis

Impacts to biological resources can be assessed at different scales including short term versus long term, and direct versus indirect. Short-term impacts are typically temporary and reversible, while long-term impacts become apparent later in time (i.e., after the Project is completed). Direct impacts are generated directly from the Project within the Project area at the same time as construction of the Project. Examples of types of conceivable short term direct impacts due to the grading phase of the Project include direct mortality of wildlife, habitat loss, and displacement. Indirect impacts caused by the Project are impacts at a location outside the Project area. Short term indirect impacts include increased noise and light pollution during construction which can affect breeding, foraging, and migration of species. In addition, runoff due to erosion and sedimentation may affect water quality for terrestrial or aquatic species. Long term indirect impacts from the project could include the spreading of invasive species and increased human access to nearby open space areas.

The significance of impacts to biological resources depends upon the proximity and quality of vegetation communities and wildlife habitats existing on site and in the immediate vicinity, the presence or absence of special-status species, and the effectiveness of measures implemented to protect these resources from Project-related impacts. As defined by the City of Oxnard's CEQA Threshold Guidelines, the Project would be considered to have a significant adverse impact on biological resources if it would:

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 USFWS or CDFW.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations adopted by USFWS or CDFW.

c) Have a substantial adverse effect on state or federally protected waters of the U.S. (including, but not limited to, marshes, vernal pools, and coastal wetlands) through direct removal, filling, hydrological interruption, or other means.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors; or impede the use of native wildlife nursery sites.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

f) Conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved governmental habitat conservation plan.

Potential Direct / Indirect Adverse Effects

a) **Less than significant with mitigation incorporated.** The Study area is surrounded by urban development and was historically used for agriculture, therefore there is low potential for most special-status species to occur. Both long-term and short-term construction-related impacts are not expected to special-status species. Three (3) special-status plant species have a low potential to occur in the area. Ten wildlife species have a low potential to occur in the area. These species are listed and discussed in the Special-Status Species with the Potential to Occur table in Appendix B.

One special-status species, California horned lark, was observed within the Study area. The Project could have direct and indirect impacts on California horned lark through the disturbance of California horned lark with active nests. Implementation of the recommended avoidance and minimization measure BIO-1 would reduce impact to California horned lark nests to a level of less than significant.

One special-status wildlife species, the burrowing owl (*Athene cunicularia*), has a moderate potential to overwinter in the Study area. No burrowing owl or sign of the species were observed during the surveys however, suitable overwintering habitat is present within the fallow orchards and coyote brush scrub portions of the Study area with the presence of small mammal burrows. In addition, there are known occurrences within three (3) miles of the Study area. Implementation of the recommended avoidance and minimization measure BIO-1 and BIO-2 would reduce potential impacts to burrowing owl to a level of less than significant.

The Study area contains suitable nesting habitat for roosting bats, including maternity colonies, particularly in the trees and buildings located in Area C. No bats, roosting or foraging, were observed in the Study area during the field survey. The Project could have direct or indirect impacts on roosting bats. BIO-3 would reduce potential impacts to roosting bats.

The Study area contains suitable nesting habitat for various bird species. Suitable nesting habitat on site includes the ground, shrubs, trees, and existing structures. No nests or nesting activity was observed in the Study area during the field survey, but the survey was conducted outside of the

nesting bird season (February 1 to August 31). The Project could have direct and indirect impacts on nesting birds through the removal of nesting habitat or disturbance of birds with active nests. Implementation of the recommended avoidance and minimization measure BIO-1 would reduce potential impact to active nests to a level of less than significant.

b) **No impact**. The Study area is surrounded by urban areas, is not near any natural open spaces and is not located within or near wildlife corridors. Implementation of the Project is not expected to interfere substantially with the movement of any native resident or migratory wildlife species nor with established native resident or migratory wildlife corridors.

c) **Less than significant impact**. The Study area is within the southern area of the Santa Clara River floodplain. It does not contain any streams, wetlands, or other waters under jurisdiction of the U.S. Army Corps of Engineers (USACE), RWQCB, or CDFW. While the Study area does not contain any potential wetland or waters features, the Rice Road Drain is located to the south of the Study area and documented as a riverine feature in the National Wetlands Inventory (NWI) database. Both long- and short-term construction-related impacts to state or federally protected waters of the U.S. (including, but not limited to, marshes, vernal pools, and coastal wetlands) through direct removal, filling, hydrological interruption, or other means are not expected.

d) **Less than significant impact.** The Study area is surrounded by urban areas and has historically been used for agriculture. Both long- and short-term construction-related impacts are not expected to interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors; or impede the use of native wildlife nursery sites.

e) **No impact.** The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

f) **No impact.** The project would not conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved governmental habitat conservation plan.

Recommended Avoidance and Minimization Measures

BIO-1. Pre-Construction Surveys and Monitoring for Nesting Raptors and Migratory Birds.

The following actions should be undertaken to avoid and minimize potential impacts to nesting birds: To the extent feasible, construction activities will be scheduled to avoid the nesting season and occur between October and January. For activities that cannot avoid the nesting season (February 1 to August 31), not more than 30 days prior to initiation of construction activities (e.g. mobilization and staging) and no more than 5 days prior to initiation of construction activities, a qualified biologist shall conduct pre-construction surveys for nesting raptors and other migratory birds. The survey for the presence of nesting raptors shall cover all areas within the disturbance footprint plus a 500-foot buffer where access can be secured. The survey for Protected birds shall cover all areas within the disturbance footprint plus a 250-foot buffer. If project activities completely cease for five days during the nesting season, the pre-construction nesting survey shall be conducted again to ensure no nesting birds have moved into the Project site.

Survey reports shall be submitted to the appropriate agency(s), if requested, within one week of completing pre-construction nesting surveys.

There is moderate potential for overwintering burrowing owl within the Study area and a California horned lark was observed during the survey. If active nests (nests with eggs or chicks) are located, the qualified biologist shall establish an appropriate avoidance buffer ranging from 50 to 500- feet based on the species biology and current and anticipated disturbance levels occurring in vicinity of the nest. ~~and if the species is special status.~~ All buffers shall be marked using high-visibility flagging, fencing, and/or signage. No construction activities shall be allowed within the buffers until the nest is determined inactive by a qualified biologist. Encroachment into the buffer shall be conducted at the discretion ~~of the lead agency under the advisement~~ of a qualified biologist.

Monitoring reports summarizing nest avoidance measures, including buffers, fledge dates, and documentation of the avoidance of fully protected species, if applicable, shall be submitted to the City of Oxnard monthly while nest buffers are in place or while activities are occurring within the specified buffer of an inactive nest of a fully protected species.

BIO-2. Protocol Level Non-Breeding Season Surveys for Burrowing Owl.

Protocol level non-breeding season surveys for burrowing owl shall be conducted by a qualified biologist prior to ground disturbance associated with construction activities. The surveys shall be conducted in accordance with the guidelines described in the CDFW Staff Report on Burrowing Owl Mitigation, 2012 (CDFW 2012). A minimum of four (4) surveys will be conducted, spread evenly, throughout the nonbreeding season (September 1 to January 31). Each survey will consist of straight line transect between 7 and 20 meters apart in all suitable burrowing owl habitat, access permitting.

A survey report will be prepared and submitted to CDFW in accordance with the guidelines described in the CDFW Staff Report on Burrowing Owl Mitigation, 2012 (CDFW 2012). If burrowing owls are detected within the Study area, no construction work can occur, and the CDFW shall be contacted immediately to develop and implement a mitigation plan to protect burrowing owls and their overwintering sites.

BIO-3. Pre-Construction Surveys for Roosting Bats

To avoid the direct loss of bats that could result from disturbance to trees or structures that may provide maternity roost habitat (e.g., in cavities or under loose bark) or structures that contain a hibernating bat colony, the following steps shall be taken:

a) To the extent feasible, demolition or disturbance to suitable bat roosting habitat shall be scheduled between October 1 and February 28, outside of the maternity roosting season.
b) If trees must be encroached during the maternity season (March 1 to September 30), or structures must be removed at any time of the year, a qualified biologist shall conduct a minimum of two pre-construction surveys to identify those trees or structures proposed for disturbance that could provide hibernacula or nursery colony roosting habitat for bats.
   The pre-construction surveys should be conducted with a handheld active monitoring detector plus night vision. Additionally, a passive monitoring detector should be deployed for three nights. If roosting bats are found a buffer should be established in addition to a qualified monitor. Pre-construction surveys should be conducted before the start of construction activities and if project-related activities are halted for five (5) days or more.
c) Each tree or structure identified as potentially supporting an active maternity roost and each structure potentially supporting a hibernating colony shall be closely inspected by the qualified biologist no greater than seven (7) days prior to tree disturbance to more precisely determine the

presence or absence of roosting bats.

d) In the event a maternal or hibernating colony of bats is found no work shall be conducted within 300 ft of the roosting site until the maternal season is over or the bats have left the site. The roosting site should be designated a sensitive area and protected as such until the bats have left the site. No clearing or grubbing should occur within the 300 ft buffer of the site. In addition, no combustion equipment such as generators, pumps, and vehicles should not be parked or operated in the buffer area. Fencing or other barriers should be installed around the buffer area and construction personnel should not be allowed to enter areas beneath the roosting site, especially during the evening exodus.

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Appendix A. Maps

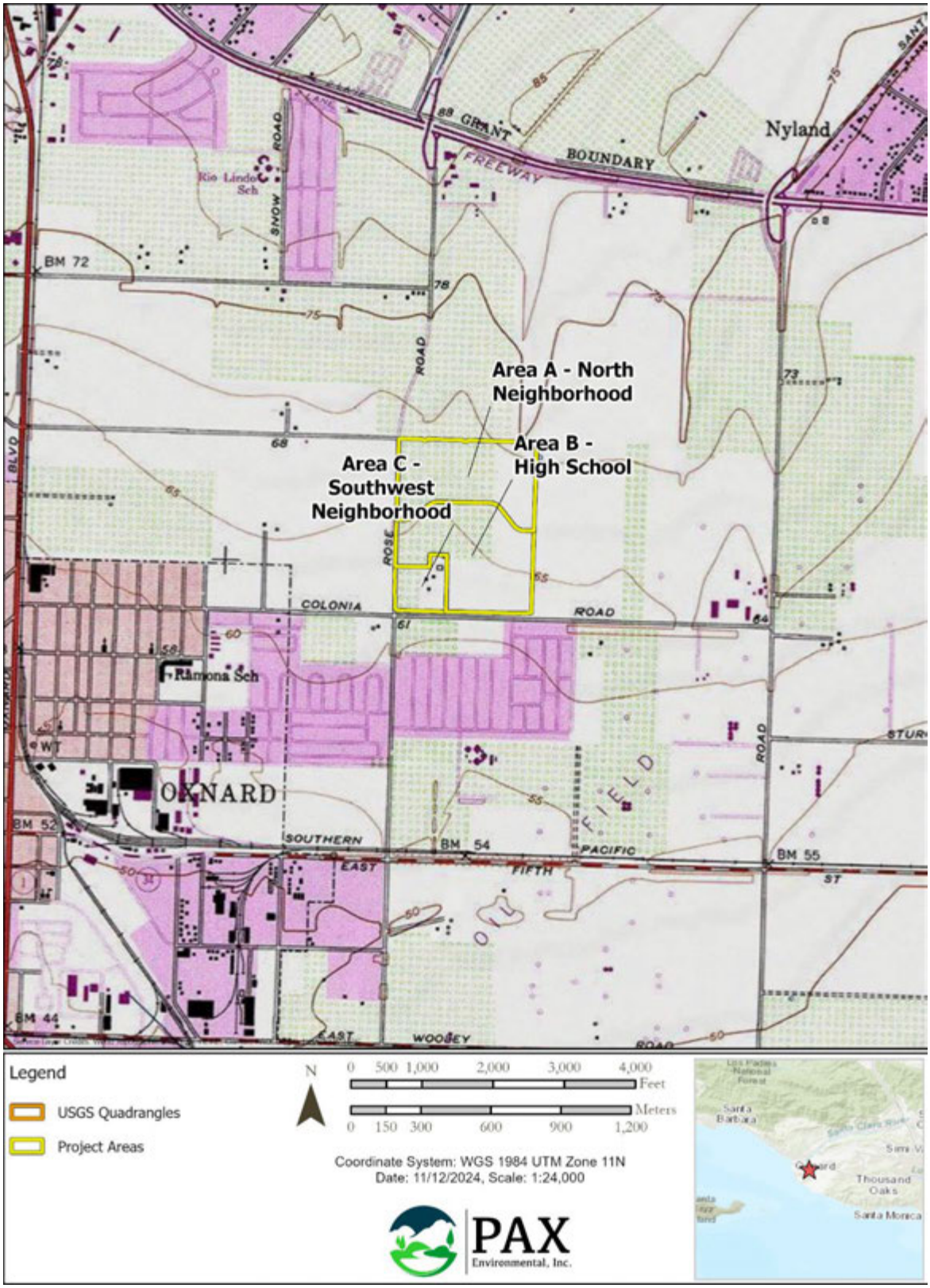


Figure 1. Vicinity map



Figure 2. Project overview map with the Study area

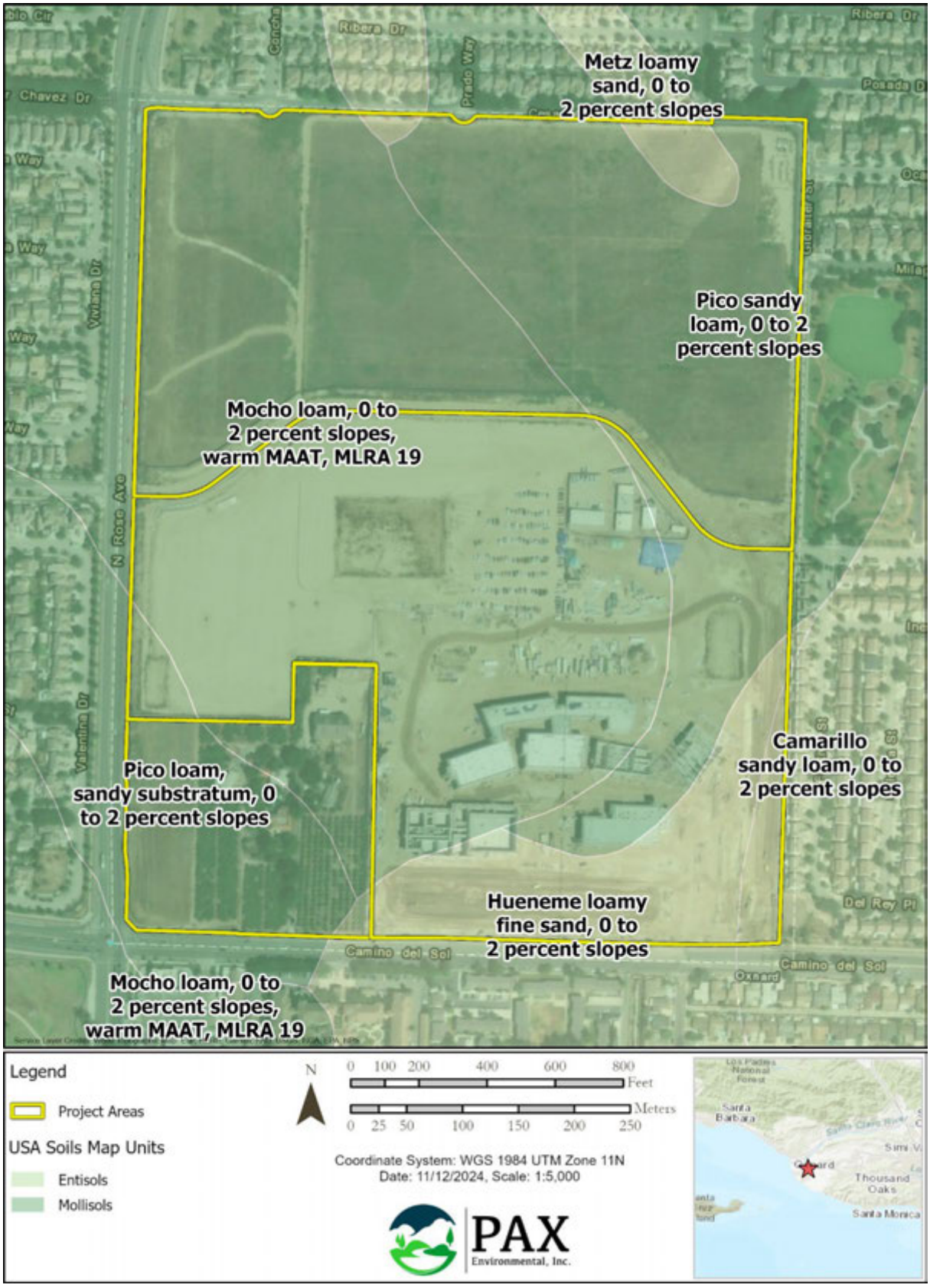


Figure 3. USDA soils in the Study area



Figure 4. Vegetation communities and land use types in the Study area



Figure 5. Hydrology within the vicinity of the Study area

Appendix B. Special-Status Species with the Potential to Occur

Scientific Name	Common Name	Status	Habitat Type	Potential to Occur on or near Site
Plants				
Astragalus brauntonii	Braunton's milk-vetch	FE 1B.1	Coastal prairie grasslands, coastal sage scrub, and chaparral communities often found in disturbed areas in carbonate soils areas between 295 - 4,790 ft. Bloom period: Jan. - Aug.	**No:** The Study area does not meet the species' habitat requirements due to a lack of suitable substrate. The nearest CNDDB record is over 9 miles from the Study area.
Astragalus pycnostachyus var. lanosissimus	Ventura marsh milk-vetch	FE, SE, 1B.1	Coastal Salt Marsh, wetland-riparian less than 330 ft. elevation. Bloom period: July. - Oct.	**No:** The Study area does not meet the species' habitat requirements due to a lack of wetland or riparian features. The nearest CNDDB record is over 4 miles from the Study area.
Atriplex serenana var. *davidsonii*	Davidson's saltscale	1B.2	Coastal bluff scrub, coastal scrub in alkaline soil, less than 700 ft. elevation. Bloom period: Apr. - Oct.	**Low:** While suitable habitat of coastal bluff scrub is absent in the Study Area the nearest CNDDB is under 2 miles away.
Calochortus clavatus var. *gracilis*	slender mariposa-lily	1B.2	Foothill woodlands, chaparral, coastal scrub, valley and foothill grassland between 1,050 - 3,280 ft. elevation. Bloom period: Mar. - June.	**No:** The Study area is outside of the known elevation range for the species with the nearest CNDDB record over 7 miles away. .
Calochortus plummerae	Plummer's Mariposa-lily	4.2	Dry, rocky chaparral and yellow pine forests below 5,577 ft. elevation. Bloom period: May - Jul.	**No:** Suitable habitat of dry, rocky chaparral is absent within the Study Area with the nearest CNDDB record over 7 miles away.
Chaenactis glabriuscula var. orcuttiana	Orcutt's pincushion	1B.1	Coastal dunes and sandy bluff scrub at less than 329 ft. Bloom period: Apr. - July.	**No:** Suitable habitat of coastal dune and sandy bluff scrub is absent within the Study area with the nearest CNDDB record over 6 miles away.

Scientific Name	Common Name	Status	Habitat Type	Potential to Occur on or near Site
Chloropyron Maritimum ssp. *Maritimum*	salt marsh bird's-beak	FE, SE, 1B.2	Occurs in wetlands, salt-marsh, dunes, coastal, Coastal Strand, Coastal Salt Marsh, wetland-riparian. Coastal salt marsh, less than 30 ft. elevation. Bloom period: May - Oct.	**No:** Suitable habitat of salt-marsh, dunes, coastal strand, coastal salt marsh, and wetland features are absent from the Study area. The nearest CNDDB record is over 4 miles away.
Dudleya blochmaniae ssp. *blochmaniae*	Blochman's dudleya	1B.1	Serpentine outcrops or shallow clay above serpentine in coastal scrub, valley/foothill grassland, and chaparral between 15 - 1,475 ft. elevation. Bloom period: May - June.	**No:** Suitable habitat with serpentine outcrops in coastal scrub is absent in the Study Area with the nearest CNDDB record over 6 miles away.
Dudleya parva	Conejo dudleya	FT, 1B.2	North facing volcanic cliffs and adjacent grasslands in coastal sage scrub and valley grassland communities between 690 - 7,515 ft. elevation. Bloom period: May - June.	**No:** Suitable habitat is not present, and the Study area lacks suitable substrate with the nearest CNDDB record over 9 miles away.
Dudleya verityi	Verity's dudleya	FT, 1B.1	North facing volcanic outcrops between 196 - 394 ft. Bloom period: May - June.	**No:** The Study area lacks suitable volcanic outcrops. The nearest CNDDB record is over 6 miles away.
Eriogonum crocatum	Conejo buckwheat	SR, 1B.2	Chaparral, coastal scrub, valley and foothill grassland on Conejo volcanic outcrops between 165 - 1,905 ft. elevation. Bloom period: Apr. - July.	**No:** The Study area lacks suitable Conejo volcanic outcrops. The nearest CNDDB record is over 7 miles away.
Lasthenia glabrata ssp. *coulteri*	Coulter's goldfields	1B.1	Coastal salt marshes, playas, vernal pools between 0 - 4,515 ft. elevation. Bloom period: Feb. - July.	**Low:** Suitable habitat of coastal salt marshes, playas, and vernal pools are absent from the Study area. The nearest CNDDB is over 4 miles away.
Malacothrix similis	Mexican malacothrix	2A	Coastal dunes less than 130 ft. elevation. Bloom period: Apr. - May.	**No:** This species is documented as extirpated in Ventura County. It was last seen in 1925 at Hueneme Beach in Ventura County.

Scientific Name	Common Name	Status	Habitat Type	Potential to Occur on or near Site
Monardella sinuata ssp. *sinuata*	southern curly-leaved monardella	1B.2	Sandy soils in coastal dunes, coastal scrub, chaparral, cismontane woodland less than 1,000 ft. elevation. Bloom period: Apr. - Sep.	**No:** Suitable habitat of coastal dunes, coastal scrub, and chaparral cismontane woodland are absent from the Study area. The nearest CNDDB is over 7 miles away
Pseudognaphalium leucocephalum	white rabbit-tobacco	2B.2	Sandy or gravelly benches, dry stream bottoms, canyon bottoms less than 1,540 ft. elevation. Bloom period: Aug. - Nov.	**No:** Suitable habitat of dry stream and canyon bottoms with sandy and gravelly substrate is absent from the Study Area. The nearest CNDDB observation is over 2 miles from the Study area.
Senecio aphanactis	chaparral ragwort	2B.2	Alkaline flats, dry open rocky areas. Northern Coastal Scrub, Coastal Sage Scrub, Foothill Woodland communities between 30 - 1,800 ft. elevation. Bloom period: Feb. - May.	**Low:** Suitable habitat of alkaline flats and dry rocky terrain is absent in the Study Area. The nearest CNDDB record is over 7 miles from the site and was recorded in 1962.
Suaeda esteroa	estuary seablite	1B.2	Coastal salt marshes less than 7 ft. elevation. Bloom period: May - Oct.	**No:** The Study area is not within the elevation range for this species.
Invertebrates				
Bombus crotchii	Crotch's bumble bee	SCE	Crotch's bumblebee is found in coastal California east towards the Sierra-Cascade Crest and, less commonly, in western Nevada. It prefers open grasslands and scrub and nests underground. This species' food plants include *Asclepias, Chaenactis, Lupinus, Medicago, Phacelia,* and *Salvia.*	**Low:** The Study Area has suitable foraging habitat of flowering plants with nearby grasslands and scrub for breeding. This species was not observed during the survey and has not been documented in the area since 1982.

Scientific Name	Common Name	Status	Habitat Type	Potential to Occur on or near Site
Danaus plexippus plexippus pop. 1	monarch - California overwintering population	FCE	Fields, roadside areas, open areas, wet areas or urban gardens where milkweed and flowering plants occur. Winter roost sites extend along the coast from northern Mendocino to Baja California, Mexico. Roosts located in wind-protected tree groves (eucalyptus, Monterey pine, cypress), with nectar and water sources nearby.	**Low:** The Study area has suitable foraging habitat with host plants for breeding present. No host plant observed but transient individuals may occur.
Fishes				
Catostomus santaanae	Santa Ana sucker	FT, SSC	Endemic to southern California and is native to only the Los Angeles, San Gabriel, Santa Ana, and Santa Clara River systems. Within the Los Padres National Forest, the Santa Ana Sucker is found within Piru Creek and Sespe Creek, both of which are tributaries to the Santa Clara River. Found in a variety of freshwater habitats, including streams, rivers, and creeks, particularly in areas with rocky or gravelly bottoms. They prefer clear, cool, and well-oxygenated water with a moderate current. They are often found in shallow riffles or pools with some vegetation or cover, such as submerged logs or overhanging vegetation.	**No:** The Study area is outside of this species known geographic range.
Eucyclogobius newberryi	tidewater goby	FE, SSC	Brackish water habitats along the California coast from Agua Hedionda Lagoon in San Diego County north to the mouth of the Smith River.	**No:** The Study area lacks the necessary water features for the species.
Gasterosteus aculeatus williamsoni	unarmored threespine stickleback	FE, SE, FP	Inhabits weedy pools, backwaters and emergent vegetation at the stream edge in small southern California streams.	**No:** The Study area lacks the necessary water features for the species.
Gila orcutti	arroyo chub	SSC	Native streams from Malibu Creek to San Luis Rey River. Introduced into streams in Santa Clara, Ventura, Santa Ynez, Mojave and San Diego River basins.	**No:** The Study area lacks the necessary water features for the species.

Scientific Name	Common Name	Status	Habitat Type	Potential to Occur on or near Site
Oncorhynchus mykiss irideus pop. 9	steelhead - south-central California coast DPS	FE, SCE	Steelhead occupy freshwater streams or lakes during spawning and then migrate back through brackish water to the open ocean to live during their adult non-spawning phase of their life cycle. Steelhead spend most of the year in estuaries or open ocean and only return to fresh water to spawn.	**No:** The Study area lacks the necessary water features for the species.
Reptiles				
Anniella spp.	California legless lizard	SSC	Moist warm loose soil with plant cover. Moisture is essential, sparsely vegetated areas of beach dunes, chaparral, pine-oak woodlands, desert scrub, sandy washes, and stream terraces with sycamores, cottonwoods, or oaks. Leaf litter under trees and bushes in sunny areas and dunes stabilized with bush lupine and mock heather. Sometimes found in suburban gardens in southern California.	**Low:** The Study area has suitable habitat present within the sandy soils on site. This species was not observed during the survey but has potential to occur during activities.
Anniella stebbinsi	southern California legless lizard	SSC	Moist warm loose soil with plant cover. Moisture is essential, sparsely vegetated areas of beach dunes, chaparral, pine-oak woodlands, desert scrub, sandy washes, and stream terraces with sycamores, cottonwoods, or oaks. Leaf litter under trees and bushes in sunny areas and dunes stabilized with bush lupine and mock heather. Sometimes found in suburban gardens in southern California.	**Low:** The Study area has suitable habitat present within the sandy soils on site. This species was not observed during the survey but has potential to occur during activities.
Aspidoscelis tigris stejnegeri	coastal whiptail	SSC	Desert and semi-arid scrub, woodland and riparian areas with sparse vegetation.	**Low:** Marginally suitable habitat for the species is present within the Study area.

Scientific Name	Common Name	Status	Habitat Type	Potential to Occur on or near Site
Actinemys marmorata	southwestern pond turtle	FPT, SSC	They are found in rivers, lakes, streams, ponds, wetlands, vernal pools, ephemeral creeks, reservoirs, agricultural ditches, estuaries, and brackish waters. Western pond turtles prefer areas that provide cover from predators, such as vegetation and algae, as well as basking sites for thermoregulation.	**No:** The Study Area lacks the required wetland and riparian habitat for the species. This species was not observed during the surveys and is not likely to occur during construction activities. The nearest CNDDB record of the species is within 2.5 miles of the Study area within a ponded area.
Phrynosoma blainvillii	coast horned lizard	SSC	Sandy substrate with scattered low bushes and abundant native ants and other insects.	**Low:** The Study area has suitable habitat present within the sandy substrate and scattered coyote brush. This species was not observed during the survey and was last observed over 7 miles from the Study area in a riparian floodplain.
Thamnophis hammondii	two-striped gartersnake	SSC	Riparian areas in coastal California from Salinas south to northwest Baja California less than 7,000 ft. elevation.	**No:** The Study Area lacks the required riparian habitat for the species. This species was not observed during the surveys and is not likely to occur during construction activities. The nearest CNDDB record of the species is over 6 miles from the Study area.
Thamnophis sirtalis pop. 1	south coast gartersnake	SSC	Southern California coastal plain from Ventura County to San Diego County less than 2,800 ft. elevation.	**No:** The Study Area lacks the required riparian habitat for the species. This species was not observed during the surveys and is not likely to occur during construction activities. The nearest CNDDB record of the species is over 5 miles from the Study area.
Birds				

Scientific Name	Common Name	Status	Habitat Type	Potential to Occur on or near Site
Agelaius tricolor	tricolored blackbird	ST, SSC, BCC	Open water with cattails or other protected nesting substrate within two miles of foraging habitat.	**No:** The Study area lacks the required aquatic habitat for the species. In addition, this species is noted as extirpated with no recorded occurrences and no nesting colonies documented since 1875.
Athene cunicularia	burrowing owl	SCE, SSC, BCC	Open, dry annual or perennial grasslands and scrublands with low-growing vegetation.	**Moderate:** The Study Area has suitable foraging habitat present in the disturbed areas of the site. This species was not observed during the survey. There are known breeding populations at the Point Mugu Naval Air Station making the Study area a plausible location for temporary roosting and foraging while migrating to their breeding ground. Suitable nesting and wintering habitat is present in small mammal burrows observed in the Study area and there are known records within 3-miles.
Buteo regalis	ferruginous hawk	WL	Flat and rolling terrain in grassland or shrub steppe regions. Occurs in grassland, sagebrush, saltbush-greasewood shrubland, and the periphery of pinyon-juniper and other forest types. Sparse riparian forests and isolated trees and small groves of trees in grassland and shrub steppe areas are sought for nesting.	**No:** Suitable breeding and foraging habitat is not present in the Study area with the nearest CNDDB record of the species over 6 miles from the site recorded in 2002.

Scientific Name	Common Name	Status	Habitat Type	Potential to Occur on or near Site
Charadrius nivosus nivosus	western snowy plover	FT, SSC	Sandy beaches, salt pond levees and shores of large alkali lakes with sandy or gravelly soils for nesting.	**No:** The Study area does not meet the suitable foraging or breeding habitat requirements of salt pond levees and alkali lakes. This species was not observed during the survey and would not be expected within the Study Area during activities
Coccyzus americanus occidentalis	western yellow-billed cuckoo	FT, SE	Riparian forests, often mixed willow/cottonwood, along large river systems with an understory of blackberry, nettle and or grape.	**No:** The Study Area does not meet the suitable foraging or breeding habitat requirements of wooded riparian river systems with a blackberry and nettle understory. This species is noted as extirpated in most of Ventura County with no records of occurrence in Port Hueneme since 1977.
Elanus leucurus	white-tailed kite	FP	Rolling foothills and valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland.	**Low:** The Study Area has low quality foraging habitat present with the presence of ground squirrel burrows and nearby marshes and creeks within 4 miles of the Study area. The Study area lacks suitable breeding habitat. There is a record of an occurrence in nearby lagoons and marshes in 2010 over 6 miles from the Study area. This species was not observed during the survey and is not expected to occur during construction activities but has potential to fly over as a transient or temporary foraging.

Scientific Name	Common Name	Status	Habitat Type	Potential to Occur on or near Site
Empidonax traillii extimus	southwestern willow flycatcher	FE, SE	Migrates widely throughout California and is detected in a variety of wetland and upland habitats. It breeds in dense riparian habitats along rivers, streams, or other wetlands. Vegetation can be dominated by dense growths of willows (*Salix sp*.), mulefat (*Baccharis sp*.), or other shrubs and medium-sized trees. Nesting habitat may also have an overstory of cottonwood (*Populus sp*.), tamarisk (*Tamarix sp*.), or other trees.	**No:** The Study Area does not meet the suitable foraging or breeding habitat requirements of dense riparian habitats along rivers, streams, or other wetlands. The nearest CNDDB record of the species is over 9 miles from the Study area.
Eremophila alpestris actia	California horned lark	WL	Grassland, tundra, sandy regions, areas with scattered low shrubs, desert playas, grazed pastures, stubble fields, open cultivated areas, and rarely open areas in forest. Nests in hollow on ground often next to grass tuft or clod of earth or manure.	**Present:** Suitable nesting and foraging habitat is present within the Study area particularly in the coyote brush scrub community. One (1) individual observed during the preconstruction survey in Area.
Falco peregrinus anatum	American peregrine falcon	FD, SD	Broad array of habitats, including urban.	**Low:** While the Study area lacks suitable breeding habitat, there is potential for the species to fly over the work area as a transient or roost while foraging.
Laterallus jamaicensis coturniculus	California black rail	ST, FP	Marshes and meadows. Nest in the higher, drier parts of marshes, where tidal activity is least and where different types of grasses, sedges, and rushes occur in mosaic-like patches. Away from tidal habitats, nest in a variety of wet meadows, marsh edges (including along creeks and rivers), around farm ponds, and even in hayfields with standing water.	**No:** Suitable breeding and foraging habitat is not present within the Study area due to the lack of water features on site. The only CNDDB record for the species is over 4 miles from the site recorded in 1936.

Scientific Name	Common Name	Status	Habitat Type	Potential to Occur on or near Site
Passerculus sandwichensis beldingi	Belding's savannah sparrow	SE, BCC	Salt marshes, herbaceous wetland. Nests on the ground in natural depression or scrape, primarily in pickleweed habitat at the higher levels of the marsh, above the reach of the highest spring tides.	**No:** Suitable breeding and foraging habitat is not present within the Study area due to the lack of water features on site. The nearest CNDDB record for the species is over 4 miles from the site recorded in 2007.
Pelecanus occidentalis californicus	California brown pelican	FD, SD,	Found strictly along the coast. Rocky, sandy or vegetated offshore islands, beaches, open sea (for feeding), harbors, marinas, estuaries, and breakwaters.	**No:** The Study area lacks foraging and breeding habitat, which occurs over open seas and beaches. This species is commonly observed in nearby lagoons and estuaries where some foraging occurs. This species was not observed during the survey and would not be expected within the Study Area during construction activities.
Polioptila californica californica	coastal California gnatcatcher	FT, SSC	Low, coastal sage scrub in arid washes, on mesas and slopes below 2,500 ft elevation.	**No:** The Study Area does not meet the foraging and breeding habitat requirements of coastal sage scrub in arid washes. This species has been observed to the east along the toe slopes of the Santa Monica Mountains. This species was not observed during the survey and would not be expected within the Study Area during activities.
Rallus obsoletus levipes	light-footed Ridgway's rail	FE, SE, FP	Cordgrass-pickleweed saltmarsh habitat. Nests under clumps of pickleweed, on ground or in cordgrass slightly above ground level.	**No:** The Study Area does not have suitable foraging or breeding habitat of coastal pickleweed communities. This species was not observed during the survey and would not be expected within the Study Area.

Scientific Name	Common Name	Status	Habitat Type	Potential to Occur on or near Site
Riparia riparia	bank swallow	ST	Vertical banks, cliffs, and bluffs in alluvial, friable soils. Lowland areas along ocean coasts, rivers, streams, lakes, reservoirs, and wetlands.	**No:** The Study area lacks suitable foraging habitat such as coastal streams and lacks vertical banks and cliffs for breeding. This species was not observed during the survey and is possibly extirpated. This species would not be expected within the Study Area during construction activities.
Setophaga petechia	yellow warbler	SSC	Riparian vegetation among cottonwood, sycamore, ash, or alder near water or montane scrub of Cascade and Sierra Nevada ranges.	**No:** Suitable breeding and foraging habitat is not present within the Study area due to the lack of water features on site. The nearest CNDDB record for the species is over 2 miles from the site and recorded in 2018 along the Santa Clara river.
Sternula antillarum browni	California least tern	FE, SE, FP	Beaches, lakes, bays. Forages over open water.	**No:** Suitable breeding and foraging habitat is not present within the Study area due to the lack of water features on site. The nearest CNDDB record for the species is over 5 miles from the site and recorded in 2017 at Ormond Beach.
Vireo bellii pusillus	least Bell's vireo	FE, SE	Willow, baccharis, mesquite in low riparian in vicinity of water or dry river bottoms below 2,000 ft. elevation.	**No:** Suitable breeding and foraging habitat is not present within the Study area due to the lack of water features on site. The nearest CNDDB record for the species is over 2 miles from the site and recorded in 2014 along the Santa Clara River.
Mammals				

Scientific Name	Common Name	Status	Habitat Type	Potential to Occur on or near Site
Antrozous pallidus	pallid bat	SSC	Deserts, grasslands, shrublands, woodlands and forests. Most common in open, dry habitats with rocky areas for roosting.	**Moderate** The Study Area has suitable foraging and roosting, and additional roosting habitat present on nearby bridges, within open structures such as the barn on site, tree cavities or crevices found in areas adjacent to the Study area. The last record of occurrence was documented in 2006 over 7 miles from the Study area.
Choeronycteris mexicana	Mexican long-tongued bat	SSC	Roosts in relatively well-lit caves and in and around buildings in habitats with blooming succulents.	**Low:** The Study area has low quality roosting habitat for the species in the abandoned barn structure, as well as in buildings surrounding the site. Foraging is not expected as the Study area lacks the appropriate vegetation for the species. There is only 1 recorded CNDDB record of the species in the Ventura area over 8 miles from the Study area.
Microtus californicus stephensi	south coast marsh vole	SSC	Coastal marshes in Orange, Los Angeles, and Ventura counties in California.	**No:** Suitable breeding and foraging habitat is not present within the Study area due to the lack of water features on site. The nearest CNDDB record for the species is over 6 miles from the site and recorded within the Point Mugu salt marsh.

Scientific Name	Common Name	Status	Habitat Type	Potential to Occur on or near Site
Sorex ornatus salicornicus	southern California saltmarsh shrew	SSC	Confined to coastal salt marches in Los Angeles, Orange and Ventura counties. Salt marshes dominated by Salicornia virginica and associated with dense willow (*Salis spp.*) and bulrush (*Scirups sp.*).	**No:** Suitable breeding and foraging habitat is not present within the Study area due to the lack of water features on site. The nearest CNDDB record for the species is over 6 miles from the site and recorded within the Point Mugu salt marsh.
Taxidea taxus	American badger	SSC	Drier open stages of most shrub, forest, and herbaceous habitats, with friable soils.	**Low:** The Study area has low quality habitat for the species within the shrub vegetation, but it unlikely to occur on site due to the developed nature of the surrounding area. The site also provides suitable foraging habitat for the species with the presence of ground squirrels. The nearest recorded CNDDB observation of the species is over 5 miles from the Study area and recorded in 2009.

STATUS DEFINITIONS	
USFWS	
FE: Species designated as endangered under the federal Endangered Species Act. Endangered = "any species in danger of extinction throughout all or a significant portion of its range."	FT: Species designated as Threatened under the Federal Endangered Species Act = "species likely to become an Endangered species within the foreseeable future throughout all or a significant portion of its range."
FPE: Proposed for federal listing as Endangered.	FPT: Proposed for federal listing as Threatened.
FC: Candidate for federal listing as Threatened or Endangered.	BCC: Bird of Conservation Concern
CDFW	
SE: Endangered = "a species is Endangered when its prospects of survival and reproduction are in immediate jeopardy from one or more causes" and is officially listed as such under the California Endangered Species Act (CESA).	ST: Threatened = "a species that, although not presently threatened with extinction, is likely to become an Endangered species in the foreseeable future in the absence of the special protection and management efforts required by this Act" (CESA).
SR: State-listed as Rare = "taxa that are biologically rare, very restricted in distribution, or declining throughout their range but not currently threatened with extirpation" (Special Vascular Plants, Bryophytes, and Lichens List.	SC: State candidate for listing as threatened or endangered
SSC: Species of Special Concern	WL: Watch List
CRPR – CALIFORNIA RARE PLANT RANKING	
1A Plants presumed extinct in California	1B Plants Rare, Threatened, or Endangered in California and elsewhere

2A Plants presumed extirpated in California, but more common elsewhere	2B Plants Rare, Threatened, or Endangered in California, but more common elsewhere
.1 Seriously threatened in California	.2 Fairly threatened in California
.3 Not very threatened in California	.4 Watch list for plants that are of limited distribution
POTENTIAL TO OCCUR IN THE STUDY AREA	
No: Species not observed. The Study Area does not meet the species habitat requirements.	High: Species not observed, suitable habitat is present, and the species could occur there frequently.
Low: Species not observed, marginal habitat is present and/or the species could occur temporarily.	Present: Species were observed or are known to occur with recent records in the area.
Moderate: Species not observed, suitable habitat is present, and the species is common in the area or could occur time to time.	

Appendix C. Plant and Wildlife Species Observed

Scientific Name	Common Name	Family	Status
Plants			
Ambrosia acanthicarpa	flat spine bursage	Asteraceae	Native
Artemisia californica	California sagebrush	Asteraceae	Native
Atriplex semibaccata	tree tobacco	Solanaceae	Non-native
Baccharis pilularis	coyote brush	Asteraceae	Native
Baccharis salicifolia	mule fat	Asteraceae	Native
Bougainvillea spectabilis	great bougainvillea	Nyctaginaceae	Non-native
Brassica nigra	black mustard	Brassicaceae	Non-native
Cakile maritima	European searocket	Brassicaceae	Non-native
Cortaderia selloana	pampas grass	Poaceae	Non-native
Datura wrightii	sacred datura	Solanaceae	Native
Diospyros kaki	persimmon	Ebenaceae	Non-native
Diospyros virginiana	common persimmon	Ebonaceae	Non-native
Elymus canadens	Canada wild rye	Poaceae	Non-native
Epilobium brachycarpum	panicled willow herb	Onagraceae	Native
Erigeron bonariensis	flax-leaved horseweed	Asteraceae	Non-native
Erigon canadensis	horseweed	Asteraceae	Native
Eugenia sprengelii	Eugenia	Myrtaceae	Non-native
Hedera helix	common ivy	Araliaceae	Non-native
Helminthotheca echiodes	bristly oxtongue	Asteraceae	Non-native
Heterotheca grandiflora	telegrapweed	Asteraceae	Native
Hirschfeldia incana	shortpod mustard	Brassicaceae	Non-native
Juglans hindsii	northern black walnut	Juglandaceae	Native
Lactuca saligna	willowleaf lettuce	Asteraceae	Non-native
Lactuca serriola	prickly lettuce	Asteraceae	Non-native
Leymus condensatus	giant wild rye	Poaceae	Native
Malus spp.	apple	Rosaceae	Non-native
Melilotus albus	white sweetclover	Fabaceae	Non-native
Morus alba	common mulberry	Moraceae	Non-native
Pennisetum clandestinum	kikuyu grass	Poaceae	Non-native
Pesea americana	avocado	Lauraceae	Non-native
Phalaris aquatica	bulbous canarygrass	Poaceae	Non-native
Phytolacca icosandra	tropical pokeweed	Phytolaccaceae	Non-native
Pseudognaphalium luteoalbum	Jersey cudweed	Asteraceae	Non-native
Psidium guajava	guava	Myrtaceae	Non-native
Punica granatum	pomegranate	Lythraceae	Non-native
Pyrus communis	common pear	Rosaceae	Non-native
Ricinus communis	castor bean	Euphorbiaceae	Non-native
Salix lasiolepis	arroyo willow	Poaceae	Native
Salsola australis	southern Russian thistle	Asteraceae	Non-native
Stenotaphrum secundatum	St. Augustine grass	Poaceae	Non-native
Stephanomeria diegensis	San Diego milk aster	Asteraceae	Native

Scientific Name	Common Name	Family	Status
Stephanomeria pauciflora	brownplume wirelettuce	Asteraceae	Native
Taraxacum officinale	common dandelion	Asteraceae	Non-native
Invertebrates			
Adelpha californica	California sister butterfly	Nymphalidae	Native
Apis mellifera	Western honey bee	Apidae	Native
Pieras rapeae	cabbage white butterfly	Pieridae	Native
Reptiles			
Sceloporus occidentalis	western fence lizard	Phrynosomatidae	Native
Birds			
Baeolophus inornatus	oak titmouse	Paridae	Native
Buteo jamaicensis	red-tailed hawk	Accipitridae	Native
Columba livia	rock pigeon	Columbidae	Native
Corvus brachyrhynchos	American crow	Corvidae	Native
Eremophila alpestris	horned lark	Alaudidae	Native; CDFW WL
Falco sparverius	American kestrel	Falconidae	Native
Geothlypis trichas	common yelllowthroat	Parulidae	Native
Haemorhous mexicanus	house finch	Fringillidae	Native
Melanerpes formicivorus	acorn woodpecker	Picadae	Native
Melospiza lincolnii	Lincoln's sparrow	Passerellidae	Native
Melospiza melodia	song sparrow	Passerellidae	Native
Melozone crissalis	California towhee	Passerellidae	Native
Mimus polyglottos	northern mockingbird	Mimidae	Native
Passer domesticus	house sparrow	Passeridae	Native
Polioptila caerulea	blue-gray gnatcatcher	Polioptilidae	Native
Psaltriparus minimus	bushtit	Aegithalidae	Native
Sayornis nigricans	black phoebe	Tyrannidae	Native
Selasphaorus sasin	Allen's hummingbird	Trochilidae	Native
Setophaga coronata	yellow-rumped warbler	Parulidae	Native
Spatula discors	blue-winged teal	Anatidae	Native
Spinus pinus	pine siskin	Fringillidae	Native
Spinus psaltria	lesser goldfinch	Fringillidae	Native
Spinus tristis	American goldfinch	Fringillidae	Native
Streptopelia decaocto	Eurasian collared dove	Columbidae	Non-native
Sturnella neglecta	western meadowlark	Icteridae	Native
Sturnus vulgaris	European starling	Sturnidae	Non-native
Thryomanes bewickii	Bewick's wren	Troglodytidae	Native
Troglodytes aedon	house wren	Troglodytidae	Native
Tyrannus vociferans	Cassin's kingbird	Tyrannidae	Native
Tyto alba	barn owl	Tytonidae	Native
Zenaida macroura	mourning dove	Columbidae	Native
Zonotrichia leucophrys	white-crowned sparrow	Passerellidae	Native
Mammals			
Otospermopilus beecheyi	California ground squirrel	Sciuridae	Native
Sylvilagus audubonii	desert cottontail	Leporidae	Native

Appendix D. Study Area Photos



Photo 1. Area A - Coyote brush scrub community.



Photo 2. Area A – Sidewalk and landscaping adjacent to Rose Avenue and previously cleared land.

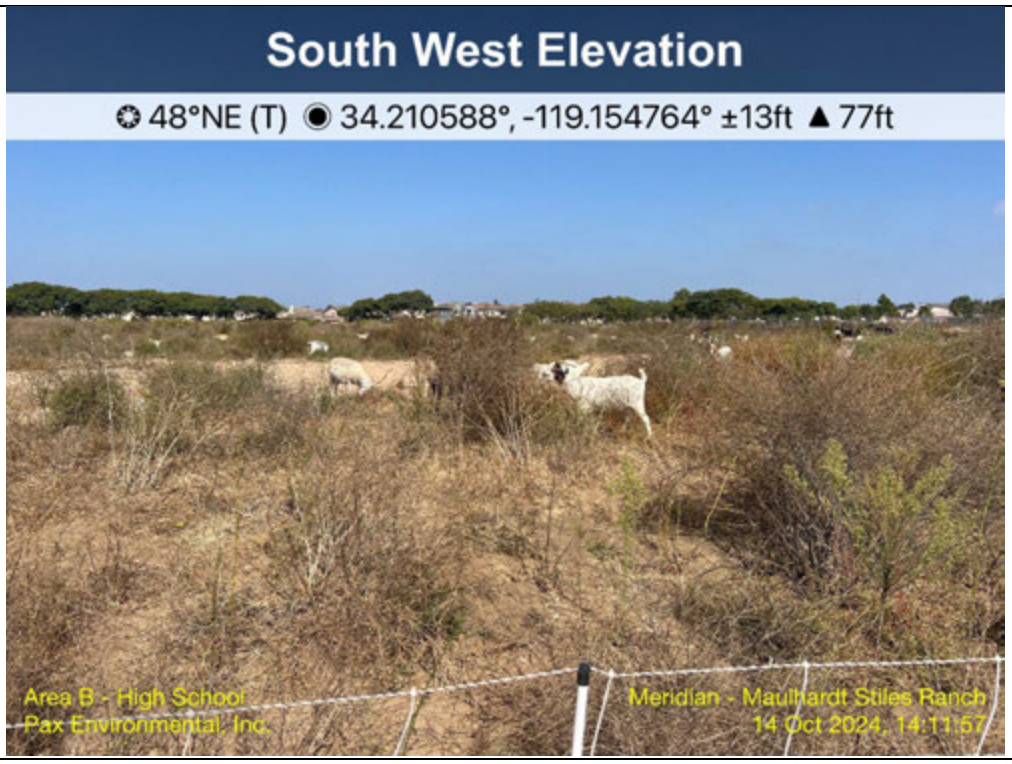


Photo 3. Area A – Goats grazing on the property during the survey.

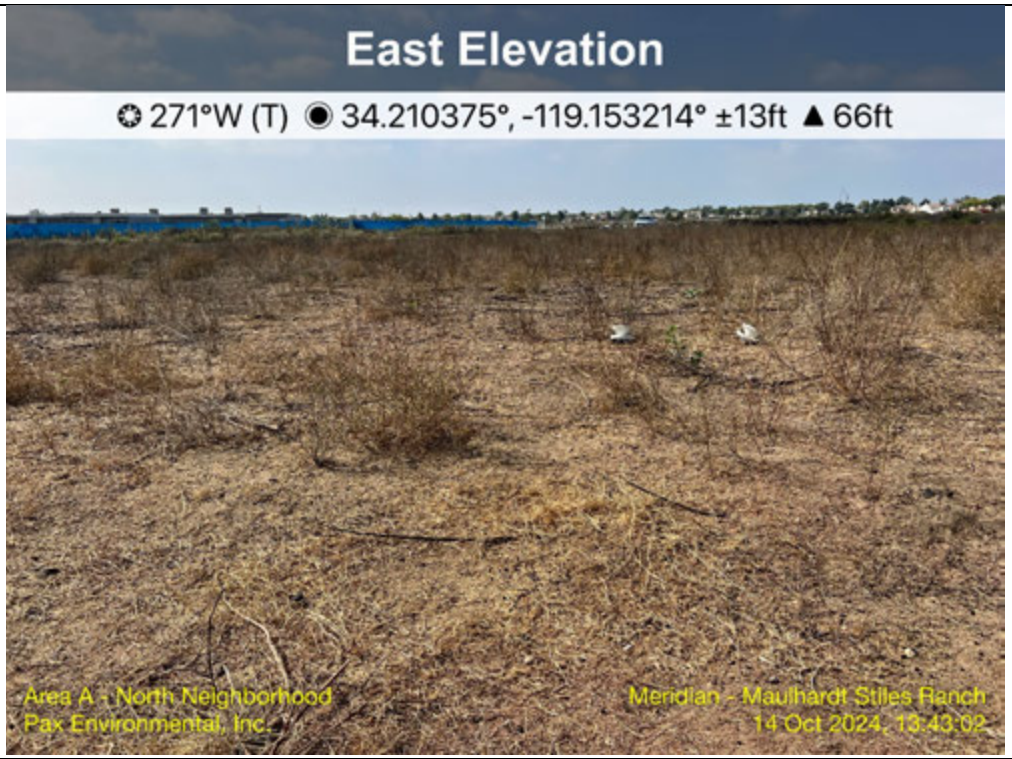


Photo 4. Area A - Overview of area that had been previously grazed on the east side of the Study area.

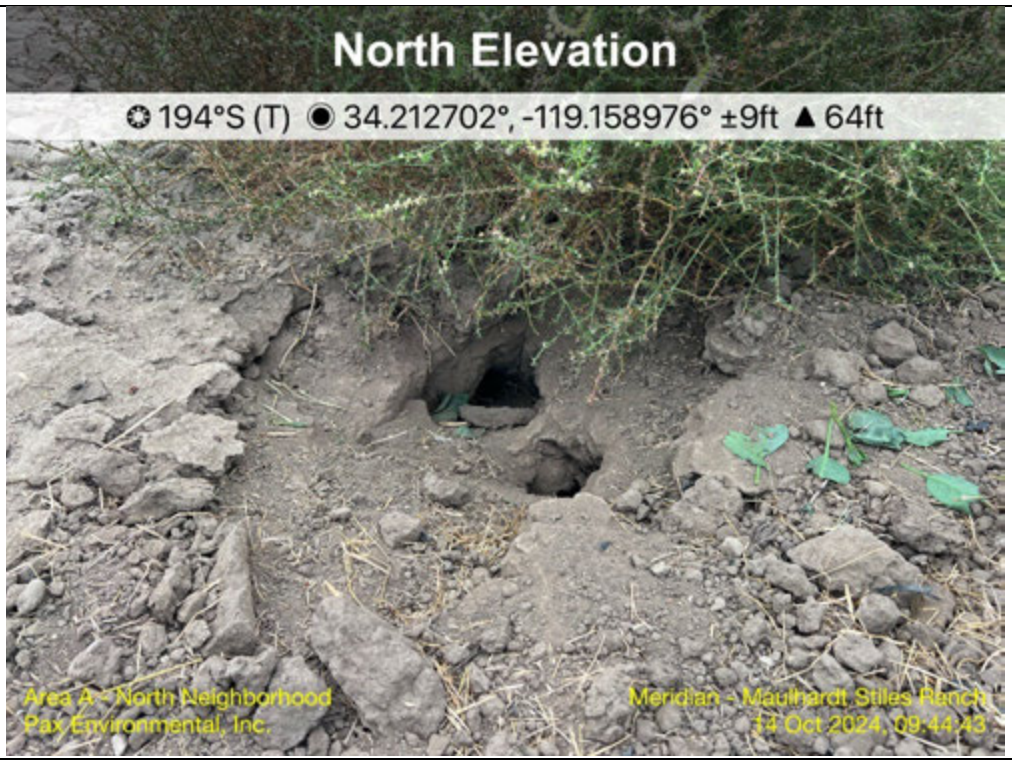


Photo 5. Overview of mammal burrows.



Photo 6. Area A - Overview looking north over the Study area adjacent to Rose Avenue.

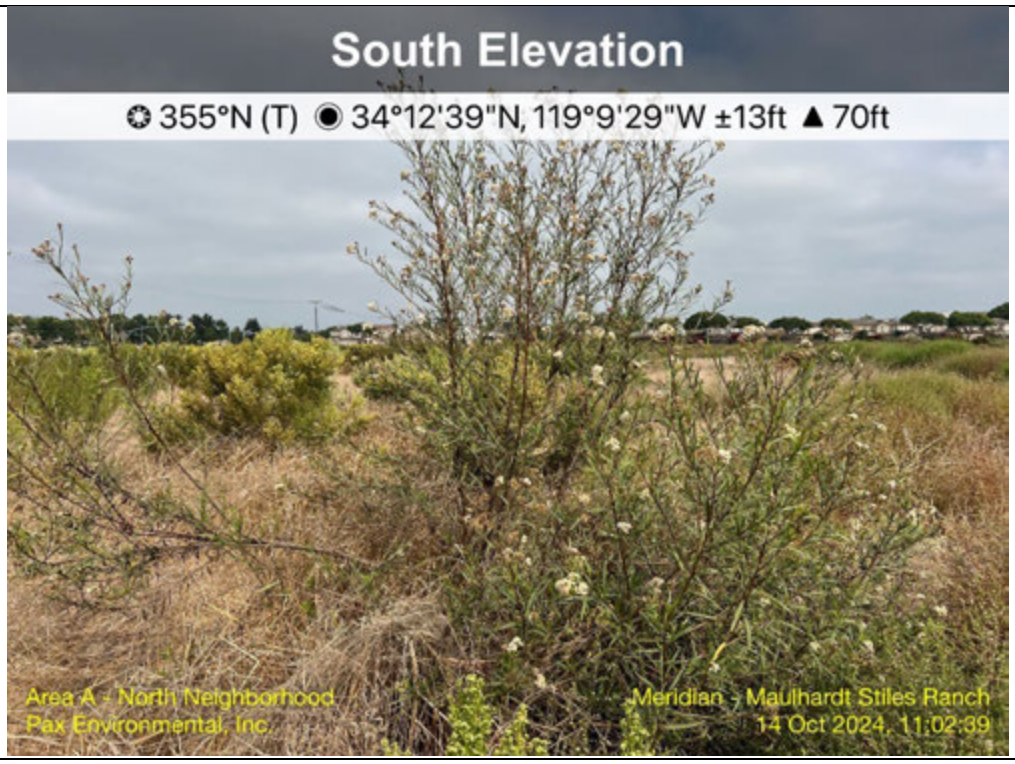


Photo 7. Area A – Photo of mulefat within the Study area looking north.



Photo 8. Area A – Red-tailed hawk observed roosting and foraging on east side of property.



Photo 9. Area B – High School view looking north from Camino Del Sol.



Photo 10. Area B – High School football field.



Photo 11. Area B – High School construction area.



Photo 12. Area C – Barn owl in rafters of a barn on the north side of the ranch.

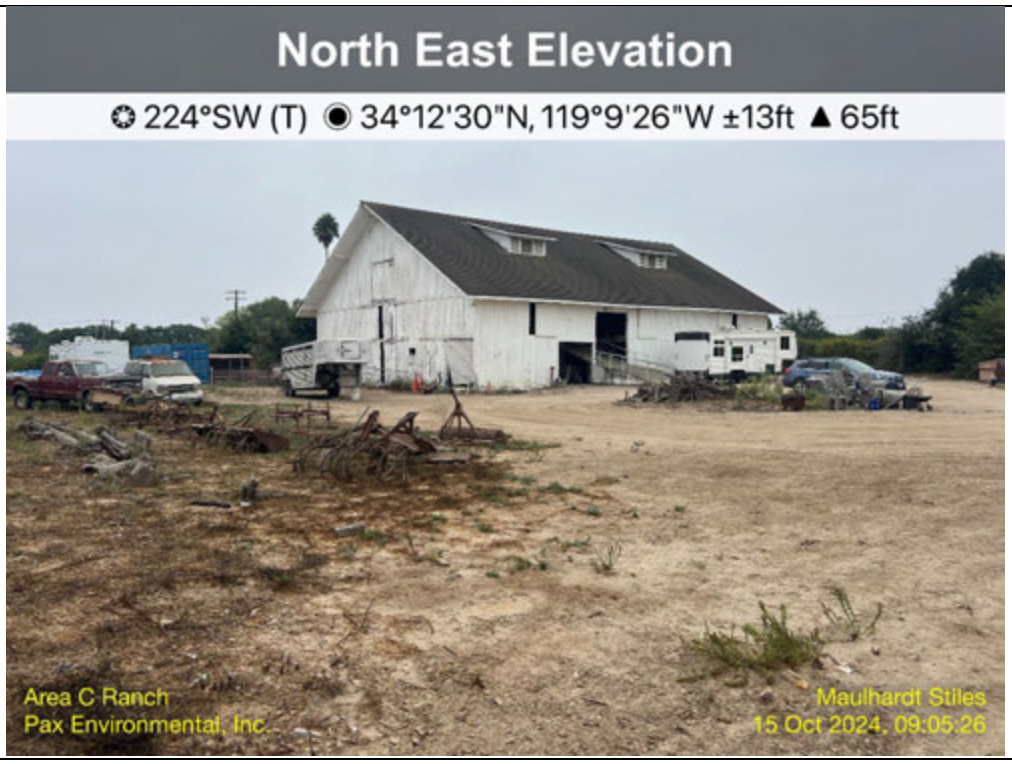


Photo 13. Area C – Suitable nesting and roosting habitat in the barn on the north side of the ranch.

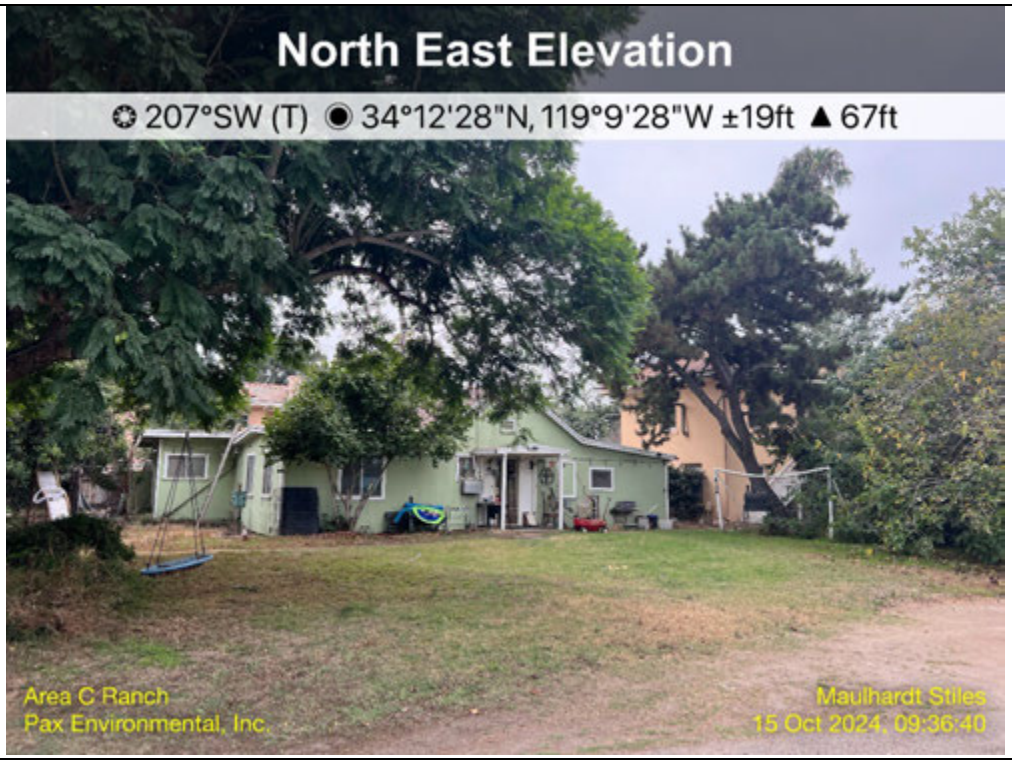


Photo 14. Area C - Overview of one of the existing homes and trees on the ranch.

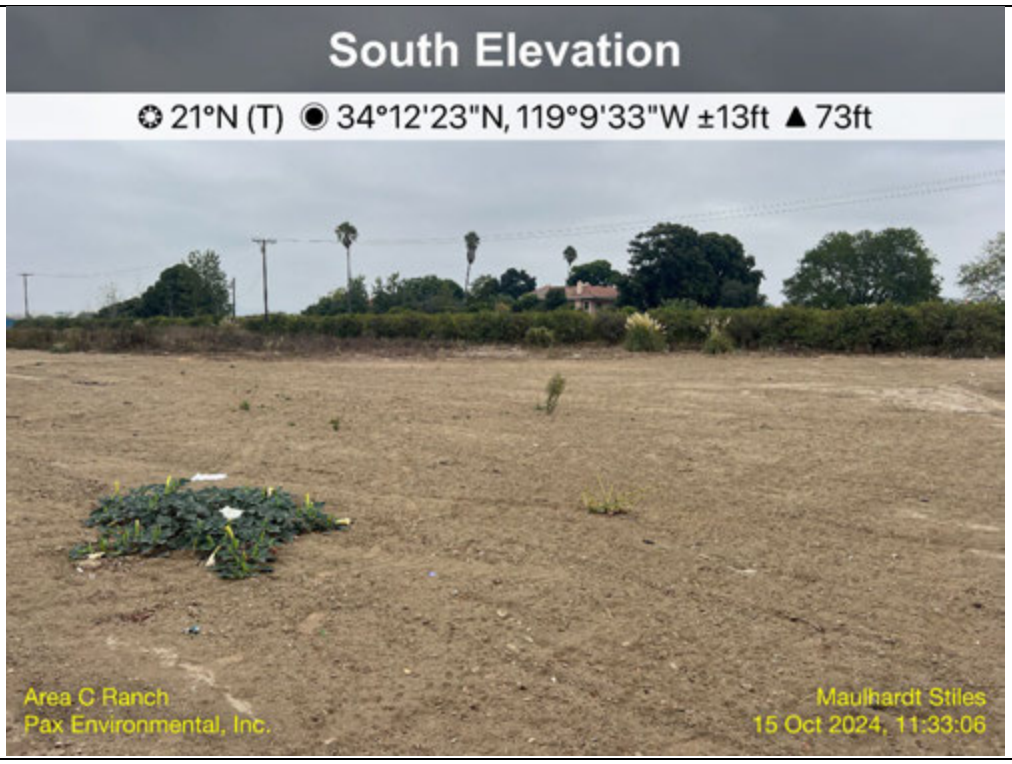


Photo 15. Area C – West side of property that has been groomed adjacent to agricultural tree crops.



Photo 16. Area C – Agricultural tree crops on the ranch.



Photo 17. Area C – Suitable nesting habitat within structures and trees.

APPENDIX G

Historical Resources Report

HISTORIC RESOURCES REPORT

For

The Maulhardt/Stiles family Property

Sub-Neighborhood Plan

1853 Camino del Sol, Oxnard, California
(Assessor Parcel Number (APN) 214-0-02-061, Area B, a 44.21-acre lot and 214-0-02-062, Area C, an 11.80-acre lot; APN 214-0-02-061

Prepared for

Parkstone Advisors

Prepared by

Pamela Post, Ph.D. Senior Author and Tim Hazeltine

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August 27, 2025 (Revised November 12, 2025)

TABLE OF CONTENTS

Section **Page**

1.0 INTRODUCTION 1
1.1 Identifying the Area of Potential Impacts 1
1.2 Project Description 2

2.0 REGULATORY SETTING 6
2.1 California Environmental Quality Act (CEQA) Criteria 6
2.2 National Register of Historic Places Criteria 9
2.3 California Register of Historical Resources Criteria 9
2.4 City of Oxnard Significance Criteria 10

3.0 SUMMARY OF FINDINGS 11

4.0 HISTORIC CONTEXT 13
4.1 Regional Context and Historic Themes 13
4.2 Historical Context 13
4.2.1 Pre-Contact to 1864 Period 15
4.2.2 The Pioneering Settlement Phase (1864-1898) 16
4.2.3 The Beans, Beets and Industry Phase (1898-1945) 17
4.2.4 The Agriculture and Suburbs Phase (1945-1965) and Post-1965 Development 19
4.3 Research Methods 20

5.0 DESCRIPTION OF IDENTIFID & POTENTIAL HISTORIC RESOURCES 20
5.1 Description of Resources 23
5.2 Description of Surveyed Resources 25
5.2.1 Main Residence 25
5.2.2 Garage/Living Quarters 27
5.2.3 Cottage 27
5.2.4 Carriage House 29
5.2.5 Shed 29
5.2.6 Barn 29
5.2.7 Equipment Storage Building 31
5.2.8 Outbuilding #1 31
5.2.9 Outbuilding #2 32
5.2.10 Paddocks and Horse Stalls 32
5.2.11 Carport 32
5.2.12 Modular Unit #1 32
5.2.13 Modular Unit #2 32
5.2.14 The Designed Landscape and Lemon Orchards 33

6.0 IDENTIFICAITON OF HISTORIC RESOURCES 36
6.1 Introduction 36
6.2 Cultural Landscape Evaluation 37

Section **Page**

6.2.1 Preliminary Rural Landscape Study 37
6.2.2 Identification Efforts 38
6.2.3 Organizational Elements of the Landscape 38
6.2.4 Historic Context 41
6.2.5 Period of Historic Significance 41
6.2.6 Integrity Considerations 42
6.2.7 The Seven Aspects of Integrity for Historic Landscapes 42
6.4 Establishing the Resource's Period of Significance 45
6.4.1 Identification of Historical Resources under the National Register Criteria 45
6.4.2 Evaluation of Identified or Potential Resources on APN 214 -0-21-062 48
6.4.3 Application of the Seven Aspects of Integrity to the Plan Area 49
6.4.4 Area C, Main Residence, Garage/Residential Unit, Barn & Ranch Yard ... 52

6.5 Eligibility for Nomination to the State of California Register of Historical Resources and Eligibility for Designation as a City of Oxnard Landmark Point of Interest, or District 54
6.5.1 California Register of Historic Resources Criteria 54
6.5.2 Identification of Historic Resources under the California Register of Historical Resources Criteria 53
6.6 Identification of Historic Resources Under CEQA 55
6.7 Eligibility for Designation as a City of Oxnard Landmark, Point of Interest, or District 56

7.0 SUMMARY STATEMENT OF SIGNIFICANCE 59

8.0 RECOMMENDATIONS/MIITGATIONS MEASURES 61
8.1 The Sub-Neighborhood Plan 61
8.2 Analysis of Impacts under CEQA 62
8.2.1 Recommended Mitigation Measures 64
8.3 Summary Statement of Impacts 65

9.0 EXHIBITS AND PHOTOGRAPHS 67

10.0 BIBLIOGRAPHY AND LIST OF REFERENCES CONSULTED DURING THE PREPARTION OF THIS REPORT 130

Appendix A Alfred Priest Commissions
Appendix B Alfred Priest Plans for the Main Residence
Appendix C Structural Engineer's Report
Appendix D,, 2014 DPR form
Appendix E, 2025 DPR forms

1.0 INTRODUCTION

This Historic Resource Report is for a site addressed by the Sub-Neighborhood Plan proposed in the City of Oxnard Northeast Community Specific Plan Area for the 107-acre site including the Maulhardt/Stiles Family Property and the Oxnard Union High School District Del Sol High School property consisting of Assessor Parcel Number (APN) 214-0-02-061, Area A, a 44.21-acre parcel, APN 214-0-02-063, Area B, a 50.02-acre parcel developed with Del Sol High School in July 2023, that is owned by the Oxnard Unified High School District (OUSD) and is not part of this project, and APN 214-0-02-062, the Study Area (Area C), an 11.31-acre parcel (Location Maps 1 – 3b). All three parcels are within the corporate boundary of the City of Oxnard in Ventura County, California (Location Maps 1 – 3b).

The Study Area is confined to Area C - the location of the surviving buildings, features and designed and vernacular landscape associated with the Maulhardt Home Place - which contains historic-era resources that require assessment and consideration of impacts under CEQA. The buildings in Area C are historic era buildings, structures, and features which require assessment and consideration of impacts under CEQA. This parcel is delineated on its north by Calle Cesar Chavez, on the south by Camino Del Sol (Colonia Road), on its east by residential subdivisions in the East Village Neighborhood and on the west by North Rose Avenue in the Northeast Community Specific Plan Area (see Location Map 2). The applicant is requesting City of Oxnard approval of a Sub-Neighborhood Plan as allowed by the Northeast Community Specific Plan to allow residential and neighborhood-commercial development in Areas A (APN 214-0-02-61) and C (APN 214-0-02-062) located north and southwest of Del Sol High School. This study addresses Areas A and C because Area B is developed with Del Sol High School. Area A is uncultivated farmland with the exception of the installation of an extension of Jacinto Drive. The proposed Sub-Neighborhood Plan includes a one-acre linear park containing the main house and barn located in the Study Area while allowing residential and neighborhood-commercial development on of Area A.

The purpose of the study is to provide information to assist with compliance with the California Environmental Quality Act (CEQA). Pamela Post, Ph. D. (primary author), and Timothy Hazeltine of Post/Hazeltine Associates prepared this study. The lead agency for the project is the City of Oxnard.

1.1 Identifying the Area of Potential Impacts

The Area of Potential Impacts for CEQA assessment is defined as the Study Area for the following reasons:

1. Potential historic resources and landscape features associated with the former Maulhardt Home Place are confined to Study Area;

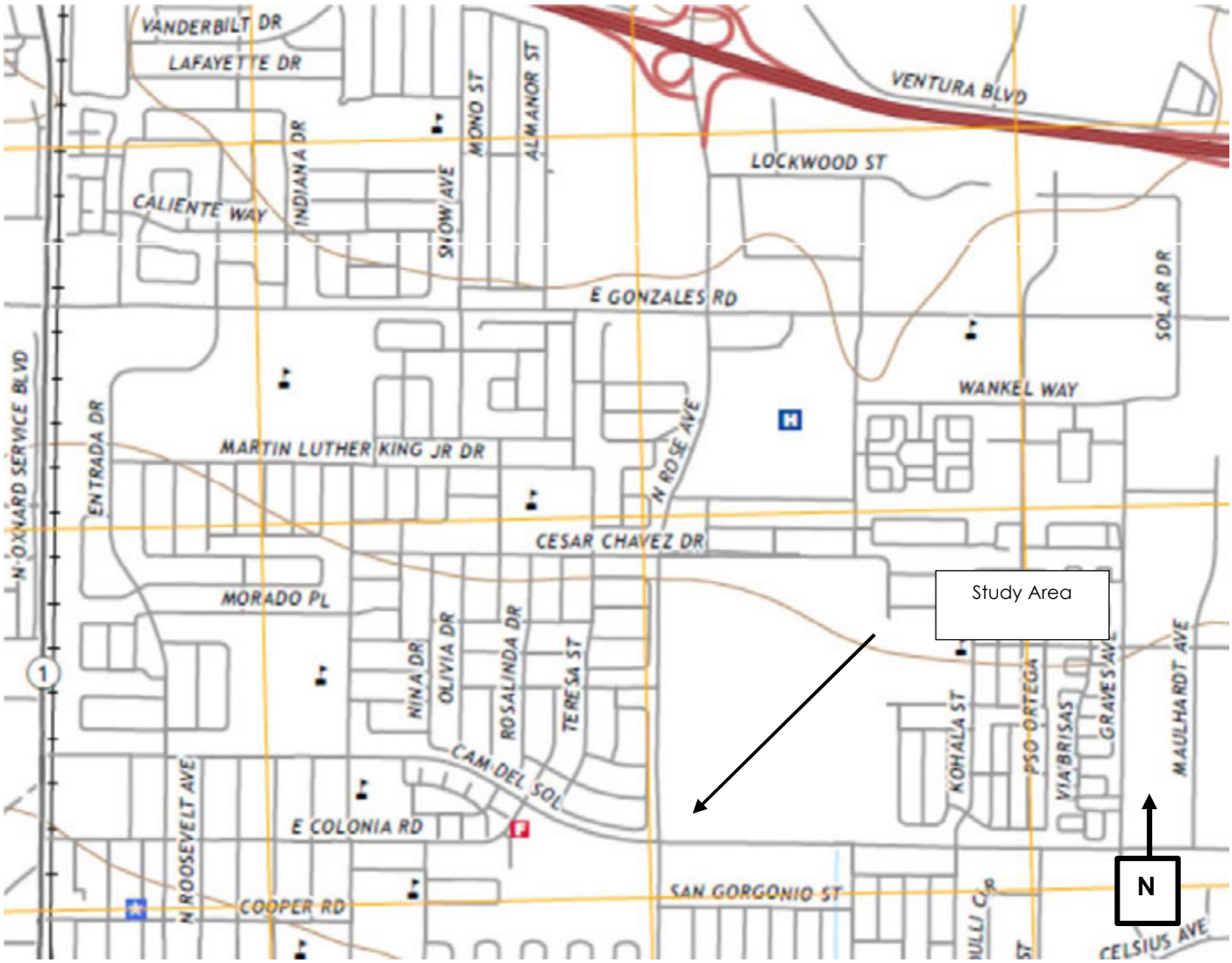
2. Area A is uncultivated farmland that is separated from the Study Area by Del Sol High School on Area B and its related improvements. This parcel does not encompass improvements associated with the Maulhardt Home Place;

3. Area B has been redeveloped with a public high school. It no longer encompasses built improvements or landscape features associated with the Maulhardt Home Place.

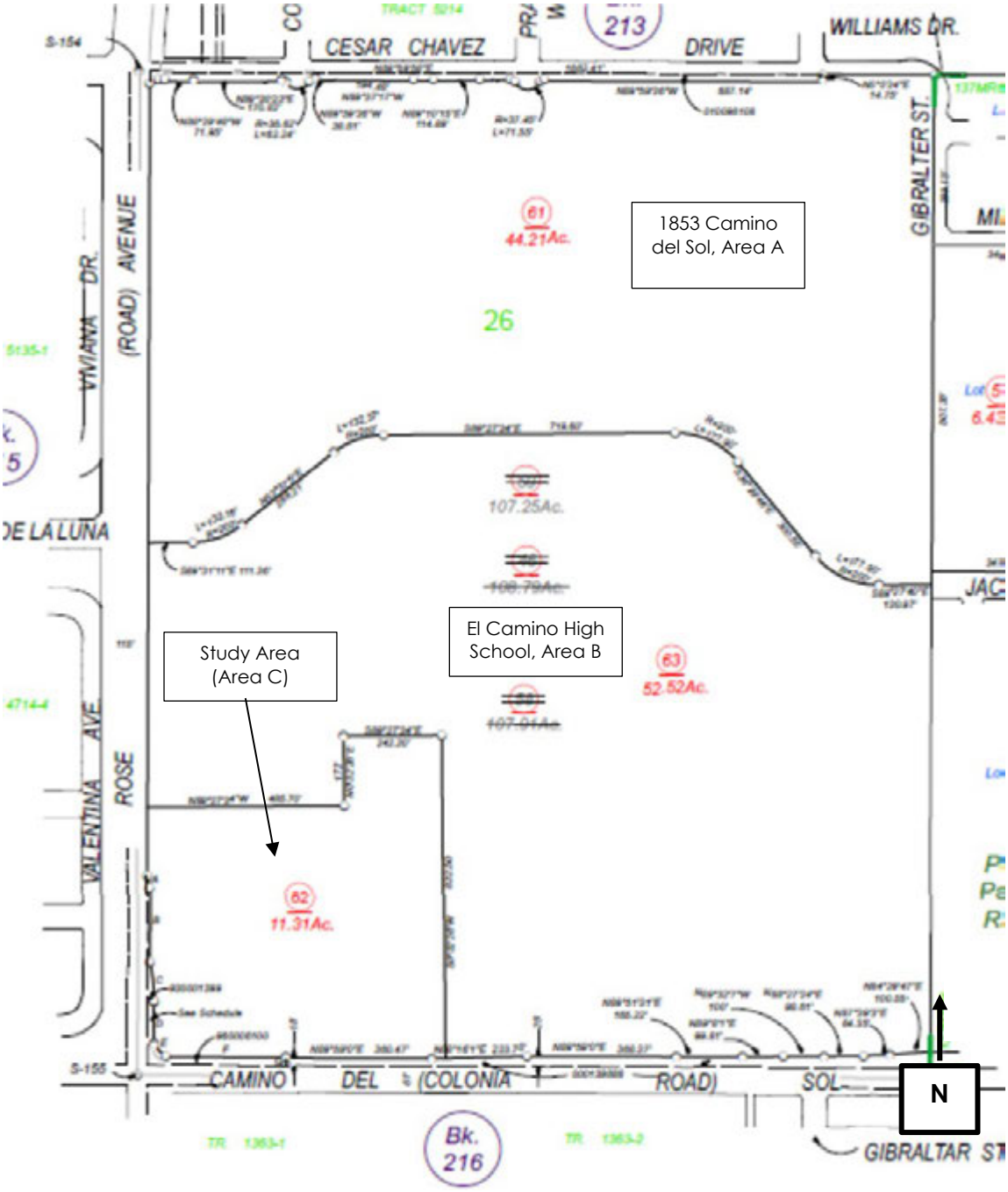
The boundaries of the Area of Potential Impacts for this study are the boundaries of the Study Area, which are limited to Assessor Parcel 214002062-5 identified on Location Map 2.

1.1 Project Description

The Maulhardt-Stiles Sub-Neighborhood Plan Project (Sub-Neighborhood Plan or Project) is proposed to implement the City's 2030 General Plan and Northeast Community Specific Plan (NECSP) by regulating development on an approximately 107-acre Project Site located in the NECSP Area, a portion of which was recently developed with the Del Sol High School by the Oxnard Union High School District. The proposed Sub-Neighborhood Plan (Plan) would allow the development of up to 950 residential dwelling units, a maximum of 40,000 square feet of retail and general commercial space, and public parks, and associated vehicular and pedestrian circulation throughfares north and southwest of planned to be compatible with the recently Del Sol High School in Area B.



Location Map 1 (USGS, OXNARD QUADRANGLE CALIFORNIA - VENTURA COUNTY 7.5-MINUTE SERIES 2018)



Location Map 2, Assessor's Parcel Map depicting the Study Area, (Area C) Assessor Parcel 214002062, 1853 Camino Del Sol outlined in red (assessor.venturacounty.org)



Location Map 3, Aerial Photograph of the former extent of the Maulhardt Home Place (outlined in yellow), the study area (Area C) outlined in red, its environs after the construction of Del Sol High School in 2023, and the construction of infrastructure
(Google Earth March 30, 2022: Sub-Neighborhood Plan, Parkstone Companies, July 2024 n.p.)



***Location Map 3a,* Aerial Photograph of the Study Area and its environs taken prior to the construction of Del Sol High School, with the former (pre-2022) boundary of the Maulhardt Home Place outlined in red (Google Earth November 2018, in: Sub-Neighborhood Plan, Parkstone Companies, July 2024: n.p.)**



Location Map 3b, Circa-2022, Low level aerial photograph of the Study Area (outlined in red) and its environs taken prior to the construction of the Del Sol High School, looking northwest (Parkstone Companies, July 2024: 108)

2.0 REGULATORY SETTING

2.1 California Environmental Quality Act (CEQA) Criteria

CEQA Section 15064.5 defines historical resources as follows:

1. *A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources Commission (State CEQA Guidelines Section 5024.1, Title 14 CCR, Section 4850 et seq.).*

   There are several ways in which a resource can be listed in the California Register, which are codified under Title 14 CCR, Section 4851:
   A resource can be listed in the California Register by the State Historical Resources Commission.

   If a resource is listed in or determined eligible for listing in the National Register of Historic Places (National Register), it is automatically listed in the California Register.

   If a resource is a California State Historical Landmark, from No. 770 onward, it is automatically listed in the California Register.

2. *A resource included in a local register of historical resources, as defined in section 5020.1 (k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.*

The requirements set forth in PRC 5024.1(g) for historical resources surveys are:

A resource identified as significant in an historical resource survey may be listed in the California Register if the survey meets all of the following criteria:

- *The survey has been or will be included in the State Historic Resources Inventory.*
- *The survey and the survey documentation were prepared in accordance with office [of Historic Preservation] procedures and requirements.*
- *The resource is evaluated and determined by the office [of Historic Preservation] to have a significance rating of Category 1 to 5 on DPR Form 523.*
- *If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources which have become eligible or ineligible due to changed circumstances or further documentation and those which have been demolished or altered in a manner that substantially diminishes the significance of the resource.*

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 may be considered to be a 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 (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852).

The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, is not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or is identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1 (j) or 5024.1.

CEQA regulations identify the Secretary of the Interior's Standards as a measure to be used in determinations of whether or not a project of new development or rehabilitation adversely impacts an "historical resource." *Section 15064.5(b)(3) states:*

"Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer, shall be considered as mitigated to a level of less than a significant impact on the historical resource." Section 15064.5(a)(4) of the CEQA Guidelines *states:*

"The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1."

The California Environmental Quality Act (CEQA) requires an analysis of impacts that may result from project development. These include impacts on listed or potential historic resources. The California Environmental Quality Act (CEQA) mandates that a proposed project's impacts on historic resources be assessed. Historic resources are defined in Public Resource Code as follows:

§5020.1: "*Properties listed in or determined eligible for listing in the California Register of Historical Resources*." *In order to be eligible for listing a resource must meet one or more of the following criteria to be eligible for listing: A) Is associated with events that have made a significant contribution to the broad patterns of California's History and Cultural Heritage*. B) *Is associated with the lives of persons important in our past;* C) *Embodies the distinctive characteristics of type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values*; and D) *Has yielded, or may be likely to yield information important to history or prehistory*."

§5021.1(k): Properties included in "local registers of historic resources." According to Section 5021.k local registers include the following: "a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution. Generally, local registers can be defined as either properties designated as landmarks per local ordinances (or resolutions) or properties included in a survey of historical resources that meets the standards of the Office of Historic Preservation (SHPO) for such studies.

The property must meet one or more of the following California Register of Historical Resources Criteria:

1. *Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;*
2. *Is associated with the lives of persons important in our past;*
3. *Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or*
4. *Has yielded, or may be likely to yield, information important in prehistory or history* (PRC §5024.1(c)).

By definition, the California Register of Historical Resources also includes all "properties formally determined eligible for, or listed in, the National Register of Historic Places," and certain specified State Historical Landmarks.

The register also includes properties that have formally been listed in the National Register of Historic Resources or determined eligible for listing in the National Register of Historic Places.

2.2 National Register of Historic Places Criteria

The criteria for listing in the National Register of Historic Places are:

The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects of State and local importance that possess integrity of location, design, setting, materials, workmanship, feeling and association, and:

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

2.3 California Register of Historical Resources Criteria

The California Register program encourages public recognition and protection of resources of architectural, historical, archeological, and cultural significance, identifies historical resources for state and local planning purposes, determines eligibility for historic preservation grant funding, and affords certain protections under the California Environmental Quality Act (CEQA).
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 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.) including the following:

1) *"Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage"*

This report and the previous reconnaissance survey completed in 2014 have substantiated that the study property has a significant association with the history of farming on the Oxnard Plain between 1872 and the mid-twentieth century because of its association with the Maulhardt family who made substantial contributions to the development of Ventura County's agricultural industry during this period. However, the former Maulhardt Home Place property as a whole has not maintained its ability to convey these historical associations because of the subdivision of the property into three parcels, and the conversion of the agricultural fields to other uses. Therefore, only Assessor Parcel 214-0-02-062, the Study Area, meets Criterion 1.

2) *"Is associated with the lives of persons important in our past"*

Both Jacob Maulhardt and his son Louis made substantial contributions to the development of the Oxnard Plain's agricultural industry through the development and expansion of the Maulhardt family's agricultural and business enterprises. While Maulhardt can be considered the founder of the family's prosperity it was his son Louis who established the family's leading role in local civic and economic affairs, which was manifested in his construction of a new home surrounded by landscaped gardens that announced the family's importance and prosperity to the local

community. Therefore, the property, which has a direct association with these historic figures and other members of the Maulhardt family meets is Criteria 2.

4) *"Has yielded, or may be likely to yield, information important in prehistory or history"*

The Study Area was the focus of separate assessment for archaeological resources assessment.

significance of the property and its contributing and non-contributing elements.

2.4 City of Oxnard Significance Criteria

Ordinance 4604, Sec.1367, Article 5, CRITERIA FOR DESIGNATION OF CULTURAL HERITAGE STIES

For the purposes of this Article, a site may be designated a Cultural Heritage Site by The Cultural Heritage Board or the Board of Supervisors, as provided in this Article, if it meets the applicable criteria below:

a) Landmarks – Satisfy one of the following criteria:

Landmarks – Satisfy one or more of the below criteria of significance in addition to retaining sufficient integrity. In evaluating integrity, the authenticity of the resource's physical identity shall be established by evidence of lack of deterioration and significant survival of the characteristics that existed during its period of significance. This shall be evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling and association, consistent with applicable National Register of Historic Places Bulletins for evaluating Historic Properties.

(1) It is association with events that have made a significant contribution to the broad patterns of Ventura County History;

(3) It embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguished entity whose components may lack individual distinction;

(4) It has yielded, or may be likely to yield information, important in history or prehistory.

b) S i t e s of Merit satisfy the following criteria:

(1) Sites of historical, architectural, community, or aesthetic merit which have not been designated as Landmarks or Points of Interest, but which are deserving of special recognition; and

(2) Board of Supervisors approved surveyed sites with a National Register status code of 1 through 5;

(3) Retain sufficient integrity as described in Section 1367(a).

c) Points of Interest. Satisfy one or more of the following criteria:

1.The site of a building, structure or object that no longer exists, but was associated with historic events, important persons or embodied a distinctive character or architectural style;

A site that has historical significance, but has been altered to the extent that the integrity of the original workmanship, materials, or style has been substantially compromised;
2) That the site of a historic event which has no distinguishable characteristics other than that a historic event occurred at the site and the site is not of sufficient historical significance to justify the establishment of a landmark.

d) District. Satisfy all of the following criteria:

1. *Possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development;*
2. *Has precisely mapped and defined exterior boundaries, which require a description of what lies immediately on the edge of the district to allow rational exclusion of adjoining areas;*
3. *Has at least one of the criteria for significance listed in Section 1367(a);*
4. *Complies with the criteria for integrity contained in Section 1367(a).*

3.0 SUMMARY OF FINDINGS

Previous Assessments and Designations

The Study Area was surveyed in 2014 as part of a reconnaissance survey of a portion of the eastern Oxnard Plain (San Buenaventura Research Associates 2011). While onsite photographs of the house, a small carriage house and the barn were included on the survey form prepared for the property, other buildings, including a detached garage/living quarters, detached cottage and three detached outbuildings, as well as the house's surrounding landscape were not described or documented by photographs. The 2011 survey identified the property as eligible for listing in the National Register of Historic Places under Criterion C and the California Register of Historic Resources under Criterion C (Criterion 3c). The property was determined eligible for listing as a Ventura County Landmark under Criterion 2, the Settlement and Agricultural Themes (1888-1945) and Criterion 5 because the property embodies the distinctive characteristics of a type, period, region, or method of construction and because the house represents the work of Alfred Priest, a regionally notable architect (San Buenaventura Research Associates 2014: DPR form for the Louis G. Maulhardt Ranch).

Findings of the current (2025) Study

Because the 2014 reconnaissance survey did not include an assessment of all the property's buildings, structures, and features, including the designed landscape, agricultural fields, and because development since 2014, including re-development of a portion of the Maulhardt property into the Del Sol High School in 2022-2023 by the Oxnard Union School District, the study parcels were the focus of an intensive on-site survey by Post/Hazeltine Associates, completed in July of 2025.

Research was undertaken to prepare a historic context for the property. Consequently, the 2025 study re-evaluates the Study Area for the presence of a National Register-eligible historic district or individually eligible resources. For eligible historic resource(s) and the identified district, this report identifies contributors, non-contributors, and the district's boundaries. After confirming the presence or absence of significant historic resources the report delineates the historic significance of the property using the guidelines set forth by the City of Oxnard for historic property studies.

Significance Findings

A significant vernacular landscape is not present in the Study Area due to loss of the of the original layout of cultivated fields, the construction of Del Sol High School and its related improvements and the construction of other improvements including an extension to Jacinto Drive which impaired the vernacular landscape's integrity of setting, feeling and design. A significant designed landscape is not present on Parcel C due to the loss of the original early twentieth century designed landscape created by the Maulhardt family. The early twentieth century designed landscape is not eligible for listing due to the loss of many elements of its original design, including an oval estate drive, ornamental plantings and the garden's pathways and secondary driveways.

The ranch yard, main residence, garage/staff quarters building, and the barn, lack sufficient integrity of setting or feeling to convey their original setting but are eligible for listing as a City of Oxnard Point of Interest as part of a potential historic district at the Point of Interest level because of their association with Maulhardt Home Place's agricultural operations.

The following buildings and structures located in the Study Area are either individually eligible for listing as City of Oxnard Landmarks and/or they are contributors to a potential historic district eligible for listing as an Oxnard Point of Interest (see Table 3):

- Main Residence: * and ** (#1 on Exhibits 8 & 9), individually eligible for listing as City of Oxnard Landmark and for listing as a contributor to a district at the Oxnard Point of Interest level;

- Garage/Living Quarters: * and ** (#2 on Exhibits 8 & 9), individually eligible for listing as a City of Oxnard Landmark and as a contributor to a district at the Oxnard Point of Interest level;

- Outbuilding: #1** (#8 on Exhibits 8 & 9), eligible as a contributor to a district at the Oxnard Point of Interest level;

- Outbuilding: #2** (#9 on Exhibits 8 & 9), eligible as a contributor to a district at the Oxnard Point of Interest level;

- Carriage House: ** (#4 on Exhibits 8 & 9), eligible as a contributor to a district at the Point of Interest level;

- Shed: ** (#5 on Exhibits 8 & 9), eligible as a contributor to a district at the Point of Interest level;

- Equipment Storage Building ** (#7 on Exhibits 8 & 9), eligible as a contributor to a district at the Point of Interest level; and

- Barn* and ** (#5 on Exhibits 8 & 9), Individually eligible as a Landmark and eligible as a contributor to a district at the Point of Interest level;

    * = Individually eligible at the Landmark level;
    ** = Contributor to a potential district eligible at the Point of Interest level.

The following buildings, structures, features, remnant orchards, and landscaping located in the Study Area are <u>not</u> individually eligible for listing:

- Cottage (#3 on Exhibits 8 & 9). The cottage lacks integrity of design, materials, and workmanship;

- The prefabricated houses (#11 & #12 on Exhibits 8 & 9). The prefabricated houses, installed in the

early 1970s, postdate the period of significance (circa 1873-1945);

- Carport (#10 on Exhibits 8 & 9). The carport was built sometime in the early 1970s, postdates the period of significance (circa 1872-1945);

- Gate piers on Rose Avenue. post-dating the period of significance (post-1945) (#10 on Map 3);

- The paddocks. While paddocks have existed in this area since the 1940s, the existing paddocks and stalls were installed sometime in the 1970s or later (#13 on Exhibits 8 & 9);

- Swimming pool and its wood fenced enclosure installed in the 1970s (#15 on Exhibits 8 & 9);

- Existing landscaping, which in its current form mostly postdates the 1940s;

- Remnant lemon orchards, which are fragments of a larger agricultural landscape that no longer exists (Exhibits 8 & 9);

- Existing metal fencing which postdates the period of significance; and

The following vernacular landscape features located in Area A are <u>not</u> individually eligible for listing:

- Area A is fallow agricultural acreage that is separated from the Study Area by Del Sol High School (Area B). Area A does not encompass previously identified or potentially significant historic resources due to its lack of integrity.

Future projects have the potential for impacting the historic resources identified in this report.

4.0 HISTORIC CONTEXT

The following section of the report provides a historic context for the study property.

4.1 Regional Context and Historic Themes

Historic context themes for Ventura County are defined in Section 3 of the *County of Ventura Historic Preservation Plan*. The 2014 Historic Context Statement and Reconnaissance Survey of the East Oxnard Plain prepared by San Buenaventura Research Associates includes a detailed Historic Context section relevant to the study parcel. A review of the context statement indicates the study parcel has a direct association with the "*Pioneering Settlement*" Phase (1864-1898) and the "*Beans, Beets and Industry*" Phase (1864-1945) as detailed below in Section 4.2 of this report the resource's significant historical associations occurred between 1872 and 1945 when the property served as the 'home place' for Jacob Maulhardt and his descendants. Generally, the 'home place' refers to the property where the head of the family lived or the original home of the family's founder. This period covers Jacob Maulhardt's acquisition of the property to 1945.

4.2 Historical Context

Historic context periods and themes for the Eastern Oxnard Plain are explicated in San Buenaventura Research Associates 2014 *Historic Context Statement and Reconnaissance Survey for the Eastern Oxnard Plan of Ventura County*. The study identified the following six contextual periods for the Eastern Oxnard Plain:

Original Inhabitants (Pre-1769): This period encompasses the occupation of the Oxnard Plain prior to European settlement by the Chumash, a Native American culture group;

Spanish Exploration and Mission (1769-1833): This period encompasses the establishment of Spanish control of California, including early expeditions and the establishment of Mission San Buenaventura in 1782 and the Mexican era (beginning in 1821) up to the secularization of the mission system by Mexico's government in 1833;

Land Grants and Ranchos (1833-1864): This period encompasses the establishment of a pastoral economy based on herding cattle on large landholdings awarded by the Mexican government to Mexican citizens as well as the first 16 years of American rule, when cattle-raising continued to dominate the local economy;

Pioneering Settlement (1864-1898): This period encompasses the influx of Euro-American settlers, the imposition of American cultural, political and spatial forms on Ventura County, the subdivision of many of the Mexican-era land grants and the creation of an agricultural-based economy driven by improvements to the transportation system including the arrival of the Southern Pacific Railroad in 1886-1887 and the development of extensive irrigation systems. It was during this era that immigrant families, primarily from Germany and Ireland, created large farming operations in western Ventura County, including the Oxnard Plain. A notable political event during this era was the creation in 1873, of Ventura County as a separate political unit;

Beans, Beets, and Industry (1898-1945): This period saw further expansion of the Oxnard Plain's agricultural industry, the monoculture of sugar beets and beans and other crops. It was during this era that Ventura County's citrus industry was established with extensive orchards of oranges and lemons on the Oxnard Plain, around the City of Ventura, and in the Santa Rosa Valley and the Santa Clara River Valley. These agricultural products were integrated into regional and national economies by the expansion of transportation systems including ports, railroads, and surface roads, as well as the development of regional and national telephone systems. Extractive industries such as petroleum and mining began to play a larger role in the local economy. It was during this era that the western Oxnard Plain developed a rural landscape characterized by an almost orthogonal grid of farms, windrows and roads centered on farm complexes, which ranged in size from small operations with a house, and a few outbuildings to larger concerns with a main house, smaller cottages for workers and an extensive series of outbuildings including barns, stables, equipment storage buildings and extensive irrigations systems including wellhouses. The expansion of local communities, usually at railroad transportation nodes including Oxnard, Camarillo, and Ventura, occurred during this period. Small settlements for agricultural workers that were often racially segregated, developed within or near these communities;

Agriculture and Suburbs (1945-1965): This era was notable for the profound changes in Ventura County and the Oxnard Plain characterized by the development of the military-industrial complex, military installations at Port Hueneme, Point Mugu and Camarillo, and the growth of defense-related research and development industries. The growth of non-agricultural related industries spurred significant population growth accommodated in suburban tract-style housing developments built on agricultural land. Supporting development including retail, commercial and institutional use including schools and churches. Improvements in transportation and communication systems including freeways, airports and television more closely tied local and regional communities to the rest of the nation.

The following periods were not delineated in the 2014 survey report prepared by San Buenaventura Research Associates but have been included to bring the historical narrative to the present:

1965-1991: Like the preceding era, the years between 1965 and 1991 were characterized by an economy that, in addition to agriculture, was centered on defense-related industries, extractive industries and permanent military installations at Port Hueneme and Point Mugu. Population grew substantially and was largely accommodated in suburban tract-style housing and multi-family condominium and apartment developments, which removed more land from agricultural use. It was during this era that the City of Oxnard grew though annexation of farmland that had either been developed or was proposed for development. The Oxnard Plain's population became ethnically diverse with the growth of its Hispanic community. Shopping malls, a characteristic retail development pattern between the 1960s and 1980s, were built including the Esplanade and Centerpoint malls in Oxnard and Pacific View Mall in Ventura. Service industries continued to grow in importance and became a more important component of the local economy.

1991-2025: The current era period has been characterized by a profound transformation of the national economy from one based on manufacturing to a consumption/service-based economy. In the Study Area, the end of the Cold War reduced defense-related spending including research and development which became a smaller, but still important component of the local economy. Agriculture has transitioned from citrus to strawberries, berries, and other crops. Population on the Oxnard Plain continues to spur institutional, residential, commercial, and retail development with the continued loss of farmland to suburban and urban development.

4.2.1 Pre-Contact to 1864 Period

At the time of European contact, the Oxnard Plain was inhabited by the Chumash, a Native American culture group who lived between Malibu and southern Monterey County for millennia. At the time of European contact, the Chumash were a semi-sedentary group with a complex social structure, extensive trade networks, a rich material culture, and an extensive maritime adaptation including settlements on the Channel Islands. While Europeans had explored the California coast as early as sixteenth century, permanent settlement did not occur until 1769 when the Spanish began to establish military outposts to solidify their territorial claims and missions to transform the indigenous inhabitants into Christianized subjects of the Spanish Crown. The first permanent Spanish settlement in what is now Ventura County was in 1782 when Mission San Buenaventura was founded in what is now the City of San Buenaventura (Ventura). Throughout the Spanish era, the Oxnard plain, which remained largely unsettled, was used to pasture the mission's vast livestock herds. California passed to Mexican control in 1821. In 1832, the Mexican Government instituted a secularization act that stripped the church of its vast landholdings and transferred them to Mexican citizens in the form of land grants. Among the land grants on the Oxnard Plain was *Rancho El Rio de Santa Clara o Colonia* granted to eight soldiers from the Santa Barbara Presidio in 1837. Of the rancho's eight grantees, only Rafael Gonzales appears to have lived within the boundaries of their land grant (San Buenaventura Associates 2014: 15 -16). The rancho period of California's history was brief, lasting from the mid-1830s until 1848 when California passed to American control after the Mexican American War.

After statehood in 1851, the influx of settlers and new political and legal forms would profoundly alter the lives of pre-1848 inhabitants, especially those of Hispanic descent (Camarillo1996: 2- 32). While the property rights of former Mexican citizens were protected by the Treaty of Guadalupe-Hidalgo, settlers from the United States, decrying the lack of arable land outside of the land grants, advocated for changes to the policy, which were enacted by the Land Act of 1851, which required Mexican landowners to receive a Federal patent to their properties (San Buenaventura Associates 2014: 16).

The process was lengthy and expensive, consequently, many grantees or their descendants sold off their acreage, often before their properties were officially patented by the Federal government. While ranching remained the area's primary industry, farming began to development on a more extensive scale than the subsistence level agriculture practiced during the Mexican era.

4.2.2 The Pioneering Settlement Period (1864 -1898)

One of first Mexican era land grants to undergo subdivision and sale was *Rancho El Rio de Santa Clara o Colonia*. Beginning in 1864, in a complicated series of transactions and lawsuits, the Rancho was subdivided into smaller tracts, a substantial number of which were owned by Thomas Scott. Other acreage, encompassing part of the rancho was sold to Juan Camarillo. In 1872, Camarillo sold 1,230 acres of the former rancho's land to Jacob Maulhardt, and Johannes and Gottfried Borchard, both newly arrived from Germany (Maulhardt 1999: 126-128). These men, along with other settlers, primarily from continental Europe and Ireland, played a leading role in transforming the Oxnard Plain into one of the state's leading agricultural areas.

Franz Jacob Maulhardt and Dorothea (Doretta) Kohler (1843 - 1899)

Born in village of Mingerode in the Kingdom of Hanover, Franz Jacob Maulhardt (Exhibit 1) and his wife, Dorothea Kohler and their son, Henry, immigrated to the United States in 1867; a year after Prussia defeated the Austro-Hungarian Empire and its allies, including Hanover, which lost its independence. Like many Roman Catholic families in northern Germany, where prospects for farming were discouraging and for whom the threat of religious oppression seemed imminent, the Maushart's decided to emigrate to America where opportunities for a better life seemed possible. Jacob was not the first of his family to settle in Ventura County as his brother Anton had arrived there in 1866 (Maulhardt 1999: 123-124). Other Roman Catholics in Hanover, including Christian Borchard from a village near Mingerode, had also immigrated to the United States (Maulhardt, 1999: 123). For a few years, Franz Jacob Maulhardt, who preferred to be called by his middle name, Jacob, worked in Northern California before relocating to the Oxnard Plain in 1869 where another brother, Gottfried, as well as another German immigrant, Christian Borchard, were living. In 1870 Jacob's family joined him, where for the first few years he rented farmland. In 1872, Jacob, his brother Gottfried, and Johannes Borchard, purchased 1,230 acres of land from Juan Camarillo.

It was Maulhardt's 410-acre share of the property that encompassed the present Study Area. This site became known as the "home place" or "home farm" in family lore (Maulhardt 1999:126 -130). Initially, Maulhardt, like many farmers in the area, cultivated barley and then lima beans and other crops suited to dry farming. By the end of the nineteenth century farmers began to experiment with irrigated crops, such as sugar beets.

Within a year or so of purchasing his farm, Maulhardt had a two-story wood frame house constructed in the Italianate style (Exhibit 2). Given his experience as a carpenter, Jacob may have helped build the house (Maulhardt 1999: 129). The farm's ranch yard included several vernacular style outbuildings, some documented by period photographs, including a barn with wood plank walls and other buildings with board-and-batten or wood plank walls, including a small carriage house, a cottage and two small outbuildings, all of which survive, albeit in a modified state (Maulhardt 1999: 134 -136). In 1875 Maulhardt became an American citizen and subsequently, a long-time member of the Democratic Party. As his prosperity increased, Jacob became an important member of the local business community serving on the board of the Bank of Oxnard and playing an instrumental role in introducing sugar beets to the area's farmers (Maulhardt 1999: 142 -144). He also acquired additional farmland, some of which he retained while selling other acreage (Maulhardt 1999: 136-141). In 1898

Maulhardt saw the completion of the Oxnard Sugar Beet factory, a business he had been instrumental in bringing to the community.

The transition from dry-farming to irrigated crops, most notably, sugar beets, was an important turning-point for local agriculture as it was this more lucrative crop that established the financial success of many of the pioneering German and Irish families who had settled the Oxnard Plain beginning in the late 1860s. Jacob Maulhardt died unexpectedly just a year after the sugar beet factory opened, on December 24, 1899. The settling of his estate took several years and ended with his farmland being divided amongst family members, including 89 acres to his wife, a 100-acre tract to his son, Louis, and the remaining acreage being split between his two daughters, and Henry his oldest son (Maulhardt 143 -145). A few years after the estate was settled, Doretta, Jocab's widow, moved to Ventura to live with her daughter, Mary, leaving her son Louis, as head of the family and with his home at the Maulhardt Home Place (Exhibit 3) (Maulhardt 2001: 145 & 147). In 1918, Doretta moved back to the Home Place where she lived until her death in 1921 (Maulhardt 1999: 147).

4.2.3 Beans, Beets, and Industry Period (1898-1945)

In 1898, the Southern Pacific Railroad rerouted its Ventura County line to run from Camarillo to what became the community of Oxnard and then north to the City of Ventura. The new railroad line included a depot in Oxnard with spurs between Camarillo and Oxnard to service the area's farms. In 1907, the City of Oxnard was incorporated. It soon became one of the County's fastest growing towns with its economy focused on serving the surrounding farms and citrus ranches. Between circa-1900 and the early 1920s, local agriculture had fully transitioned to irrigated row crops including sugar beets. The Maulhardt family participated in this transition from dry farming to sugar beets and later to citrus (Maulhardt 1999). By the early 1940s, the cultivation of lemons became increasingly important to the Oxnard Plain's economy, as California's citrus industry grew exponentially during this period (San Buenaventura Research Associates 2014: 43).

<u>Louis Godfrey Maulhardt (1870 - 1927)</u>

Born in 1870 in Tulare County, Louis Maulhardt was Jacob and Doretta's third child. He attended school locally before receiving his college education at St. Vincent's Men's College in Los Angeles where he studied agriculture. After graduating from college, he returned to Oxnard where he worked on his father's farm. In January of 1900, a month after his father's death, he married Teresa Clara Borchard at Santa Clara Roman Catholic Church in El Rio. Teresa was the daughter of Christian Borchard, a onetime business partner of Louis' father, and fellow immigrant from Germany. The couple would have six children, Edward (1903-1985), Marie (1907), Robert (1910-1987), Alma (1909), John (1912-1984), and Richard (1921-2009). Louis was left 100 acres from the Maulhardt Home Place in his father's will. Gradually, through bequest and purchase, Louis acquired the remaining acreage of the Maulhardt's Home Place from other family members (Sheridan 1926: 295). In 1906 Maulhardt built a two-level, 66-foot by 90-foot wood barn to house the farm's two mule teams, on the Home Place (Maulhardt 2001: 157-158). Myers and Abplanalp, a contracting business and planning mill, built the barn (Maulhardt 20011: 58 & Guinn 1907: 1940).

In 1916, Louis commissioned the Los Angeles architect Alfred Priest to construct a large home on the property surrounded with landscaped grounds, which were a special favorite of his wife Teresa. The imposing home, with its porte-cochere, large reception rooms and separate garage, announced the family's success and importance to the community. Elaborate gardens featuring exotic trees, shrubs and flowers extended from the house's entrance façade to Rose Avenue. After the new residence was built, the original farmhouse built by Jacob Maulhardt was demolished. During his lifetime, Louis

had varied business interests, including serving as director of the Bank of A. Levy from its founding in 1905 until his death in 1927. In addition, he considerably expanded his landholdings to include farmland in the Santa Rosa Valley and even, in Mexico. After an illness lasting some six months, Louis Maulhardt died on April 10, 1927, at the age of 57 (Solomon 1926: 295 & *Oxnard Press-Courier*, "Louis Maulhardt, Owner of Many Acres near Oxnard is Dead" April 11, 1927).

Alfred F. Priest, 1887-1931

Alfred F. Priest was an architect who practiced primarily in Glendale and Los Angeles County, where he designed upper class residences and institutional and commercial buildings. It is possible that his 1910 design for the pumphouse (Pagoda Bandstand) in Oxnard's Plaza Park brought him to the attention of Louis Maulhardt who hired him in 1916 to design a new house for the Maulhardt Home Place in Oxnard (DPR form for Louis G. Maulhardt Ranch, July 30, 2014). Alfred F. Priest was born on November 10, 1887, in Pierce, Nebraska (pcad.lib.washington.edu/person/480/). By the early teens of the twentieth century, Priest had moved to California where he was living with his parents in Burbank. There is no documentation as to when or how he became an architect. It may have been as a result of an internship with an established architect or architectural firm, as was common at the time, rather than through formal education at a university or architectural school. One of Alfred's earliest commissions appears to have been the pumphouse for Oxnard Plaza Park bandstand completed in 1910, the same year that he married Harriet M. Ross in Los Angeles on August 24, 1910. A year later the pumphouse was converted to a bandstand by adding a second floor bandstand capped by tile-clad roof (https://www.latimes.com/archives/la-xpm-1991-01-02-me-6869-story.html). That same year Harriet died at the age of 22. A few years later in 1912, Alfred married a second time to Clara Petersen, who had emigrated from Sweden in circa-1889. The couple had one child, a daughter, Ruth, who was born in 1918 (pcad.lib.washington.edu/person/480/). During this period Priest and his family lived at Casa Verdugo at 1422 Central Avenue in Glendale, according to the 1917 Glendale City Directory.

Priest appears to have moved to Glendale sometime in the 1920s; the location of many of his commissions including the William Lindsey House (1912); the Charles and Anne Richter house (1912-1913); the Elks Club (1913); the Tuesday Afternoon Club (1922); Depot #2 for the Pacific Electric Railway (1923-1924); the Theodore Roosevelt Middle School (1930) (pcad.lib.washington.edu/person/480/). Projects outside of Glendale included the Oxnard Plaza Pagoda bandstand (1912), Herbert Hoover High School (1929) in Los Angeles (httos://prabook.com/web/Alfred.priest/1717074). In addition to the Oxnard Plaza pump house/bandstand and the Maulhardt House, Priest completed other commissions in the Oxnard area including an addition to the Carnegie Library in 1923 (https://www.oxnard.org/wp-content/uploads/2016/03/Historic-Survey C-Street.pdf). Throughout his career (c. 1912 to 1931) Priest practiced in a range of styles including various iterations of the Arts and Crafts style, the Mediterranean style, Classical Revival and Art Deco styles. Some of his buildings, including the Maulhardt House and the William Lindsey House in Glendora, synthesized elements of several styles including the Prairie style and Mediterranean style motifs into their design (please see Appendix B for selected images of Priest's commissions). Alfred Priest died on May 10, 1931. According to his daughter, Clara, he died of an infected wound received at a building site (https://www.findagrave.com/memorial/31073416). Clara Priest died a few months later on October 29, 1931 of a cerebral hemorrhage (https://www.findagrave.com/memorial/95733224/clara-wilhelmina-priest).

The Maulhardt Home Place,1927-1945

After Louis Maulhardt's death in 1927, the farm was run under the direction of Louis's widow, Teresa and her oldest son, Robert Louis Maulhardt, who left high school after his first year to work on the family farm (1930 U.S. Census). The 1940 U.S. Census lists the farm's occupants as Robert, his mother Teresa, and his siblings. The 1940 U.S. Census assigns a value of $75,000.00 to the Maulhardt Home Place and identifies Robert's occupation as ranch manager. Robert lived on the property with his wife Francis, their two sons and a maid. The appearance of the Home Place is documented by a 1938 aerial photograph which depicts the pattern of fields delineated by windrows with the acreage around the house, gardens, and ranch yard devoted to row crops. By this time, the landscaping surrounding the house had matured with trees and shrubs lining an oval entrance drive surrounding an expansive lawn (Exhibit 4). Robert and his family left the Maulhardt Home Place in circa-1945 (Jeff Maulhardt, personal communication, September 20, 2018).

4.2.4 The Agriculture and Suburbs Phase (1945 – 1965) and Post-1965 Development

After Robert Maulhardt's departure, the Maulhardt Home Place was managed by Robert's brother Richard Maulhardt who lived on the property with his family until his death in 2009. It was during Richard's tenure that the Home Place's ornamental gardens were replaced by lemon orchards. Richard, like previous generations of his family, continued to operate the family farm. He also served on local, regional, and state boards that promoted local agriculture, including the board of directors of the Ojai Tapo Lemon Association, California Bean Growers Association, Diamond Walnut Association, and the Coastal Growers Association in Ventura County (ancestry.com, unattributed copy of an April 2009 obituary).

By the late 1950s, in addition to commercial and institutional development, residential subdivisions began to encroach upon the surrounding farmland, gradually replacing agricultural fields of earlier decades. This transition from agriculture to non-farming uses continued throughout the succeeding years, as revealed by a comparison of aerial photographs taken between the 1950s and the mid-2020s (Exhibits 6 – 8). By the early 1960s, population growth had accelerated dramatically in the Oxnard Plain due to an influx of industries and services, many associated with the expansion of Ventura County's military bases and defense-related research and development industries. It was during this era that a residential subdivision was built on the south side of Camino Del Sol Road (Exhibit 7). By the late 1970s, more residential subdivisions had been built north and south of the Maulhardt property.

Between the early 1980s and the 2020s, agricultural acreage located near North Rose Avenue transitioned from farmland to a densely developed residential/commercial corridor with single-family/multi-family, commercial/retail and institutional development. Notable institutional development includes Rio Rosales Elementary School, Norman R. Brekke, R J Franke Academy of Marine Science and Engineering, Saint John's Regional Medical Center (1992), and Del Sol High School (2022-2023). Del Sol High School is built on a parcel of approximately 50 acres, comprising much of the Maulhardt Home Place's original acreage. Commercial development since the 1980s including 'Big Box' retail including The Rose Shopping Center. Today (2025) Oxnard's urban footprint has expanded across what was agricultural land, south to Del Norte Boulevard and east to East Fifth Street. The remainder of the Maulhardt Home Place's acreage continued to be farmed until the 2020s and the house is still occupied by members of the Maulhardt-Stiles family. Today (2025), the farm is surrounded by residential and institutional development.

4.3 Research Methods

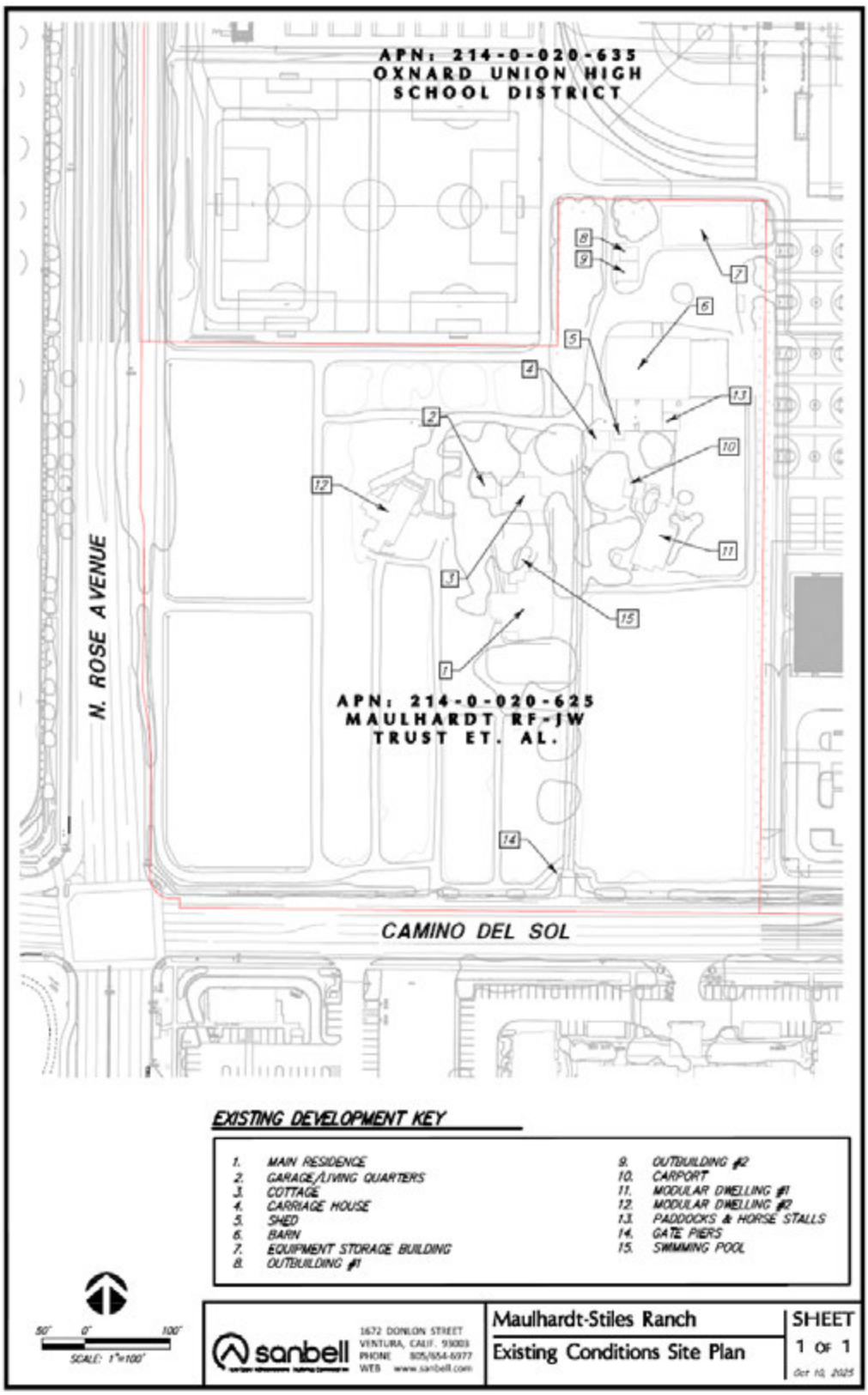
Research included a review of the 2014 *Historic Context Statement and Reconnaissance Survey for the Eastern Oxnard Plan of Ventura County, California,* prepared by San Buenaventura Research Associates. This included reviewing the survey form prepared by San Buenaventura Research Associates for 1853 Del Sol Road (Appendix C). Research was also completed at the Museum of Ventura County Research Library (maps, photographs, an index of architectural plans, directories and biographical files associated with the Maulhardt family and farming on the Oxnard Plain; the Oxnard Public Library (publications on Oxnard and Ventura County history); Special Collections at the University of California, Santa Barbara (maps and aerial photographs of Ventura County); The Architecture and Design Collection at the University of California, Santa Barbara, index of holdings (architectural plans associated with the main residence); Calisphere, a digital resource for photographs of California, and the United States Geological Survey (index of digitized maps). The Ventura County Landmarks, Districts, & Points of Interest Inventory (*Ventura County Landmarks, Districts, & Points of Interest Inventory - Ventura County Resource Management Agency*) was also consulted to identify historic properties on or near the Study Area. The inventory includes a copy of the survey form prepared in 2014, which assigned a National Register of Historic Places status code of 3S**, "***Appears eligible for the National Register or California Register through survey evaluation***"** to the property. The Built Environment Resources Directory (BERD) was also consulted; the Study Area is not included in the BERD inventory (*Built Environment Resource Directory (BERD)*. Research was completed by Pamela Post, Ph.D., and Tim Hazeltine of Post/Hazeltine Associates.

5.0 DESCRIPTION OF IDENTIFIED AND POTENTIAL HISTORIC RESOURCES

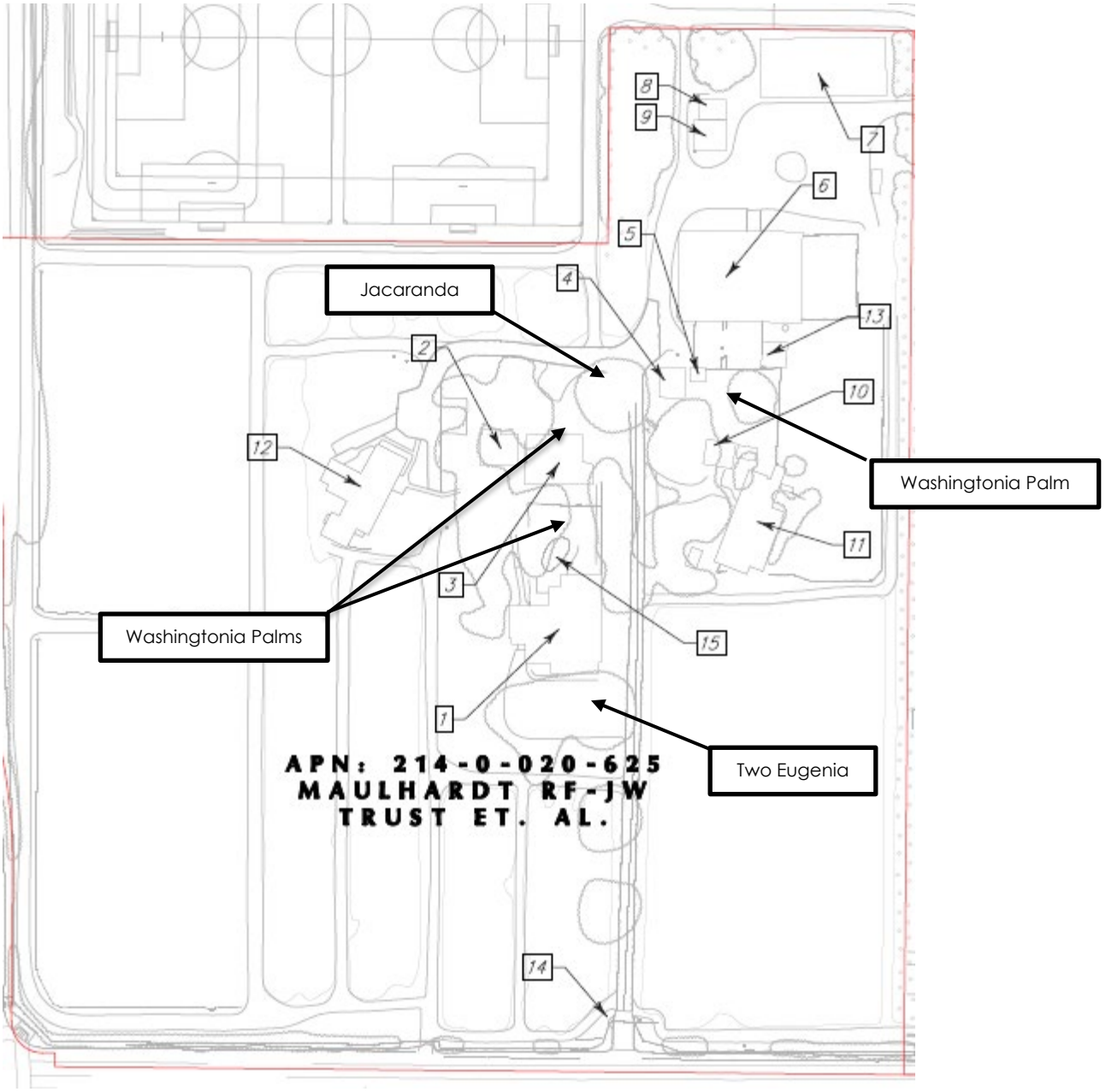
The Study Area encompasses part of the Maulhardt Home Place, a 107.25-acre parcel that was divided into three parcels, Area A, Area B, and the Study Parcel (Area C) in 2021. Area A is fallow farmland, Area B is the location of Del Sol High School, and the Study Area is the location of previously identified historic resources (Location Maps 1 – 3a). Built improvements associated with the Maulhardt family, including the main residence, a garage, outbuildings, and a ranch yard are confined to the Study Area. Tim Hazeltine of Post/Hazeltine Associates completed a site survey and photography of the Study Area and its setting on July 31, 2025. The Study Area was intensively surveyed, and Areas A and B were observed from public streets.

Improvements in the Study Area include the Maulhardt Home Place's main residence, a two-story hollow clay tile and wood-framed house designed in a conflation of Mediterranean, Arts Crafts, and Prairie motifs by Alfred Priest (Site Plan 1). Like many late nineteenth or early twentieth century farmhouses on the Oxnard Plain, it was originally surrounded by a designed landscape flanked by a ranch yard comprised of a barn, outbuildings to store equipment and vehicles, fenced paddocks and other support facilities such as housing for workers, supporting the property's farming activities (Site Plan 1). Before the early 2020s, a rectilinear grid of agricultural fields devoted to row-crops and orchards, windrows, irrigation ditches and paved and unpaved roads characterized the Maulhardt Home Place's improvements. Much of the farm's acreage was removed from cultivation after the property was divided into three parcels and Del Sol High School was built on the 50.02-acre parcel (Area B) encompassing the school's campus (Area B), which opened in 2023. The high school campus abuts the east and north sides of the Study Area. Additional developments since 2022 included paved roads, streetside improvements such as curbs, sidewalks, lighting, signage, traffic signals, and ornamental plantings that were not previously present. Today (2025), cultivation on the study property has ceased with the remnant lemon groves in the Study Area no longer being irrigated. The lemon groves are located In the Study Area along the south property line, part of the north property line and along a section of the west property line. Area A is currently fallow farmland

that is bisected by a segment of Jacinto Drive. (see next page)



Site Plan 1, The Study Area (the red lines delineate the historic property boundary of the Study Area and the identified historic district)



Site Plan 1a, The Study Area identifying the location of the large non-native trees (the numbers are associated with the property's building)

5.1 Description of Improvements in the Study Area

The Study Area is developed with the following (Site Plan 1):

Buildings

- The Eclectic style main residence, 1916 (#1, on Site Plan 1): built to the design of Los Angeles architect Alfred Priest as documented by plans in the possession of the Maulhardt family (see Appendix A for copies of the plans);
- The Eclectic style garage/residential quarters 1916 (#2, on Site Plan 1): While plans for this building do not survive, its building materials including hollow clay tile and plastered walls, tile roof

and sash windows suggest it was designed by Alfred Priest. The building has been altered;
- A vernacular type cottage (#3, on Site Plan 1): Built sometime between the late nineteenth and early twentieth centuries. The building is located east of the garage/residential quarters;
- The vernacular type carriage house (#4 on Site Plan 1): Built in circa-1880-1900: This is a small one-story wood frame building with horizontal wood plank walls and a gable roof surmounted by a cupola and a weathervane. It is located northwest of the main residence;
- The barn (mule barn) (#6, on Site Plan 1): Built in 1906, this two-level vernacular type wood-framed building is located northeast of the house in the ranch yard;
- Outbuilding #1 (#8 on Site Plan 1): Built circa 1880-1938, this vernacular type board-and-batten building is located near the north boundary of the ranch yard;
- Outbuilding #2 (#9 on Site Plan 1): Built in circa 1880-1938, this vernacular type wood-framed building, clad in corrugated metal and horizontal wood siding is located on the east boundary of the ranch yard adjacent to Outbuilding #1;Equipment Storage Building (#7, on Site Plan 1): built sometime before 1938, this wood-framed building is clad in corrugated metal and is located at the northeast corner of the service yard;
- A shed (#5, on Site Plan 1): Built in circa-1900 -1920, this small, vernacular type wood-framed structure, is located north of the barn;
- A carport/storage building (#10, on Site Plan 1): Built sometime after 1950, this is wood structure located east of Modular Unit #1;
- Modular Unit #1 (#11, on Site Plan 1): This prefabricated dwelling unit was installed within the last 55 years. It is located northeast of the house;
- Modular Unit #2 (#12, on Site Plan 1); This prefabricated dwelling unit was installed within the last 55 years. It is located northwest of the main residence; and
- A paddock with metal fencing and wood stalls is located between the barn and Modular Unit 1 (#13 on Site Plan 1); It was installed sometime in the 1970s or later. The paddock and stalls are located between the barn and the carriage house and shed.

Hardscape Features

- Two plastered Gate Piers (#14, on Site Plan 1): Plastered rectangular gate piers located at the south end of the driveway exiting onto Camino del Sol. The piers, which were likely installed sometime in the 1970s were relocated in 2022 when Camino Del Sol was widened; and
- Metal fencing along all four sides of the property (Site Plan 1). The fencing was installed between the 1970s and 2022-2023, the year Del Sol High School was built;
- Swimming Pool (#15, on Site Plan 1);

Plantings/Landscape/Agricultural Features

- Large non-native specimen trees adjacent to main residence and ranch yard. These are confined to two Eugenia trees located off the south side of the main residence, a Jacaranda tree located northeast of the cottage, Washingtonia palm located just north of the swimming pool, another Washingtonia palm Site Plan 1a);
- Remnants of lemon orchards (Site Plan 1a); and smaller scale ornamental plantings surrounding the main residence and lining the driveway (Site Plan 1a); and
- A jacaranda tree located near the cottage and another Washingtonia palm between the barn and modular unit #1 (Site Plan 1a).

5.2 Description of Surveyed Resources

As noted previously, a site visit and photography of the Study Area and its setting was completed on

July 31, 2025, by Tim Hazeltine of Post/Hazeltine Associates.

5.2.1 The Main Residence (1916) (1 on Location Maps 3, 3a & 4, Site Plan 1, Exhibits 8 & 9)

The main residence (house) is an Eclectic style two-story wood frame and hollow clay tile building set on raised hollow clay tile and concrete perimeter and post-and-pier foundations (Figures 1 – 23). A set of original plans for the house are found in Appendix A of this report. The house's architecture combines elements of the Craftsman and Prairie styles with motifs inspired by the Mediterranean style subtype of the Period Revival movement.

A small, concrete-walled basement shelters the house's furnace. Exterior walls are stucco-clad, and the roof is a complex modified mansard type that originally featured solar panels to heat the house's water supply. The roof is covered in terra cotta tiles. The roof's boxed, extended eaves feature paired decorative brackets. Fenestration is primarily wood casement types set into moderately deep reveals; some of the windows featuring divided lights.

The house's first floor encompasses the living room, which is flanked on its east side by the dining room. Along the east side of the living room, folding doors provided access to the dining room. On its north side the dining room is flanked by the breakfast room. Pairs of French doors on the south side of the dining room opened into a conservatory that flanks the east side of the house's front door. The porte-cochere on the west side of the house opens into a room identified on the original plans as the "living porch." which opened into the house's stair hall. On its south side, the stair hall opens into the living room. The rear of the first floor is devoted to service functions, including the kitchen, men's dining room, a storeroom, toilet room, and service stairs to the basement and a screen porch. The second floor features four family bedrooms, a billiard room, and a maid's room. This floor features two balconies, one off the billiard room and the other accessed from one of the bedrooms.

<u>South Elevation (Entrance façade facing Camino del Sol)</u>

The south elevation is L-shaped in configuration with a partially enclosed one-story porch extending across the east side of the south elevation (see Figures 1 - 5). The porch's flat roof is supported by rectangular piers set on a parapet. The porch is capped by a parapet surrounding a second-floor porch. The porch's extended eaves are supported by the same style paired brackets embellishing the house's main roof. The east end of the porch shelters a one-light wood front door, which is flanked on either side by one-light sidelights. A secondary entrance door set on the porch's east wall provides access to a conservatory. The conservatory's fenestration is comprised of series of narrow, 12-light rectangular wood windows set between stucco piers. On its west side, the porch opens onto an open terrace surrounded by a solid parapet. On this side of the elevation, fenestration is comprised of a large, one-light fixed wood window capped by a fixed wood awning. The recessed section of the elevation is a porte-cochere whose roof is supported by rectangular piers. The porte-cochere's entry doors are comprised of a set of multi- light French doors. The porte-cochere's architectural detailing mimics the house's entry porch. On the second floor, four narrow one-over-one wood sash and a multi-light French door open on a porch.

<u>West Elevation (side elevation with port-cochere)</u>

This elevation is comprised of a porte-cochere flanked on either side by the elevation's recessed elements. The porte-cochere is supported by piers that span the driveway. The porte-cochere shelters a series of fixed multi-light windows flanking two multi-light French doors providing a secondary entrance into a room identified on the original plans as a "living porch" (Appendix A). The

"living porch" opened into the house's stair hall. A stuccoed chimney venting the living room fireplace, flanks the north side of the porte-cochere. The west elevation's fenestration is comprised of an asymmetrical arrangement of wood sash windows of varying dimensions, some with divided lights in their upper registers. The north end of the elevation overlooks a swimming pool surrounded by a concrete block and wood fence, added in the 1970s.

North Elevation (rear elevation facing the swimming pool)

The north elevation has an L-shaped configuration. Like the west elevation, its fenestration is comprised of a series of casement and sash windows of varying dimensions (Figures 14 -18). The porte-cochere at the west end of the elevation is flanked by a chimney. At the east end of the elevation a one-story projection is capped by a hipped roof covered in terra cotta tiles. A door set in the recessed portion of the elevation provides access to the swimming pool deck via glazed flush panel door set at the top of a wood ramp.

East Elevation (side elevation facing the driveway)

The east elevation, which faces the driveway leading to the ranch yard, is almost linear in configuration with a shallow bay window, capped by a continuation of the decorative eave dividing the first and second floors, set near its centerpoint. At the south end of the elevation, a shallow projection is capped by a hipped roof covered in terra cotta tiles. This elevation's fenestration is comprised of a balanced arrangement of wood casement and double-hung sash windows, many with divided lights in their upper registers. Most of the windows are paired or triple types.

Building Chronology, Alteration and Modifications

- Built in 1916, the house was designed by the Los Angeles architect Alfred Priest as documented by an original plan set in the possession of the Maulhardt family;
- A flush panel door on the north elevation opening onto a wood ramp is a recent alteration; and
- The front porch's ceiling light fixture is a recent alteration.

5.2.2 Garage/Living Quarters (2 on Location Maps 3 & 3a, Site Plan 1, Exhibits 8 & 9)

Built in 1916, the former garage/living quarters building is located northwest of the house. This is a two-story Eclectic style building with a rectangular footprint built of hollow clay tile and wood-framed construction whose materials and design reference the main residence's architecture and materials (Figures 24 - 32). Its first floor shelters a garage while the second floor is a small residential unit. A wood frame addition on the rear (north) elevation postdates the construction of the garage in 1916. The stucco-clad building is capped by a hipped roof covered in terra cotta tiles. The roof's moderately overhanging eaves are boxed. Originally, a driveway linked the building's south elevation to the main residence's porte-cochere. Please note the building is surrounded by dense vegetation obscuring views of its elevations.

South Elevation

This elevation's ground floor, which faces towards Camino Del Sol, is divided into two bays. One of the bays is a one-car bay and the other is a two-car bay. The existing doors, which are tilt or role-up metal types. are not original and have been fixed in-place. The two-car bay door is set with flush panel door. The second floor features two, one-over-one wood sash windows.

East Elevation

This elevation features two, one-over-one wood sash windows on its ground floor and a centrally-placed one-over-one wood sash window on its second floor. The second-floor window is flanked on its north by a metal stove or heater pipe. The recessed section of the elevation is of wood-framed construction with a ground floor door and an exterior flight of wood steps leading up to the second floor.

North Elevation

This elevation, which is the rear of the building, has an L-shaped configuration with its east end comprised of a shed-roofed, wood-framed and wood clad addition sheathed in horizontal tongue-and groove wood siding. Open wood stairs, set parallel to the elevation, extend to the second floor. The addition's fenestration is comprised of two-light wood sliders. The recessed portion of the elevation is sheathed in stucco; its fenestration is comprised of a one-over-one wood sash window on the ground floor and two one-over-one wood sash windows of varying dimensions on the second floor.

West Elevation

This elevation is linear in configuration with a shed-roofed addition clad in horizontal wood siding projecting off its north end. Fenestration is comprised of a single-light casement window on the addition's second floor, and two rectangular wood-framed one-over-one sash windows of varying dimensions on the original section of the second floor.

Building Chronology, Alterations and Modifications

- The garage/living quarters was built in 1916 likely to the design of Alfred Priest as its architectural motifs and materials mimic those of the house which is documented to be the work of Priest;
- Sometime during the mid-to-late 1940s a wood-framed addition was built off the rear (south elevation);
- Within the last 46 years the garage's bay doors have been replaced;
- The existing exterior doors appear to be less than 40 years of age; and
- The driveway that linked the garage/living quarters to the main residence's porte-cochere has been replaced by a pathway (see Figure 23).

5.2.3 Cottage (3 on Location Maps 2 & 2a, Site Plan 1, Exhibits 8 & 9)

The cottage is a one-story residence located north of the main residence. The building is wood-framed with some single wall construction (Figures 33 – 36). Its exterior walls are clad in manufactured wood siding, and its fenestration is comprised of metal frame sliding windows with board surrounds. The original cottage was a small rectangular building capped by a steeply pitched front gable roof. Sometime after its original construction, a series of additions, capped by shed and shallow-pitched gables, were added to the building's south, east and west sides. The complex gable covered in composition shingles features both shallow and moderately extended eaves with wood fascia. Its existing metal frame windows and doors are replacements.

North Elevation (entrance façade)

This elevation, which faces the ranch yard, is comprised of the original cottage with its front-facing gable roof, which is flanked on its east and west ends by additions with shallow-pitched gable roofs. At the center point of the elevation, a shallow porch supported by square wood posts shelters a four-light wood panel door. On either side, the front door is flanked by rectangular metal frame windows of varying dimension. Another window, located on the west side of the front door, has is covered by a sheet of plywood.

East Elevation

This elevation is L-shaped in configuration with a projecting addition capped by a shallow-pitched gable roof flanked on its north by a shed-roofed addition. Fenestration is comprised of two-light metal slider windows of varying dimensions.

South Elevation

The south elevation faces towards the main residence. It is linear in configuration, and its fenestration is comprised of two large metal slider windows flanked on the east by a metal frame sliding door (see Figure 26). At the west end of the elevation is a flush panel glazed door.

West Elevation

The west elevation faces towards the garage/living quarters building. It comprises two additions to the cottage that are capped by shed roofs with varying roof pitches. The south end of the elevation, which is capped by a very shallow shed roof, features a flush panel door flanked by a small square window and on its south by a greenhouse style window. At the north end of the elevation, the shed roof features moderately extended eaves; this end of the elevation features a rectangular slider window.

Building Chronology and Alterations and Modifications

- The core of the building, which is capped by a steeply pitched front gable roof is depicted on photographs taken in the early 1900s, which indicates it was in place by the turn of the twentieth century (Maulhardt 1999: 134). This photograph depicts a building with board- and-batten walls and a steeply pitched roof located southwest of the ranch yard at the approximate location of the existing cottage. Therefore, it is likely that the existing cottage is the building depicted in the early 1900s, that was altered and expanded several times beginning in the 1920s;
- A review of aerial photographs taken between the 1920s and 1966 indicates the cottage reached its current configuration by 1966 (Figure 3c);
- Its exterior cladding, doors, windows and trimwork have been installed within the last 46 years based on their material types such as T1-11 manufactured siding, aluminum-frame slides, a greenhouse style window, and a flush panel door; and
- The original wing of the cottage was likely built sometime between circa-1880 and circa-1910, based on its steeply pitched front gable roof and the narrow vertical windows that flank the front door.

5.2.4 Carriage House (4 on Location Maps 3 & 3a, Site Plan 1, Exhibits 8 & 9)

Located northeast of the cottage, the carriage house is a one-story wood building with a rectangular configuration (see Figures 37 – 41). Its exterior is clad in horizontal shiplap siding. The building has a front gable roof capped by a pyramidal cupola style vent topped by a copper wind vane in the shape of a horse. The north elevation, facing towards the ranch yard, features a single bay covered by wood slider doors sheathed in vertical board siding. The south, east and west elevations have no doors or windows.

Building Chronology and Alterations and Modifications

- The carriage house is depicted in a photograph taken in the early 1900s, which indicates it was in place by the turn of the twentieth century (Maulhardt 1999: 136). Its construction materials and methods suggest a construction date sometime between circ-1885 and 1900. Its small size suggests its original use was to shelter the family's carriage rather than more utilitarian wagons or farm vehicles; and
- The carriage house's existing bay doors appear to be replacement doors made sometime in the first half of the twentieth century.

5.2.5 Shed (5 on Location Maps 3 & 3a, Exhibits 8 & 9)

A small vernacular type, one-story outbuilding capped by a shed roof is located just east of the carriage house (Figures 42 & 43). This outbuilding has wood frame walls sheathed in shiplap style horizontal siding and a shed roof, shallow eaves, and exposed rafter tails (Figure 31). The roof is covered in rolled asphalt. The west elevation features a wood plank door while the north elevation has large rectangular opening covered by a sheet of plywood. The south, east and west elevations have no doors or windows.

Building Chronology and Alterations and Modifications

- The building is indistinctly visible on a 1941 aerial photograph indicating it was built before that year (Exhibits 5 & 5a); and
- The original function of the shed is unclear. However, its proximity to the former location of the poultry yard and the carriage house suggest it was associated with the operation of these facilities.

5.2.6 Barn (6 on Location Maps 3 & 3a, Exhibits 8 & 9)

The barn (mule barn) is located northwest of the house on the south side of the ranch yard. Built in 1906, the two-level barn was built to house the farm's mule teams (Figures 44 – 54). The two-level building is capped by front gable roof covered in composition shingles. The roof's overhanging eaves are supported by wood rafters. The north and south elevations of the barn feature shed-roofed dormers ventilating the barn's second level. The barn's exterior is clad in wide board vertical tongue-and-groove siding and wood battens. Doors are wood plank types.

West Elevation

The barn's west elevation features three bays on its ground floor covered by sliding doors sheathed in diagonal wood siding. The central bay is flanked on either side by small one-light windows. Two

centrally placed rectangular openings set one above the other, on the elevation's second level, allowed feed and other materials to be moved into and out of the barn's upper floor. Both openings are covered by sliding wood doors sheathed in board-and-batten siding. A hoist is set just below the peak of the elevation's front gable roof.

South Elevation

This elevation of the barn, which opens onto a fenced paddock, faces towards the carriage house and the shed. Its ground floor features four doorways, three of which are flanked by one- light rectangular window openings (the opening at the east end of the elevation is not glazed). The second floor features a symmetrical arrangement of three large bays covered by sliding doors covered in board-and-batten siding.

East Elevation

This elevation, which faces remnants of a fenced paddock, mimics the west elevation's scheme with the ground floor featuring three bays covered by sliding doors covered in diagonal wood sheathing and a centrally placed opening covered by a sliding door sheathed in board-and-batten on the second floor. Smaller openings covered with board-and batten sheathing cap the second-floor opening. A hoist is set just below the peak of the gable roof.

North Elevation

This elevation faces towards the ranch yard. Near the east end of the elevation, a concrete and metal ramp, lined on either side by metal railings, set near the center of the elevation accesses the Barn's second level. On its east side, the ramp is flanked by an open bay. The ramp facilitated moving mules up to the upper floor. At the top of the ramp, the second level's open bay is flanked on either side by rectangular openings covered in board-and-batten siding. The roof features two shed-roofed dormers that ventilate the barn's second level.

Interior

The ground floor is divided into several sections by bracketed square wood posts set on concrete that support the upper level's wood plank floor. Currently, the barn is used for storage. As noted above, the barn's two levels stabled mule teams that pulled the farm's cultivators and harvesting machines. The second-floor level is divided into three sections by wood posts with angled braces that support the barn's truss roof. Its floor is comprised of wood planks.

Building Chronology, Alteration and Modifications

The barn was constructed in 1906 to house mule teams used to pull cultivators and harvesters (San Buenaventura Research Associates 2014); and

- There appear to have been few substantial alterations to the building since its construction with the most notable being the reconstruction of the ramp in concrete sometime after 1947, and the partial reconfiguration of the ground floor into several spaces.

5.2.7 Equipment Storage Building (7 on Location Maps 3 & 3a, Exhibits 9 & 10)

Built sometime between the early teens of the twentieth century and the late 1930s, this one-story wood and corrugated metal building is located at the northeast corner of the ranch yard. It has a

rectangular footprint, and wood-framed walls sheathed in corrugated metal siding (Figures 55 - 59). The building's side gable roof is covered in corrugated metal. Its east and west elevations have no openings while the north elevation featured a centrally placed opening which has been covered with sheets of corrugated metal. Facing into the ranch yard, the south elevation has a large centrally placed opening divided into two bays by a wood post. At the west end of the elevation a pair of 20-light, fixed wood frame windows flank a doorway. Currently, this building is currently used for storage.

Building Chronology, Alterations and Modifications

- The equipment storage building is depicted in a 1938 aerial photograph confirming it was built in or before that year;
- The multi-light, fixed windows at the east end of the north elevation are architectural salvage from another building, a widespread practice for early twentieth century rural properties. The date of this alteration is unknown;
- At some point, the slider doors that covered the building's bays were removed.

5.2.8 Outbuilding #1 (#8 on Location Maps 3 & 3a, Exhibits 9 & 10)

This small rectangular wood building (Outbuilding #1) along with the adjoining Outbuilding #2, delineates the west boundary of the ranch yard. Outbuilding #1 is a wood-framed building, capped by a front gable roof (Figures 60 - 62). The building's roof and walls are covered in sheets of corrugated metal except for its west elevation, which is sheathed in tongue-and-groove siding. The east elevation features a centrally placed paneled wood door flanked by narrow wood frame, one-over-one wood sash windows. A diamond-shaped vent is set near the apex of the east elevation's front-facing gable. The south elevation features a symmetrical arrangement of two narrow, one-over-one wood sash windows. The east elevation facing into the ranch yard features two bays covered with wood swing doors. A diamond-shaped vent is set near the apex of the west elevation's gable roof. The north elevation has no doors or windows.

Building Chronology, Alteration and Modifications

- Outbuilding #1 is depicted in a 1938 aerial photograph confirming it was built in or before that year. Several of its architectural features, including its gable roof, narrow, one-over-one sash window on the south elevation and board-and-batten siding suggest a construction date sometime between the mid-1880s and circa-1910;
- Sometime in the early twentieth century the building's exterior walls were sheathed in corrugated metal, and its roof was covered in corrugated metal; and
- The west elevation's bay doors appear to represent a post-construction alteration completed sometime during the first few decades of the twentieth century.

5.2.9 Outbuilding #2 (#9 on Location Maps 3 & 3a, Exhibits 9 & 10)

This small rectangular building, along with the adjoining Outbuilding #2, delineates the west boundary of the ranch yard. Outbuilding #2 is a wood building capped by a front gable roof (see Figures 60 - 62). Its exterior walls are covered in tongue-and-groove siding while the roof is covered in corrugated metal. The north elevation features a one-over-one wood sash window while the south elevation has no doors or windows. Facing into the ranch yard, the east elevation features a bay with wood swing doors. The west elevation has no doors or windows.

Building Chronology, Alteration and Modifications

- Outbuilding #2 is depicted in a 1938 aerial photograph confirming it was built in or before that year. Several of its architectural features, including its front gable roof, narrow one-over-one sash windows and remnants of tongue-and-grooved siding suggest a construction date sometime between the mid-1880s and circa-1910;
- Sometime in the early twentieth century the roof was covered in corrugated metal; and
- The west elevation's bay doors appear to represent a post-construction alteration carried- out sometime during the first few decades of the twentieth century.

5.2.10 Paddocks and Horse Stalls (13 on Location Maps 3 & 3a, Exhibits9 & 10)

Remnants of horse paddocks and wood horse stalls are located adjacent to the barn's south and west elevations (Figure 63). The paddocks are partially enclosed by tubular metal fencing, and the horse stalls are open, shed roofed wood structures. The stalls, which appear to have been installed sometime in the 1970s or later, replaced an earlier enclosure.

5.2.11 Carport (10 on Location Maps 3 & 3a, Exhibits 8 & 9)

The carport is located northwest of Modular Unit #1. The carport has an enclosed storage area that is clad in plywood siding with metal slider windows (Figure 64).

Building Chronology, Alteration and Modifications

- This utilitarian building was built in circa-1972 when the adjoining modular house (Modular Unit #1) was installed.

5.2.12 Modular Unit #1 (#11 on Location Map 3 & 3a, Exhibits 8 & 9)

Modular Unit #1 is located northeast of the main residence and south of the ranch yard (Figure 65). This prefabricated residential unit housed ranch employees was installed in circa-1972.

Building Chronology, Alteration and Modifications

- Modular Residential Unit #1 was installed in circa-1972.

5.2.13 Modular Unit #2 (#12 on Location Maps 3 & 3a, Exhibits 8 & 9)

Modular Unit #2 is located west of the main residence near the former location of the original Maulhardt ranch house. Modular Unit #2 is a prefabricated housing unit installed in circa-1972 (Figure 66). This residential unit housed ranch employees.

Building Chronology, Alteration and Modifications

- Modular Residential Unit #2 was installed in circa-1972.

5.2.14 The Designed Landscape and Lemon Orchards (Location Maps 1-3a, Exhibits 8 -9)

Development in the surrounding neighborhood is characterized by dense to moderately dense retail,

institutional and single and multi-family residential development. The street and road grid cover an almost level plain extending from Calleguas Creek to the banks of the Santa Clara River. This development pattern is a phenomenon of the post-World War II period when California's economy grew at an exponential rate due to the expansion of manufacturing and defense-related research and development. Between the early 1960s and the present (2025), farmland and citrus orchards surrounding downtown Oxnard were gradually replaced by residential, commercial, and industrial development as the city grew. This process extended the urban/suburban boundary until by the early 1990s it had surrounded the Study Area (Maps 3 & 3a, Site Plan 1, & Exhibits 4 – 8a).

This process removed or obscured one of the characteristic late nineteenth and early-to-mid twentieth century rural landscape features of the Oxnard Plain, its grid of farmland and ranches delineated by a rectangular road grid, Eucalyptus windrows, cultivated fields and orchards interspersed with homes, farmworkers settlements and ranch yards. This pattern encompassed both designed landscapes, which were the ornamental landscaped areas surrounding farmhouses and the vernacular landscape comprised of ranch yards, windrows, orchards, and fields that were utilitarian in nature. The progression from farmland to urban and semi-urban development is delineated in a series of aerial photographs taken between 1938 and 2006 (Exhibits 4 - 8 and Location Maps 3 & 3a).

In 2021, the subdivision of the more than 100-acre Maulhardt Home Place into three parcels eliminated most of the agricultural fields and the surviving Eucalyptus windrows. The street frontage on Camino Del Sol was altered in 2022 when the street was widened, some of the lemon groves were removed, new fencing was installed and the gate piers were relocated to the north rea B was purchased by the Oxnard Unified School District and developed with Del Sol High School, which includes buildings, athletic fields, basketball and tennis courts and parking lots. Other improvements include extending Jacinto Drive to North Rose Avenue. The former agricultural fields in Area A are uncultivated. Today (2025), remaining improvements and remnant lemon groves associated with the Maulhardt Home Place are confined to the Study Area at 1853 Camino Del Sol (see Maps 3 & 3a).

Existing Conditions on or near the Study Site

Area A and The Study Area are owned by the Maulhardt-Stine Family. Area A is a 44.21-acre lot fronting Calle Cesar Chavez, The Study Area is an 11.31-acre lot encompassing the Maulhardt main residence, outbuildings, landscaping, and remnants of lemon orchards (Location Maps 3 - 3b, Site Plans 1 & 2; Exhibits 9 & 10) (Figures 67 – 79). The grade of Area B, the location of Del Sol High School, was raised three to three and half feet when the high school was built (see Figure 70).

Area A is delineated by Calle Cesar Chavez to the north, Jacinto Drive and Study Area B (Del Sol High School) to the south, Gibraltar Street and East Village Park to the east, and North Rose Avenue to the west. Area B, which is developed with Del Sol High School, is located between Area A and the Study Area. It is delineated by Jacinto Drive and Area A to the north, Camino del Sol, and the Study Area to the south, an unnamed street to the east and North Rose Avenue to the west. The Study Area is delineated by Area B to its north, Camino del Sol to its south, Area B to its east and North Rose Avenue to its west.

Area A is currently fallow agricultural land. As delineated on Exhibits 9 & 10, The Study Area encompasses the Maulhardt Home Place's residential compound and ranch yard, which are partially surrounded by remnant lemon orchards that are no longer irrigated and remnants of a designed landscape. A gated driveway installed in the 1970s, exiting onto Camino Del Sol, provides access to the Maulhardt Home Place property. The driveway extends north to the main residence where it links

to an oval driveway located off the house's entrance façade (south elevation). A segment of the main driveway continues north along the house's east elevation to Modular Unit 1 and further north to the ranch yard where another branch of the driveway extends west to Modular Residential Unit 2.

The main residence is partially surrounded by lemon orchards and remnants of an early twentieth century designed landscape that features mature specimen trees including two large Eugenia trees off the house's south elevation (entrance façade) and a large Jacaranda tree located north of the cottage and two Washingtonia palms. Surviving remnants of this early twentieth century designed landscape are confined to the two Eugenia trees located off the south side of the main residence and two Washingtonia palms. Smaller-scale plantings do not appear to pre-date World War II based on their size and a comparison of the existing landscaping with aerial photographs taken between 1938 and the early 1970s (see Exhibits 4 – 8). Until sometime in the 1960s, a driveway linked the house to the garage/living quarters building; today (2025), this feature has been reduced to a pathway.

A former carriage house is located between the main residence and the ranch yard. A swimming pool installed sometime in the early 1970s is located between the main residence and the cottage. A cottage, constructed sometime in the late nineteenth or early twentieth centuries, with later additions and alterations, a carport and a modular house (Modular Unit #1) dating to the early 1970s, are located between the ranch yard and the main residence (Exhibit 9). Another modular house (Modular Unit #2), and a carport, are located east of the garage/living quarters. Another modular house installed in circa-1972, is located west of the Main Residence (Modular Residence #2) (Exhibit 9).

An early twentieth century ornamental landscape that surrounded the main residence has been almost entirely removed. Substantial alterations to the designed landscape began in the 1940s and continued into the 2020s. Changes to the designed landscape included the removal of the original oval driveway, lawns and ornamental plantings which were replaced by lemon orchards and the construction of a swimming pool.

The ranch yard located at the northeast corner of the Study Area is centered on a barn built in 1906 to house the mule teams that pulled farm equipment and harvesters. The west side of the ranch yard is delineated by two vernacular type outbuildings constructed sometime between the late nineteenth century and early twentieth century (Exhibit 9). The north side of the ranch yard is defined by the equipment storage building, and its east boundary is delineated by fencing and the Del Sol High School's athletic facilities including basketball and tennis courts, which extend to the property line (Exhibit 9). Remnants of paddocks with metal fencing extend off the south and east sides of the barn. All of the ranch yard's buildings were in place by 1938 as they are depicted in an aerial photograph taken that year (Exhibits 4 & 4a). Remnants of once extensive groves of lemon trees extend around the north, south, east, and part of the west sides of the Study Area. Recent improvements include the installation of fencing around the Study Area and sidewalks fronting North Rose Avenue and Camino Del Sol.

Chronology, Alteration and Modifications

The Study Area represents three periods of development. The initial phase encompasses the occupancy of Jacob Maulhardt, between 1872 and his death in 1899. It was during this period that Maulhardt established himself as an influential and prosperous farmer with the study property being the location of his home and the Maulhardt Home Place. The second phase between 1900 and 1927 encompasses the occupancy of Jacob's son, Louis G. Maulhardt, who expanded the farm's agricultural operations and built the main residence and garage, and installed a designed

landscape. Louis Maulhardt who served on local bank boards and was head of the family's business operations, was a prominent businessman and community leader in Ventura County. The third period encompasses the property's occupancy by later members of the Maulhardt family between the late 1920s and the present (2025).

The original family home built by Jacob Maulhardt was a two-story Italianate style house constructed in the early 1870s (Exhibit 2). This house was demolished in circa-1916 after the existing main residence was built (see Map 3). As was customary practice during the last quarter of the nineteenth century, the house was surrounded by a fenced garden that was much smaller that the later garden created by Louis Maulhardt in the early twentieth century. At that time, the main entrance to the property was located off a dirt road that extended parallel to what is now the east side of a lemon orchard (see Map 3). The existing ranch yard occupies the same location as the ranch yard created in the 1870s, as photographs taken between the late nineteenth through early twentieth centuries depict an earlier barn and outbuildings at the same location. Outbuilding #1 and Outbuilding #2, may, based on their architectural type with single wall construction, date to Jacob Maulhardt's occupancy. The existing barn and equipment storage building are later in date as documented by aerial photographs (Exhibits 4 - 8) and an inspection of the buildings' construction materials and design. The cottage and carriage house likely date to Jacob Maulhardt's occupancy. The existing paddocks located off the north and west sides of the barn, were installed within the last fifty or so years.

During Louis Maulhardt's occupancy, substantial alterations were made to the property, including the construction of a new main residence and garage designed in the Arts and Crafts/Prairie style by Alfred Priest, a Los Angeles architect. Louis Maulhardt also created an extensive formal garden around the main residence that included a new oval entrance drive that extended from Del Sol Road to the house's entrance façade (south elevation).

As documented by aerial photographs taken in 1938 and in the 1930s, the garden featured planting of exotic (non-native) specimen trees, lawns and smaller planting that created a setting for the house. This type of formal garden was a common feature of the more prosperous farm properties on the Oxnard Plain built or improved between the last quarter of the nineteenth century and circa-1930. These gardens were characterized by plantings of exotic tropical and subtropical specimen trees, palms set within spacious lawns and extensive plantings of smaller scale shrubs and flowers. The scale of the Maulhardt family's designed landscape and its extensive employment of exotic plantings conveyed the family's prosperity and standing in the community.

The ranch yard also saw improvements under Louis Maulhardt's ownership, including the construction of a two-level barn in 1906 to house the farm's mule teams and support buildings, such as the equipment storage building and other structures and features, which have since been removed. These included a poultry yard located south of the barn and at least two outbuildings located off the west end of the ranch yard. It was during this period that eucalyptus windrows delineating blocks of fields and roadways had reached a sufficient level of maturity to become a characteristic feature of the landscape. By the late teens of the twentieth century, mechanized plows, cultivators, and harvesters had replaced mules and horses. Consequently, the barn was converted to storage space and other buildings were repurposed to store farm equipment.

Between 1938 and 1941, Maulhardt's converted a portion of their agricultural land from row crops to the cultivation of lemons as documented by a 1938 aerial photograph (see Exhibits 4 -4a) and a 1941 aerial photograph (see Figures 5 -5b). By the 1960s and early 1970s, suburbanization in the form of residential subdivisions, schools and commercial development had reached the vicinity of the study

site (Exhibits 6 & 7). Between the 1940s and 1963 the designed landscape installed by Louis Maulhardt was replaced with lemon orchards (Exhibit 6). As part of this transformation, the oval driveway in front of the main residence was replaced with the current linear driveway and almost all the designed landscape, including its lawns, plantings of exotic plants and walkways created for Louis Maulhardt was removed. During this period the surrounding farmland, including acreage owned by members of the Maulhardt family, was sold for development purposes and Camino del Sol and North Rose Avenue were widened.

In the early 1970s two modular homes were added to the property and a swimming pool installed behind the main residence. Between the mid-1960s and the present (2025) the surrounding farmland outside the Maulhardt property was developed with commercial, residential, and institutional development. As detailed above, in 2021, the Maulhardt Home place property was divided into three parcels (A, B, & C) in 2021. The Study Area encompasses the Maulhardt Home Place's main residence and ranch yard and their related improvements, landscaping, remnant lemon groves, and fields. Area B is developed with Del Sol High School and Area A, fronting Calle Cesar Chevez is fallow farmland. Grading raised the elevation of Area B by three to three-and-half feet which altered the spatial relationship of the three lots. This change removed most of the acreage devoted to cultivation including row crops, some of the lemon orchards, remnant Eucalyptus windrows and the pattern of unpaved roads and fields that had characterized the Maulhardt Home Place since the 1960s.

6.0 IDENTIFICATION OF HISTORIC RESOURCES

6.1 Introduction

As noted previously, the Maulhardt Home Place property comprised of Area A, Area B, and the Study Area (Area C), was surveyed in 2014 as part of a historic and architectural survey of a portion of the Oxnard Plain (San Buenaventura Research Associates 2014: DPR Form for 1853 Camino del Sol). The buildings located on the Study Parcel Area, including the main residence, barn and carriage house were identified as contributors to the identified historic resource, which was determined eligible for listing in the California Register of Historical Resources under Criteria A and C and in the National Register under Criteria A and C (Appendix C, San Buenaventura Research Associates 2014: DPR Form for 1853 Camino del Sol).

The Study Area's period of significance (1872 to 1945) spans Jacob Maulhardt's acquisition of the property and most of his son Louis's occupancy. This period of significance also encompasses part of the *Pioneering Settlement Period* (1843 -1899) and the *Beans, Beets, and Industry Period* (1898-1945) when agriculture became the Oxnard Plain's most important industry. After the early 1950s, the suburbanization of Oxnard, which began in the post-World War II era, would eventually transform the setting of the Plan Area from farming to mixed residential, commercial, and institutional. During the period of significance, the Oxnard Plain's agricultural industry transitioned from a reliance on dry farming, such as wheat and lima beans, to irrigated crops, such as sugar beets, and later to a more diverse array of row crops and citrus. The methodology for reassessing the identified historic resource for designation as a City of Oxnard Landmark, or Point of Interest, nomination to the California Register of Historic Resources, or the National Register of Historic Places, was based on the application of the City of Oxnard significance criteria, the California Register of Historic Resources criteria, and the National Register of Historic Places criteria.

The following section identifies the property's period of significance, re-evaluates the Study Area for the presence of a Cultural Landscape, applies the significance criteria for the National Register of

Historic Places, the California Register of Historical Resources, and the City of Oxnard, and applies the integrity criteria set forth in the City of Oxnard Preservation Ordinance.

6.2 Cultural Landscape Evaluation

The National Park Service defines "cultural landscapes" as follows:

A geographic area, including both cultural and natural resources and the wildlife or domestic animals therein, associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values (National Park Service 1996: 4).

The National Park Service defines the following four types of cultural landscapes:

1. *Historic sites: this category includes landscapes important because of their association with a historic event, activity, or person*;
2. *Historic designed landscapes: this category includes landscapes that were purposely designed by a professional or amateur. Examples include parks, gardens, and cemeteries;*
3. *Historic vernacular landscapes: landscapes that evolved over time through a specific activity or use. Examples include farms, industrial complexes, and agricultural landscapes*; *Ethnographic landscapes: a landscape that encompasses a variety of natural and man-made features that are defined by their associated people (such as an indigenous tribal group) as heritage resources*.

6.2.1 Preliminary Rural Landscape Study

This Preliminary Rural Landscape Study evaluates the study property for the presence of a rural historic landscape.

A historic rural landscape is defined as follows.

A historic rural landscape district is a geographically definable area with a significant concentration, linkage, or continuity of landscape components united by human use and past events or aesthetically by plan or physical development. Usually, a rural historic district will be distinguished from its immediate surroundings by visual changes, such as landscape associations or patterns of development (Melnick 1984):

Robert Z. Melnick's study, *Cultural Landscapes: Rural Historic Districts in the National Park System* (1984), was the first formal introduction of historic landscapes to the National Park Service. Melnick (page 8) provided a useful definition and identification guide that would apply to many landscapes:

> A historic rural landscape district is a geographically definable area, possessing a significant concentration, linkage, or continuity of landscape components which are united by human use and past events or aesthetically by plan or physical development. Usually, a rural historic district will be distinguishable from its immediate surroundings by visual changes, such as landscape spatial organization, density, scale, or age; and by historical documentation of different associations or patterns of development.

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6.2.2 Identification Efforts

Until 2020, the Plan Area was an approximately 107-acre parcel owned by the Maulhardt family between 1872 and 2020. The Maulhardt family used the acreage for the cultivation of row crops and lemons and as the location of their principal residence (The Home Place). In 2020, The Oxnard Union High School District purchased a 52.02-acre portion of the property (Area B, APN 214-0-02-063) to build Del Sol High School. Construction of the high school was completed in 2023. Several of the school's playing fields are currently, in 2025, under construction (Location Maps 1-3b). The remaining lots, comprising the Study Area and Area B, (APN 214-0-02-061), were retained by the Maulhardt-Stiles family (Location Maps 3 – 3b & Site Plan 1).

The Study Area potentially represents two types of historic landscapes; namely, *Historic Sites,* because of its association with the Maulhardt family and the history of agriculture in the Oxnard Plain and *Historic Vernacular Landscapes,* because the Maulhardt Home Place may represent a potentially significant example of a late nineteenth and early twentieth century farm complex. The integrity of the Study Area and its individual components will be evaluated using the criteria established by the National Park Service for evaluating the integrity of potential historic resources. Special emphasis is given to the evaluation of character-defining features necessary to convey these two types of historic landscapes.

6.2.3 Organizational Elements of the Landscape

<u>Spatial Organization</u>

The three parcels that comprised the Maulhardt Home Place before its subdivision into three planning areas were devoted to the cultivation of row crops and lemons with the residential compound and the ranch yard clustered at the southwest corner of the Maulhardt Home Place on what is now APN 214-0-02-062, an 11.31-acre lot (the Study Area) (Site Map 1). Area A and Area B, encompass the remainder of the Maulhardt Home Place's former farmland (Site Map 1).

The spatial layout of the Study Area is characterized by the separation of the property's residential component, which is located closer to the southwest end of the parcel, from the ranch yard located at the northeast corner of the parcel. Today in 2025, the distinction between the residential portion of the property and the ranch yard has been diminished by the removal of the early twentieth century designed landscape, including an oval driveway linking the house to Camino Del Sol, an interior driveway linking the main residence to the garage/staff quarters building, and the replacement of ornamental plantings and lawns with lemon orchards. These changes are documented on aerial photographs taken between 1938 and the early 2020s (Exhibits 4 – 9).

Area A and Area B were the location of most of the farm's agricultural fields. Today, in 2025, the parcels, which define the view shed of the Study Area, have been redeveloped (Area B) or are uncultivated farmland (Area A). The grade of Area B has been raised approximately three and a half feet relative to the Study Area. Related improvements include an extension to Jacinto Drive, sidewalks, streetside plantings and curbing. These changes have substantially altered the setting of the original farm by removing agricultural fields and altering the spatial and visual relationship of the main residence and ranch yard to their setting.

Topography

The topography of the Plan Area

The Plan Area and its setting are characterized by almost flat terrain. Parcel B, the location of De Sol High School, has had its grade raised approximately three-and-half feet. The installation of road improvements including paved streets, curbs and sidewalks has further altered the topography.

Land Use Patterns

The Oxnard Plain, including the study site, was used as grazing land between the late eighteenth century and the 1860s. In 1832, the Mexican Government instituted a secularization act that stripped the church of its landholdings and transferred them to Mexican citizens in the form of land grants. Among the land grants on the Oxnard Plain was *Rancho El Rio de Santa Clara o Colonia* granted to eight soldiers from the Santa Barbara Presidio in 1837. The land grant encompassed what would later become the Maulhardt Home Place. Of the rancho's eight grantees, only Rafael Gonzales appears to have lived within the boundaries of their land grant (San Buenaventura Associates 2014: 15 -16). The rancho period of California's history was brief lasting from the mid-1830s until 1848 when California passed to American control after the Mexican American War. Later after the United States acquired California in 1848, most of these land grants were subdivided into smaller tracts for farming and grazing.

In the early to mid-1860s, exploitation of the Oxnard Plain transitioned from ranching to agriculture. Dry farming of wheat, beans and other crops was popular until the late 1880s when irrigation via wells allowed for the cultivation of a more diverse range of crops, including vegetables, fruit, citrus, and sugar beets. In 1898 a spur line of the Southern Pacific Railroad reached the sugar beet factory at Five Points in Oxnard. Six years later in 1904, the railroad reached downtown Oxnard. The construction of the railroad line provided the Oxnard Plain with an efficient link for shipping agricultural products to the rest of California and the nation. Irrigation and the railroad spurred the creation of small and large farms, primarily focused on orchards and row crops on the Oxnard Plain. It also created a distinctive spatial layout of the Oxnard Plain that would characterize the area until the 1950s, with its orthogonal grid of farmland and roads often centered on owner-occupied properties like the Maulhardt's Home Place with its main residence, worker housing, agricultural-related buildings and designed landscape surrounded by a grid of orchards and fields delineated by unpaved roads and windrows.

This spatial pattern began to erode in the 1950s when Oxnard began its transition to more diverse economy due to military installations at Point Magu, Port Hueneme and in Camarillo, which spurred the creation of housing, commercial and institutional development including shopping centers, schools, and office and research facilities for the expanding defense-related research and development industry. As a consequence, over a several decade period between the 1950s and the 2020s, farmland was converted to other uses and the farmland surrounding the Maulhardt Home

Place was redeveloped. This development pattern has continued to the present (2025) leaving Area A and the Study Area that were part of the Maulhardt Home Place, as isolated fragments of a once distinctive land use pattern that no longer exists in the vicinity of the Study Area. Today, the land use pattern in the study neighborhood is urban and semi-urban with intensive residential, commercial, and institutional development.

Vegetation

In the pre-contact period, the Oxnard Plain was characterized by native plant communities including riparian corridors along drainages and creeks, the coastal sage community and scattered oak woodland. Human activity since the late eighteenth century, including grazing, agriculture, and urban development, has entirely removed the native vegetation. By the early twentieth century the area had transitioned to cultivated fields and orchards with eucalyptus windrows, and ornamental plantings surrounding houses. Today, in 2025, the cultivated fields have been almost entirely removed leaving remnant lemon orchards and strip of fallow land in the Study Area and fallow agricultural fields in Area A. The ornamental gardens that once surrounded the main residence on The Study Area have been almost entirely removed.

Circulation

The Study Area, located at the southwest corner of the intersection of North Rose Avenue and Camino Del Sol, is developed with twelve buildings and structures, remnant lemon groves and scattered ornamental landscaping located at the southwest corner of the intersection of North Rose Avenue and Camino Del Sol. The study property is accessed via a paved driveway extending north from Camino Del Sol to the main residence and then to the ranch yard located at the northeast corner of the property. A network of surfaced and unsurfaced driveways provide access onto and around the Study Area. Area B is developed with Del Sol High School with its dedicated parking and access driveways constructed in 2022. Area A is undeveloped fallow agricultural land fronting Calle Cesar Chavez and Jacinto Drive.

Water Features

The network of irrigation channels and piping that provided water to the Maulhardt Home Place's farmland, orchards and landscaping from a well now located in Area B, have been removed.

Results of the Identification Efforts

A field survey and research detailed in this report provide sufficient information to conclude that a potential historic rural landscape does not exist in the Plan Area.

A potential historic landscape is not present for the following reasons:

The Maulhardt Home Place's agricultural fields have been removed or are fallow. The only remaining agricultural land are remnant lemon orchards and fields in the Study Area and uncultivated acreage on Parcel A. The construction of Del Sol High School in 2022-2023 replaced farmland, roads, and windrows in Area B with buildings, paved parking, athletic courts, playing fields and a public street. While the main residence and its associated buildings and structures, including a ranch yard and barn located in the Study Area survive, they are now set in a semi-urban/urban environment rather than a rural vernacular landscape. Consequently, the Study Area's surviving improvements and remnant orchards and fields located in the Study Area are incomplete and no longer read as a

coherent assemblage of buildings, structures, and features set within a rural agricultural landscape conveying the farming era of the property's history. Therefore, the potential for The Study Area encompassing a potentially significant rural landscape associated with the Maulhardt Home Place is minimal.

In its current state of preservation, the improvements in the Study Area, comprised of buildings constructed before 1938 and later improvements including modular units and a carport, convey some aspects of its association with the agricultural history of the Oxnard Plain. However, the construction of Del Sol High School in 2022-2023 with its extensive buildings, athletic courts and playing fields, abutting the Study Area's north and east property lines have resulted in the loss of the agricultural fields necessary to convey the association between the property and the history of agriculture on the Oxnard Plain. Therefore, neither Area A, which is fallow farmland, nor the Study Area, represent a significant historic rural landscape dating to the early to mid-twentieth century.

Area A and the Study Area are not the site of a potential historic rural landscape. Therefore, further study in the form of an intensive Historic Rural Landscape study was not undertaken.

6.2.4 Historic Context

Once a potential resource has met one or more of the four criteria, its significance is evaluated within its historic context or historical pattern relevant to a particular geographic area. Historic contexts are found at a variety of geographical levels or scales, specifically the local, state, or national level. The geographic scale selected may relate to a pattern of historical development, a political division, or a cultural area.

6.2.5 Period of Historic Significance

National Register Bulletin 16A states *the "period of significance" is defined as "the length of time when a property was associated with important events, activities, or persons, or attained the characteristics that qualify it for National Register listing. The Period of significance usually begins with the date when significant activities or events began giving the property its historic significance; this is often a date of construction." There are different guidelines to establish the period of significance for the four criteria of historical significance, as follows:*

- *Criterion A: For the site of an important event, such as a pivotal five-month labor strike, the period of significance is the time when the event occurred. For properties associated with historic trends, such as commercial development, the period of significance is the span of time when the property actively contributed to the trend.*
- *Criterion B: The period of significance for a property significant for Criterion B is usually the length of time the property was associated with the important person.*
- *Criterion C: For architecturally significant properties, the period of significance is the date of construction and/or the dates of any significant alterations and additions.*
- *Criterion D: The period of significance for an archeological site is the estimated time when it was occupied or used for reasons related to its importance, for example, 3000-2500 B.C.*

Criteria A, B and C are applicable to the Study Area.

The surviving buildings and landscape features dating to the period of significance were constructed between circa-1885 and 1938. The property's period of significance (1872 to 1945) spans the years between the founding of the farm and the subsequent urbanization of the surrounding farmland in

the post-World War II period and the occupancy of Jacob Maulhardt and his son Louis who created the Maulhardt Home Place. During this period, the Oxnard Plain became one of the nation's most important agricultural regions devoted to row crops. In addition, under Criterion C, the farm, whose surviving buildings, and features dating from circa-1885 to 1938, represents a potentially significant example of its type, namely a late nineteenth through early twentieth farm complex surrounded by agricultural fields. Finally, the main residence and garage/living quarters designed by the architect Alfred Priest, and the barn are individually eligible under Criteria C.

6.2.6 Integrity Considerations

For a structure, building, or property to be eligible for the National Register of Historic Places it must meet at least one of the five National Register criteria, be (in most cases) at least 50 years of age or older and retain its visual and physical integrity. As defined by the National Register criteria, integrity is:

"For a structure, building, or property to be eligible for listing in the National Register of Historic Resources it must meet at least one of the significance criteria, be (in most cases) at least 50 years of age or older, and retain its visual and physical integrity. As defined in the National Register of Historic Places Bulletin 15, integrity is: "the ability of a property to convey its significance." Integrity involves several aspects, including location, design, setting, materials, workmanship, feeling, and association. The seven aspects of integrity are defined below."

6.2.7 The Seven Aspects of Integrity for Historic Landscapes

1. Location (Location is the place where the historic property was constructed or the place where the historic event occurred)
2. Design (the combination of elements that create the form, plan, and style of a property)
3. Setting (the physical environment of a property)
4. Materials (the physical elements used at a particular period of time to create the property)5. Workmanship (the physical evidence of craft used to create the property)
6. Feeling (the property's expression of a particular time and place)
7. Association (the link between a significant event or person and the property)

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

National Register Bulletin 15, Section VIII provides further information regarding the application of the integrity criteria to a property: "Historic properties either retain integrity (this is, convey their significance) or they do not. Within the concept of integrity, the National Register criteria recognizes the seven aspects or qualities listed above that, in various combinations, define integrity. To retain historic integrity a property will always possess several, and usually most, of the aspects. The retention of specific aspects of integrity is paramount for a property to convey its significance. Determining which of these aspects are most important to a particular property requires knowing why, where, and when the property is significant (National Register Bulletin 15, 1999)."

Because of the overriding presence of land, natural features, and vegetation, the seven qualities of integrity called for in the National Register criteria are applied to rural landscapes in special ways. According to National Register of Historic Places Bulletin 30, Guidelines for Evaluating and Documenting Rural Historic Landscapes, historic integrity is defined as follows:

Historic integrity is the composite effect of seven qualities: location, design, setting, materials, workmanship, feeling, and association. Decisions about historic integrity require professional judgments about whether a property today reflects the spatial organization, physical components, and historic associations that it attained during the periods of significance. A property's periods of significance becomes the benchmark for measuring whether subsequent changes contribute to its historic evolution or alter its historic integrity.

Historic integrity requires that the various characteristics that shaped the land during the historic period be present today in much the same way they were historically. No landscape will appear exactly as it did fifty or one hundred years ago. Vegetation grows, land use practices change, and structures deteriorate. The general character and feeling of the historic period, however, must be retained for eligibility."

Historic integrity is threatened by single major changes such as large-scale farming practices that obliterate historic field patterns, flatten the contours of the land, and erase historic boundary markers, outbuildings, and fences. Integrity may also be lost due to the cumulative effect of relocated and lost historic buildings and structures, interruptions in the natural succession of vegetation, and the disappearance of small-scale features that defined historic land uses.

The following changes, when occurring <u>*after*</u> the periods of significance, may reduce the historic integrity of a rural landscape:

Changes in land use and management that alter vegetation, change the size and shape of fields, erase boundary demarcations, and flatten the contours of land;

Deterioration, abandonment, and relocation of historic buildings and structures;

Substantial alteration of buildings and structures (remodeling, siding, additions);

Replacement of structures such as dams, bridges, and barns;

Loss of boundary demarcations and small-scale features (fences, walls, ponds, and paving stones).

- *The final decision about integrity is based on the condition of the overall property and its ability to convey significance. The strength of historic landscape characteristics and the nature, extent, and impact of changes since the periods of significance are important factors to consider.*

<u>The Seven Aspects of Integrity for Rural Landscapes</u>

Assessing the integrity of rural landscapes requires the application of the following criteria enumerated in National Register of Historic Places Bulletin 30:

Location: *"Location is the place where the significant activities that shaped a property took place. Geographical factors, including proximity to natural resources, soil fertility, climate, and accessibility, frequently determined the location of rural settlements. In some places, these factors have continued to spur growth and development. In others, they have insulated communities from change, fostering*

the preservation of historic characteristics, practices, and traditions. A rural landscape whose characteristics retain their historic location has integrity of location.

Design: *Design is the composition of natural and cultural elements comprising the form, plan, and spatial organization of a property. Design results from conscious and unconscious decisions over time about where areas of land use, roadways, buildings and structures, and vegetation are located in relationship to natural features and to each other. Design also relates to the functional organization of vegetation, topography, and other characteristics, for example, upland pastures bounded by forested hillsides and windbreaks sheltering fields or orchards.*

New vegetation or reforestation may affect the historic integrity of design. Changes in land use may not seriously alter integrity if historic boundary demarcations, circulation networks, and other components remain in place. Shifts in land use from wheatfield to pasture or the introduction of contour plowing may not seriously affect the overall design, whereas the extensive irrigation and planting of fruit trees on land historically used for cattle grazing would.

Setting: *Setting is the physical environment within and surrounding a property. Large-scale features, such as bodies of water, mountains, rock formations, and woodlands, have a very strong impact on the integrity of setting. Small-scale elements such as individual plants and trees, gateposts, fences, milestones, springs, ponds, and equipment also cumulatively contribute to historic setting.*

Materials: *Materials within a rural property include the construction materials of buildings, outbuildings, roadways, fences, and other structures. The presence of native minerals, stone, and even soil can add substantially to a rural area's sense of time and place. These may be present in natural deposits or built construction.*

Vegetation, as material, presents a complex problem. Plants do not remain static but change over time and have a predictable lifespan. While hardwoods and evergreens thrive for decades, most crops are seasonal and demand rotation. Plants and trees are subject to blights and disease and may be damaged by weather and climatic changes. Furthermore, the relationships among plant species vary over time due to differing growth patterns and lifespans, animal grazing behavior, and changes in soil conditions. Soil exhaustion, erosion, improper crop rotation, availability of water, and pollution may affect soil productivity and alter the succession of vegetation.

Original plant materials may enhance integrity, but their loss does not necessarily destroy it. Vegetation similar to historic species in scale, type, and visual effect will generally convey integrity of setting. Original or in-kind plantings, however, may be necessary for the eligibility of a property significant for specific cultivars, such as a farm noted for experiments in the grafting of fruit trees.

Workmanship: *Workmanship is exhibited in the ways people have fashioned their environment for functional and decorative purposes. It is seen in the ways buildings and fences are constructed, fields are plowed, and crops harvested. The workmanship evident in the carved gravestones of a rural cemetery endures for a long time. Although the workmanship in raising crops is seasonal, it does contribute to a property's historic integrity if it reflects traditional or historic practices.*

Feeling: *Feeling, although intangible, is evoked by the presence of physical characteristics that reflect the historic scene. The cumulative effect of setting, design, materials, and workmanship creates a sense of past time and place. Alterations dating from the historic period add to integrity of feeling while later ones do not.*

Association: *Association is the direct link between a property and the important events or persons that shaped it. Integrity of association requires a property to reflect this relationship. Continued use and occupation help maintain a property's historic integrity if traditional practices are carried on. Revived historic practices, traditional ceremonies or festivals, use of traditional methods in new construction, and continuing family ownership, although not historic, similarly reinforce a property's integrity by linking past and present. New technology, practices, and construction, however, often alter a property's ability to reflect historic associations."*

The relevant aspects of integrity depend upon the criteria applied to the property. For example, a property nominated under events would convey its significance primarily through integrity of location, setting, and association. A property nominated solely under architecture would rely upon integrity of design, materials, and workmanship.

6.4 Establishing the Resource's Period of Historic Significance

The remaining buildings on the Maulhardt family's "Home Place" (or the Maulhardt Ranch) in the Study Area were constructed or installed between circa-1885 and the early 1970s. The property's period of significance (circa-1872 to 1945) spans the years between the initial development of the farm by Jacob Maulhardt and the subsequent occupancy of his son Louis Maulhardt who built the main residence and barn and created the designed landscape surrounding the main residence. During this period, the Oxnard Plain's agricultural industry gradually transitioned from a reliance on dry farming to a more diverse array of irrigated row crops and citrus.

6.4.1 Identification of Historical Resources under the National Register Criteria

Criterion A *"That are associated with events that have made a significant contribution to the broad patterns of our history."* The Study Area was part of the Maulhardt Home Place. Consequently, it has a direct association with the development and history of the Oxnard Plain's agricultural industry between the early 1870s and the present. The Study Area is associated with the Maulhardt family, who one of several German immigrant families that settled the Oxnard Plain between the late 1860s and the mid-to-late 1870s.

The farm, which was founded by Jacob Maulhardt in 1872, has a significant association with the themes of agricultural and development on the Oxnard Plain because it has a direct and continuous association with the development of farming in Oxnard between the last quarter of the nineteenth century when agriculture in the Oxnard Plain transition from dry-farming crops such as lima beans to irrigated crops including sugar beets, through a subsequent transition in the 1920s through the 1950s, to a mix of row crops and lemons. Consequently, the property has a direct association with the development of the Oxnard Plain's agricultural industry between the last quarter of the nineteenth century and the 1950s.

Alterations since the mid-1940s, including the loss of much of the designed landscape and all of acreage devoted to row crops have diminished Area A and the Study Area's ability to convey their association with the history of agriculture on the Oxnard Plain. The Study Area, where the main residence, its associated buildings, ranch yard, and remnant lemon groves are located retains some of the character-defining features that convey this historical association. Area A, which is fallow farmland surrounded by residential and institutional development and Area B, which has been redeveloped with a public school, do not contribute to the significance of the potential historic resource. Therefore, The Study Area, which has a direct association with the history of agriculture on the Oxnard Plain potentially meets Criterion A.

Criterion B *"That are associated with the lives of persons significant in our past."*

Both Jacob Maulhardt and his son, Louis Maulhardt are considered historically prominent figures because of their contributions to the Oxnard Plain's development into one of California's most productive agricultural centers. It was largely the efforts of early farming families like the Maulhardt's that the Oxnard Plain developed a thriving agricultural industry between the late nineteenth and the early twentieth century. The main residence was commissioned by Louis Maulhardt in 1916 and served as his home until his death in 1927. The garage/staff quarters built in 1916 for the family's vehicles was an integral element of the property and closely associated with the family's use of the property. The barn was built in 1906 to shelter donkeys that served as draft animals for pulling farm equipment. This building along with the ranch yard has a direct association with Jacob Maulhardt's development and expansion of Maulhardt Home Place's agricultural operations during the early twentieth century. Therefore, the Study Area, which has a direct association with historically significant individuals, potentially meets Criterion B.

Criterion C *"That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction."*

The eclectic style main residence and garage/living quarters are exemplary examples of their architectural subtype, which conflates elements of the Arts and Crafts style and Prairie style with motifs, including its tile roof and stucco-clad walls, which were inspired by the emerging Mediterranean style. The buildings retain most of their original design features and materials. Designed by the noted regional architect, Alfred Priest, these two buildings meets Criterion C because of their architecture.

The mule barn is a rare surviving example of an early twentieth century, two-level barn which has preserved most of its original design features and materials. The barn was designed to shelter the mule teams that served as the Maulhardt Home Place's draft animals, pulling plows, harvesters, and other farm equipment. It is also a rare surviving example of its type in Oxnard. Therefore, the barn meets Criterion C because of its architecture.

While not individually distinguished in regard to their architecture, the cluster of farm buildings located at the northeast corner of The Study Area encompassing outbuildings #1 and 2, the equipment storage building, the carriage house, and shed, retain their original location and enough of their original materials and design features to convey their function and architecture. These buildings and the barn still convey their historic function as buildings associated with the Maulhardt Home Place's agricultural operations on an owner-occupied agricultural property. This cluster of buildings continues to reflect the spatial organization, components (its buildings) and historical associations with agriculture that characterized the property during its period of significance (c. 1872- 1945). Therefore, the ranch yard meets Criterion C because it represents a significant and distinguishable entity whose components, with the exception of the barn, lack individual distinction.

Remnants of the Maulhardt Home Place's designed landscape survive in the Study Area. The formal landscaping originally installed in the 1900s when the main residence was built, has been dramatically altered by the removal of almost all of the original ornamental plantings, lawns, and driveways. Today the designed and vernacular landscape in the Study Area best represents the post-1945 period of its history. Consequently, the designed landscape, which in its current form no longer conveys its original spatial organization and or the physical components that characterized it

during the period of significance (c.1872-1945), does not meet Criterion C.

The fallow agricultural fields and remnant lemon orchards located in the Study Area are fragments of a larger network of fields and orchards that extended over most of the 107-acre Maulhardt Home Place. The historic setting comprised of agricultural fields, orchards, windrows, and roads that created the Maulhardt Home Place's setting and conveyed the agricultural function of the property have been almost entirely removed and redeveloped with infrastructure including Del Sol High School High School, which opened in 2023, paved streets and street side improvements installed between 2023 and 2025. The vernacular landscape, which no longer conveys its original spatial organization or the physical components dating to the period of significance (c.1872-1945), does not represent a potential district or meet Criterion C.

The Study Area retains most of its complement of original farm buildings, including the main residence and garage/living quarters, barn and ranch yard that reflect the Study Area's spatial organization, and historical associations. The main residence and garage/living quarters remain visually and spatially linked to the ranch yard despite the loss of most of the designed landscape and the vernacular landscape. While the vernacular and designed landscape have been impaired they still contribute to the setting of the district because they contribute to the setting of the historic buildings. Consequently, the main residence, garage/staff quarters and the ranch yard continue to reflect many aspects of the Study Area's spatial organization, physical components and historical associations dating that characterized the property during the period of significance. Therefore, the Study Area meets Criteria C and is eligible for listing as a district. The district's boundaries are those of Assessor Parcel 214002062 at 1853 Camino Del Sol as depicted on Location Map 2. The district's contributing and non-contributing resources are identified on Tables 2 and 3.

Criterion D *"That have yielded, or may be likely to yield, information important in prehistory or history."*

The application of this criterion to archaeological resources is addressed in separate archeological resource studies of the Study Area.

6.4.2 Evaluation of Identified or Potential Resources in the Study Area

Table 1 lists the buildings and features located in the Study Area. Buildings that fall within the period of significance are identified in Table 2:

Table 1 Buildings and Features in the Study Area						
Resource	**Architectural Style**	**Function**	**Construction Date**	**50+ years**	**Less than 50 years**	
Main Residence	Arts & Crafts/Prairie/ Mediterranean	Maulhardt family residence	1916	X		
Garage/Living Quarters	Arts &Crafts /Prairie/Mediterranean	Family garage	1916	X		
Cottage	Vernacular	Worker's cottage	c. 1885 -1910	X		
Carriage House	Vernacular	Family carriage	c. 1885 -1910	X		
Shed	Vernacular	Poultry yard?	c. 1910 -1925	X		
Barn	Vernacular	Stable mules	1906	X		
Farm Equipment Bldg.	Vernacular	Storage, farm equipment	c. 1920 -1938	X		
Paddocks/ stalls	Vernacular	Horses	After the 1940s	X		
Outbuilding #1	Vernacular	Original use not known	c. 1885 -1910	X		
Outbuilding #2	Vernacular	Original use not known	c. 1885 -1910	X		
Modular #1		Residential	c. 1972	X		
Modular #2		Residential	c. 1972	X		
Carport	Vernacular	Carport/storage	c. 1972	X		
Gate piers	Vernacular	n. a.	After 1944	X		
Swimming Pool		Recreation	1970s		X	
Designed Landscape		Setting for main residence	1916	X		
Farmland		Agricultural	1872	X		

The 2025 survey identified fourteen buildings, structures and features, associated with the Maulhardt farm's main residence and ranch yard that are more than 50 years of age (see Tables 1 and 2). Table 2 identifies the potential contributors to the two historic themes identified for the project area, Historic Sites and Architecture:

Table 2 Potential Contributors and Non-Contributors to Historic Themes in the Study Area				
Resource	**Architectural Style**	**Potential Contributor to the Resource**	**Construction Date**	**Criteria**
Main Residence	Arts & Crafts/Prairie/ Mediterranean	Yes	1916	A, B, C
Garage/Living Quarters	Arts & Crafts - Mediterranean	Yes	1916	A, B, C
Cottage	Vernacular	No	c. 1885 -1910	A, B, C
Carriage House	Vernacular	Yes	c. 1885 -1910	A, B, C
Shed	Vernacular	Yes	c. 1910 -1925	A, B, C
Barn	Vernacular	Yes	1906	A, B, C
Farm Equipment Bldg.	Vernacular	Yes	c. 1920 -1938	A, B, C
Outbuilding #1	Vernacular	Yes	c. 1885 -1910	A, B, C
Outbuilding #2	Vernacular	Yes	c. 1885 -1910	A, B, C
Modular #1		No	c. 1972	Non-contributor
Modular #2		No	c. 1972	Non-contributor
Carport		No	c. 1972	Non-contributor
Gate Piers		No	c. 1970s	Non-contributor
Designed Landscape		Yes	1916 – c. 1970	Non-contributor
Farmland		Yes	1872 -2021	Non-contributor

As noted in Table 2 (see above) resources that date before 1945 are potential contributors to the themes of Historic Sites and Architecture because of their association with the Maulhardt Home Place, whose period of significance is between 1872 and 1945.

6.4.3 Application of the Seven Aspects of Integrity to the Plan Area

Two cultural landscape themes, Historic Sites and Architecture, were identified for the Study Area. The Historic Sites theme pertains to the association of the Plan Area with Jacob Maulhardt and his son, Louis Maulhardt, who were members of a family with a long and continuous association with the history of agriculture on the Oxnard Plain. The second theme, encompassing Historic Designed and Vernacular Landscapes, is associated with the history of agriculture on Oxnard Plain during the late nineteenth through mid-twentieth centuries with the designed landscape encompassing the former gardens that once surrounded the main residence and the remnants of the vernacular landscape comprised of the remnant lemon orchard and the ranch yard that supported the farming operations. To effectively convey its association with the Maulhardt family and their farming operations, the property needs to maintain enough integrity to convey its appearance and function during its period of significance (1872 to 1945).

The seven aspects of integrity (enumerated above) will be applied to the Study Area to determine if individual structures, features, buildings, or the landscape retain enough integrity to an eligible resource at the State or National level. The evaluation of integrity will also provide information

applicable to evaluate the Study Area for listing at the local level.

1. *Location* *"Location is the place where the significant activities that shaped a property took place. Geographical factors, including proximity to natural resources, soil fertility, climate, and accessibility, frequently determined the location of rural settlements. In some places, these factors have continued to spur growth and development. In others, they have insulated communities from change, fostering the preservation of historic characteristics, practices, and traditions. A rural landscape whose characteristics retain their historic location has integrity of location."*
The Maulhardt Home Place is located on the Oxnard Plain. Between the last quarter of the nineteenth century and the mid-twentieth century, a rural vernacular landscape developed on the Oxnard Plain comprised of cultivated fields and orchards defined by an orthogonal grid of roads, fields, orchards, and windrows. Surviving components of the original complex of farm buildings at the Maulhardt farm have remained in place since their construction between circa-1885 and 1938. These include the main house, garage, cottage, carriage house, a barn, and several outbuildings.

Beginning in the early 1950s, population growth in Oxnard initiated a multi-decade conversion of farmland on the Oxnard Plain, including areas located near the Study Area, into residential, commercial, and institutional development. In 2021, approximately 52 acres of the Maulhardt Home Place property was purchased by the Oxnard Unified School District (OUSD) for Del Sol High School. As a consequence of the sale, the Maulhardt Home Place property was divided into three parcels (Location Map 2). Area B, the parcel acquired by the Oxnard Union School District is a L-shaped lot with street frontages on North Rose Avenue and Camino Del Sol (Location Map 2, Area B). Before its redevelopment, the OUSD property was the location of cultivated fields surrounding the north and east sides of the Maulhardt Homes Place's main residence and ranch yard (Location Maps 3-3b). Developed in 2023, Del Sol High School is comprised of several buildings housing classrooms, physical education facilities including a gymnasium and support facilities such as a cafeteria and offices (Location Maps 3 -3b). The west boundary of the school property abuts the Study Area encompassing the main residence and ranch yard (Location Maps 3 - 3b). The school's playing fields are currently under construction (Location Maps 3 -3b). Construction of the school's improvements encompassed the removal of the grid of cultivated fields, raising the grade of Lot B three or more feet and construction of an extension Jacinto Drive connecting the street to North Rose Avenue. Lot C, the 11.80-acre lot encompassing the main residence, ranch yard and remnants of the lemon orchards has retained its original grade (Location Map 3a and site plan 1).

The subdivision of Lots A and B and the construction of Del Sol High School have substantially impaired the farm's ability to convey those characteristics that identified it as a working farm. These characteristics include its original topography, pattern of cultivated fields and an expansive vernacular landscape that visually and spatially conveyed its historic function as an agricultural property. The more than 100 acres of farmland surrounding the main residence and ranch yard also insulated the farm from surrounding post-World War II development. Consequently, development in Area B, and the installation of street improvements bordering Area A, have introduced urban style development into what had been farmland. Consequently, the Maulhardt Home Place, which does not maintain the characteristics that created its historic vernacular landscape, does not retain its integrity of location.

2. *Design is the composition of natural and cultural elements comprising the form, plan, and spatial organization of a property. Design results from conscious and unconscious decisions over time about where areas of land use, roadways, buildings and structures, and vegetation are located in relationship to natural features and to each other. Design also relates to the functional organization of vegetation, topography, and other characteristics, for example, upland pastures bounded by forested hillsides and windbreaks sheltering fields or orchards."*

Like most farms created in Ventura County during the late nineteenth and early twentieth centuries, the Maulhardt Home Place was characterized by cultivated fields spatially and visually defined by roads and windrows surrounding a complex of buildings, including a main residence, cottage, barn, and outbuildings used to house workers, stable draft animals and store farm equipment and machinery. Beginning in the post-World War II period (after 1945) agricultural farmland located in the vicinity of the Study Area was sold and converted to residential, commercial, and institutional uses. Within the last four years, the Maulhardt Home Place property was subdivided into four parcels, and Del Sol High School was built. As a consequence of this development, the rural vernacular landscape does not retain its integrity of design. The designed landscape in the Study Area, which has largely been replaced by citrus orchards, does not retain its integrity of design.

3. Setting *"Setting is the physical environment within and surrounding a property. Large-scale features, such as bodies of water, mountains, rock formations, and woodlands, have a very strong impact on the integrity of setting. Small-scale elements such as individual plants and trees, gateposts, fences, milestones, springs, ponds, and equipment also cumulatively contribute to historic setting."*

The Study Area retains some, but not all, of the elements that contributed to its original setting, including remnant lemon orchards, the main residence, the other buildings, and ranch yard. The acreage surrounding Area A and C, is now semi-urban/urban in character and does not retain its rural setting. Therefore, the Study Area encompassing the Maulhardt Home Place has not retained its integrity of setting.

4. Materials *"Materials within a rural property include the construction materials of buildings, outbuildings, roadways, fences, and other structures. The presence of native minerals, stone, and even soil can add substantially to a rural area's sense of time and place. These may be present in natural deposits or built construction."*

The Study Area retains the main residence and garage/living quarters built in 1916, and most of the buildings associated with its ranch yard. The designed landscape and vernacular landscape do not retain their integrity of materials as the original plantings and hardscape features have been almost entirely removed. Therefore, the buildings identified in Table 3 as individually eligible or contributing retain their integrity of materials.

5. Workmanship *"Workmanship is exhibited in the ways people have fashioned their environment for functional and decorative purposes. It is seen in the ways buildings and fences are constructed, fields are plowed, and crops harvested. The workmanship evident in the carved gravestones of a rural cemetery endures for a long time. Although the workmanship in raising crops is seasonal, it does contribute to a property's historic integrity if it reflects traditional or historic practices."*

The Study Area, encompassing the remaining built improvements associated with the Maulhardt Home Place, retains the main residence and garage/living quarters built in 1916, and most of the buildings associated with its ranch yard. However, almost all of the farmland and designed landscape surrounding the main residence and ranch yard have been removed. Some of the buildings, structures comprised the farm's improvements continue to reflect their original level of craftsmanship during the period of significance 1872 to 1945). These include the main residence, garage/staff quarters, and ranch yard, which remain largely intact. A cottage on the property no longer conveys its appearance during the period of significance. The designed landscape dating to the period of significance has been almost entirely removed and the agricultural fields that originally surrounded the house have been reduced to a small section located at the southwest corner of Rose

Avenue and Del Sol Road, and remnant lemon groves in Study Area. The loss of almost all of the farm's agricultural land has diminished the ability of the Study Area to convey agricultural practices such as the cultivation of irrigated row crops and citrus that characterized the Maulhardt Home Place during the period of significance and therefore, do not retain their integrity of workmanship. The main residence, garage/staff quarters, barn, and the ranch yard's buildings retain their integrity of workmanship on an individual level, while their setting does not retain its integrity of workmanship due to the loss of the farm's agricultural fields and the designed landscape.

6. Feeling *"Feeling, although intangible, is evoked by the presence of physical characteristics that reflect the historic scene. The cumulative effect of setting, design, materials, and workmanship creates the sense of past time and place. Alterations dating from the historic period add to integrity of feeling while later ones do not."*

The Study Area's ability to evoke its historic appearance during its period of significance (1872-1945) has been substantially impaired by the subdivision of the Maulhardt Home Place property into three parcels, the removal of the original designed landscape on in the Study Area, the construction of Del Sol High School, including grading, which altered the topography on Area B and the construction of other site improvements adjacent to Area A and the Study Area. These alterations made after the period of significance have impaired the property's ability to convey the physical characteristics that reflected the sense of a past time and place that characterized the former Maulhardt Home Place property. Therefore, the Study Area does not retain its integrity of feeling.

7. Association ***"****Association is the direct link between a property and the important events or persons that shaped it. Integrity of association requires a property to reflect this relationship. Continued use and occupation help maintain a property's historic integrity if traditional practices are carried on. Revived historic practices, traditional ceremonies or festivals, use of traditional methods in new construction, and continuing family ownership, although not historic, similarly reinforce a property's integrity by linking past and present. New technology, practices, and construction, however, often alter a property's ability to reflect historic associations."*

The Study Area retains sufficient integrity of location, design, materials, workmanship, and association to convey its association with the Maulhardt family. Therefore, The Study Area retains its integrity of Association.

6.4.4 Study Area, Main Residence. Garage/Residential Unit, Barn & Ranch Yard

The main residence and garage/residential unit and the barn will be separately evaluated using the following integrity criteria since they are individually eligible for listing because of their architectural significance:

1. Location (Location is the place where the historic property was constructed or the place where the historic event occurred)
The main residence and garage/residential unit have remained in place since its construction in 1916. Therefore, these buildings have retained their integrity of location.

The barn and ranch yard buildings remained in place since their construction between circa1900 and circa 1938. Therefore, these buildings have retained their integrity of location.

2. Design (the combination of elements that create the form, plan, and style of a property)

The main residence and garage/residential unit have undergone few significant alterations since their construction. Both buildings retain their original footprint, almost all their character-defining elements, including terra cotta tile roofs, bracketed eaves, fenestration, and stucco cladding, that identify them as examples of Alfred Priest's conflation of Arts and Crafts and Mediterranean (Renaissance Revival) architectural motifs. Therefore, these two buildings retain their integrity of design.
The barn has retained its original plan, framing, roof, cladding, and most of its original slider doors. Therefore, the barn has retained its integrity of design.

The ranch yard's buildings retain sufficient of their original design features and materials to convey their appearance during the period of significance. Therefore, they retain integrity of design.

3. Setting (the physical environment of a property)

The main residence and garage/residential unit, the barn, and ranch yard do not retain their integrity of setting because of the loss of the original designed landscape and almost all of the original farmland.

4. Materials (the physical elements used at a particular period of time to create the property)

The main residence and garage/residential unit retain almost all their original construction materials, including wood frame and hollow clay tile walls, fenestration, stucco cladding, bracketed eaves, and tiled roofs. Therefore, the buildings have retained their integrity of materials.

The barn has retained its original framing, roof assembly, cladding, and most of its original slider doors. Therefore, the barn, which still conveys the character of its original construction materials retains its integrity of materials. The ranch yard buildings listed in Table 3 retain sufficient of their original design features and materials to convey their appearance during the period of significance. Therefore, they retain integrity of materials.

1. Workmanship (the physical evidence of craft used to create the property)

The main residence and garage/residential unit retain almost all their original construction materials, including wood frame and hollow clay tile walls, fenestration, stucco cladding, bracketed eaves, and tiled roofs, which allows them to convey the character of their original construction methods. Therefore, the buildings retain their integrity of workmanship.

The barn has retained its original framing, roof assembly, cladding, and most of its original slider doors. Therefore, the barn, which can convey the character of its original construction methods has retained its integrity of workmanship.

The ranch yard's buildings retain sufficient of their original design features and materials to convey their appearance during the period of significance. Therefore, they retain their integrity of workmanship.

6) Feeling (the property's expression of a particular time and place)

The main residence and garage/residential unit have preserved their integrity of design. Therefore, these buildings, which retain their original architectural scheme, retain their integrity of feeling.

The barn, which retains its integrity of location, design, materials, and workmanship, retains its integrity of feeling while the ranch yard.

The ranch yard's buildings, with the exception of the barn, are not individually distinguished and the construction of Del Sol High School substantially impaired the ranch yard's ability to convey its historic function because of the loss of the surrounding farmland.

7) Association (the link between a significant event or person and the property)

The main residence and garage/residential unit, the barn and ranch yard buildings retain sufficient integrity of location, design, setting, materials, workmanship and feeling to convey their association with the Maulhardt family. Therefore, they retain their integrity of association.

6.5 Eligibility for Nomination to the State of California Register of Historical Resources and Eligibility for Designation as a City of Oxnard Landmark, Point of Interest, or District

The Study Area will be re-evaluated for its eligibility for listing as a historic resource at state, and national level.

6.5.1 Identification of Historic Resources under the California Register of Historical Resources Criteria

As noted above, the 2014 reconnaissance survey concluded the Study Area is eligible for listing in the California Register. The California Register criteria are modeled after the National Register criteria identified above. The project area was evaluated above under the National Register criteria. Therefore, this section will briefly summarize the eligibility of the resources under each criteria.

1) "*Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage*"

This 2025 report and the previous reconnaissance survey completed in 2014 conclude that the study site has a significant association with the history of farming on the Oxnard Plain between 1872 and the mid-twentieth century because of its association with the Maulhardt family who made substantial contributions to the development of Ventura County's agricultural industry during this period. However, the former Maulhardt Home Place property as a whole, has not maintained its ability to convey these historical associations because of the subdivision of the property into three parcels, and the conversion of the agricultural fields to other uses. Therefore, only the Study Area meets Criterion 1.

2) "*Is associated with the lives of persons important in our past*"

Both Jacob Maulhardt and Louis Maulhardt, his son, made substantial contributions to the development of the Oxnard Plain's agricultural industry through the development and expansion of the Maulhardt family's agricultural and business enterprises. While Jacob Maulhardt can be considered the founder of the family's prosperity it was his son Louis who established the family's leading role in local civic and economic affairs, which was manifested in his construction of a new

home surrounded by landscaped gardens that announced the family's importance and prosperity to the local community. Therefore, the Study Area, which has a direct association with these historic figures and other members of the Maulhardt family meets Criteria 2.

3) "Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values"
The main residence and garage/residential unit designed by Alfred Priest a Los Angeles architect, conflate elements of Arts and Crafts and Mediterranean architecture in its design. This type of stylistic hybrid was common in early twentieth century California where regional architects like Alfred Priest sometimes designed stylistic hybrids, especially during the mid-teens when Arts and Crafts architecture was losing favor as the emerging Period Revival movement gained in popularity. Priest, whose local work included the pagoda style bandstand in Oxnard, can be considered an architect of regional importance who practiced in a range of styles. The main residence and Garage/Living Quarters meets Criteria 3 both as an example of early twentieth century stylistic eclecticism and as exemplars of the work of Alfred Priest.

4) "Has yielded, or may be likely to yield, information important in prehistory or history"
Archaeological resources were the focus of a separate study.
The application of this criterion to archaeological deposits is beyond the purview of this report.

The property was previously assessed for the presence of archaeological resources.

Summary Statement of Eligibility for the California Register of Historical Resources

The main residence, garage/staff quarters and barn are individually eligible for listing in the CRHR. However, the study area as a whole, including the ranch yard which no longer retains its original setting comprised of agricultural fields and orchards does not qualify for listing.

6.6 Identification of Historical Resources Under CEQA

Criterion 1: "*A resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources Commission (Public Resources Code Section 5024.1, Title 14 CCR, Section 4850 et seq.)." (CEQA Guidelines 15064.5(1).*

The Study Area was evaluated in 2014 and found eligible for listing in the California Register of Historical Resources (San Buenaventura Research Associates 2014). The intensive level survey and assessment conducted in 2025 as part of this study has concluded that Area A and Area B no longer retain sufficient integrity of location, design, workmanship, feeling, or association to retain their eligibility for listing in the California Register of Historical Resources.

Several resources located in the Study Area, confined to the main residence, garage/staff quarters, and the barn, are individually eligible for listing. Outbuildings #1& 2, the equipment storage building, carriage house, and a shed, are not individually distinguished, and while they represent a cluster of late nineteenth and early twentieth century vernacular style buildings, they have lost the setting of agricultural fields and orchards that conveyed their original function and setting. Therefore, only the main residence, garage/staff quarters are eligible for listing under Criterion 1 as a district.

Criterion 2: "*A resource included in a local register of historical resources, as defined in section 5020.1*

(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant." (CEQA Guidelines 15064.5(2)."

As noted above under Criterion 1, several resources in the Study Area, confined to the main residence, garage/staff quarters, and the barn are individually eligible while, outbuildings #1& 2, the equipment storage building, carriage house and a shed, that form the ranch yard, are not eligible for listing under Criterion 2 because they do not retain their rural setting (Table 3).

Criterion 3: *"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 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 (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852)*.

Criterion 3 under CEQA is based upon an analysis of significance under the California Register of Historic Places. Such an analysis was performed and is provided in Section 6.4.2, Evaluation under the California Register of Historical Resources Criteria (see above). To summarize the findings, the resources listed in Table 3 as individually eligible for listing are eligible for listing on the California Register under Criterion 3 as part of a potential district. The main residence and garage/living quarters and the barn are also individually eligible for listing under Criterion 3.

6.7 Eligibility for Listing as a City of Oxnard Landmark, Point of Interest and District

Ordinance 4604, Sec.1367, Article 5, CRITERIA FOR DESIGNATION OF CULTURAL HERITAGE STIES

For the purposes of this Article, a site may be designated a Cultural Heritage Site by The Cultural Heritage Board or the Board of Supervisors, as provided in this Article, if it meets the applicable criteria below:

Ordinance 4604, Sec.1367, Article 5, CRITERIA FOR DESIGNATION OF CULTURAL HERITAGE STIES

For the purposes of this Article, a site may be designated a Cultural Heritage Site by The Cultural Heritage Board or the Board of Supervisors, as provided in this Article, if it meets the applicable criteria below:

a) Landmarks – Satisfy one of the following criteria:

Landmarks – Satisfy one or more of the below criteria of significance in addition to retaining sufficient integrity. In evaluating integrity, the authenticity of the resource's physical identity shall be established by evidence of lack of deterioration and significant survival of the characteristics that existed during its period of significance. This shall be evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling and association, consistent with applicable National Register of Historic Places Bulletins for evaluating Historic Properties.

(1) It is associated with events that have made a significant contribution to the broad patterns of Ventura County History;

This report and the previous reconnaissance survey completed in 2014 have substantiated that the study site has a significant association with the history of farming on the Oxnard Plain between 1872 and the mid-twentieth century because of its association with the Maulhardt family who made substantial contributions to the development of Ventura County's agricultural industry during this period.

However, the study site as a whole no longer retains sufficient integrity of location, design, setting, workmanship, feeling or association to effectively convey its historical associations. While the study site lacks sufficient integrity the main residence occupied by the Maulhardt family since 1916; the garage/staff quarters, also built in 1916, and a two-level mule barn built in circa-1906 located on the south side of the ranch yard retain their eligibility for listing as a City of Oxnard Landmark under Criterion 1.
The designed landscape, which does not retain its integrity of location, design, materials, or workmanship is non-contributing to this designation.

The cottage, carriage house, shed, outbuilding #1, Outbuilding #2, and the equipment storage building are substantially intact. However, they do not retain integrity of setting or feeling due to the loss of the agricultural land that surrounded the farm and the construction, in 2023, of Del Sol High School which abuts the north and west boundaries of the ranch yard. Therefore, the ranch yard's buildings do not achieve a level of significance that would make them eligible for listing as a City of Oxnard Landmark. However, they are eligible at the Place of Merit level because it preserves most of the buildings dating to the period of significance (1872 -1945) at their original locations (see below). The two modular housing units were installed in circa-1972, after the period of significance (1872 - 1945).

(2) It is associated with the lives of significant persons in Ventura County's past;
The Maulhardt Home Place has a 153 year-long association with the Maulhardt family, one of several influential farming families who had emigrated from Germany, settling in Ventura County beginning in the 1860s and 1870s. Developed in circa-1872, by Jacob Maulhardt, the farm was Maulhardt's home until his death in 1899. Subsequently, in 1916, Jacob's son, Louis, built a substantial new home, which announced the Maulhardt's status as one of Ventura County's leading families. Louis continued to farm the property until his death in 1927. After the subdivision of the property into three parcels in 2021 and the subsequent construction of Del Sol High School, farming activities have ceased. While the Study Area has a direct association with the Maulhardt family, it lacks sufficient integrity of location, design,, setting, workmanship, and feeling to be eligible for designation as a City of Oxnard Landmark. Therefore, the Study Area is not eligible for listing as a City of Oxnard Landmark under Criterion 2. The main residence retains sufficient integrity to convey its association with Louis Maulhardt a historically notable individual who made substantial contributions to the development of agriculture on the Oxnard Plain. Therefore, meets Criterion 2.

(3) It embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguished entity whose components may lack individual distinction;

Alfred Priest is considered an architect of regional importance, with surviving commissions scattered throughout the Southland. Like many architects of the era, he practiced in a range of styles responding to both the demands of his clients and changing architectural taste. Because he made

substantial contributions to the architectural heritage of Southern California, Ventura County and Oxnard, the main residence and garage/living quarters listing as a City of Oxnard Landmark under criterion 3.

The main residence and garage/living quarters built in 1916 are an important example of Arts and Crafts/Mediterranean style architecture dating to the transition period between Arts and Crafts-inspired architecture and the emerging Period Revival movement of the mid to late teens of the twentieth century. The buildings' construction, which incorporates wood framing and hollow clay tile make them an important example of this construction technique. Therefore, the main residence and garage/living quarters are eligible for listing as a City of Oxnard Landmark under Criterion 3. The barn built in 1906 is a rare surviving example of a two-level barn which has survived essentially intact since the early twentieth century. As an exemplar of this now uncommon building type the barn is eligible for listing as a City of Oxnard Landmark under Criterion 3.

(4) It has yielded, or may be likely to yield information, important in history or prehistory.

The application of this criterion to archaeological deposits is beyond the purview of this report.

b) Sites of Merit satisfy the following criteria:

(1) Sites of historical, architectural, community, or aesthetic merit which have not been designated as Landmarks or Points of Interest, but which are deserving of special recognition; and

(2) Board of Supervisors approved surveyed sites with a National Register status code of 1 through 5;
(3) Retain sufficient integrity as described in Section 1367(a).

This category does not apply to the study site.

c) Points of Interest. Satisfy one or more of the following criteria:

(1) The site of a building, structure or object that no longer exists, but was associated with historic events, important persons or embodied a distinctive character or architectural style;

(2) A site that has historical significance, but has been altered to the extent that the integrity of the original workmanship, materials, or style has been substantially compromised; '

The Study Area as a whole including the ranch yard's buildings are eligible for listing as Point of Interest rather than a landmark due to their loss of setting and feeling.

(3) That the site of a historic event which has no distinguishable characteristics other than that a historic event occurred at the site and the site is not of sufficient historical significance to justify the establishment of a landmark.

d) District. Satisfy all of the following criteria:

(1) Possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development;

The Study Area no longer retains its integrity of setting or feeling. The designed landscape and agricultural component of the property are reduced to remnants or no longer present. While they are degraded, the vernacular landscape and the remnants of the designed landscape (see Site Plans 1

& 1a) contribute to the semi-rural setting of the historic buildings. Despite these changes the concentration of buildings dating to the period of significance, including the main residence, garage/staff quarters, barn, and the buildings that comprise the ranch yard survive. Also, while the landscape does not retain its overall integrity, it still contributes to the setting of the resources by maintaining a semi-rural character. Therefore, the Study Area meets Criterion 1 at the point of interest level.

(2) Has precisely mapped and defined exterior boundaries, which require a description of what lies immediately on the edge of the district to allow rational exclusion of adjoining areas;

The district's boundaries are those of Assessor Parcel 214002062 at 1853 Camino Del Sol as depicted on Location Map 2. The district's contributing and non-contributing resources are identified on Tables 2 and 3.

(3) Has at least one of the criteria for significance of Section 1367(a);

The contributing buildings meet Criterion 1, 2 & 3 as detailed on Table 3.

(4) Complies with the criteria for integrity contained in Section 1367(a).

The potential district retains almost all of its early twentieth century complement of buildings dating to the period of significance (1872 -1945). These buildings retains sufficient integrity of location, design, materials, and workmanship to convey the district's historic plan.

7.0 SUMMARY STATEMENT OF SIGNIFICANCE

The current study finds that the main residence, garage/staff quarters and barn located in the Study Area, are individually eligible for listing as a City of Oxnard Landmark, while outbuildings #1& 2, the equipment storage building, carriage house and a shed, while not individually distinguished, are distinctive assemblage of early twentieth century vernacular style buildings that are eligible for listing as contributors to a district at the point of interest level. The locally eligible district encompasses the buildings comprising the ranch yard and the main residence and garage/staff quarters (Table 3). Due to the loss of farmland, the removal of most of the designed landscape, and the construction of Del Sol High School, which impaired the Study Area's setting, the district is eligible at the Point of Interest level. The boundaries of the district are confined to the Study Area encompassed by APN 214-0-02-062 as depicted on Location Map 2 and Site Plan 1. The district's contributing buildings are identified in Table 3.

This study concludes that the remnants of the early twentieth century designed landscape do not retain sufficient integrity of design, materials, or workmanship to be considered a contributor to this designation. The remnants of the vernacular landscape comprised of lemon orchards and fallow farmland located on the Study Area does not retain sufficient integrity of design, setting or feeling to be considered a contributor to this designation. Table 4 provides a summary of the eligibility of individual resources for listing at the City, State and National levels.

While the remnant landscaping, orchards and fields do not retain their integrity of design or feeling, they do contribute to the setting of the potential district and its individual resources.

Table 4 Maulhardt Home Place, Significant Historic Resources (refer to Site Plan 1 for the location of the resources)					
Resource	**City of Oxnard**	**California Register**	**National Register**	**District Oxnard**	
Main Residence	Landmark	Eligible	Landmark	Yes	
Garage/Living Quarters	Landmark	Eligible	Landmark	Yes	
Carriage House	Point of Interest	Not Eligible	Not Eligible	Yes	
Shed	Point of Interest	Not Eligible	Not Eligible	Yes	
Barn	Landmark	Eligible	Landmark	Yes	
Farm Equipment Building	Point of Interest	Not Eligible	Not Eligible	Yes	
Outbuilding #1	Point of Interest	Not Eligible	Not Eligible	Yes	
Outbuilding #2	Point of Interest	Not Eligible	Not Eligible	Yes	
Vernacular Landscape	Point of Interest	Not Eligible	Not Eligible	Yes	

CEQA guidelines state a *project with an effect that may cause a substantial adverse change in the significance of an historic resource is a project that may have a significant effect on the environment* (CEQA Guidelines subsection 15064.5(b). The guidelines define a substantial adverse change as: *physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historic resource would be materially impaired* (CEQA Guidelines subsection 15064.5(b)(1)). The significance of an historical resource is materially impaired when a *project demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register* (CEQA Guidelines subsection 15064.5(b)(2)).

Application of the following standards known as the *Secretary of the Interior's Standards for the Treatment of Historic Properties*, developed by the Department of the Interior will guide the evaluation. In evaluating impacts on the landscape features, the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes*, were consulted. These standards are the accepted framework for determining if a project would (or has) maintain the historic character of a property or has diminished the ability of a property to convey those qualities that make it eligible for listing as a significant historic resource and whether a project is consistent with the City of Oxnard historic preservation guidelines.

The Standards define rehabilitation as: *the act or process of making possible a compatible use for a property through, repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values*.

1. A property will be used as it was historically or given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alterations of features, spaces, and spatial relationships that characterize a property will be avoided.

3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical and physical treatments, if appropriate, will be undertaken by the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archaeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale, and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that if removed, in the future, the essential form and integrity of the historic property will be unimpaired (36 CFR Part 68, 1995 Federal Register, Vol. 60, No. 133).

If a project does not comply with the Standards, it may, but not necessarily, result in a substantial adverse change in the significance of an historical resource, which may require further analysis to determine if implementation of the proposed project would "materially impair the historic resource (CEQA Guidelines 15064.5(b).

8.0 RECOMMENDATIONS/MITIGATION MEASURES

8.1 The Sub-Neighborhood Plan

The Sub-Neighborhood Plan allows for the construction of residential and neighborhood-commercial development in the Study Area, an 11.31-acre lot and Area A, a 44.21-acre lot. The Sub-Neighborhood Plan outlines a development plan for the plan area including uses, overall site development, street improvements, and density for Area A and the Study Area. The Sub-Neighborhood Plan allows for the retention and potential rehabilitation of the main residence, garage/staff quarters building and the barn onsite. The other existing improvements located in the Study Area would be removed. If the main residence, garage/staff quarters, and barn are not retained onsite the implementation of the Sub-Neighborhood Plan may result in the demolition of these resources.

8.2 Analysis of Impacts under CEQA

CEQA guidelines state a *project with an effect that may cause a substantial adverse change in the significance of an historic resource is a project that may have a significant effect on the environment* (CEQA Guidelines subsection 15064.5(b). The guidelines define a substantial adverse change as: *physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historic resource would be materially impaired* (CEQA Guidelines subsection 15064.5(b)(1)). The significance of an historical resource is materially impaired when a

project demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register (CEQA Guidelines subsection 15064.5(b)(2)).

The Sub-Neighborhood Plan includes the possibility to retain the main residence. However, a decision regarding re-use or demolition has not been made. Consequently, analysis of project impacts anticipates removal of all of the Study Area's improvements.

Implementation of the proposed Sub-Neighborhood Plan would result in significant impacts on the historic resources including a potential district located in the Study Area, which are identified in Table 3 and delineated on Site Plan 1. Impacts potentially include the following:

If the main residence is retained on-site within the proposed linear park, impacts would include the following:

- A structural assessment of the main residence and the barn was prepared by Shane Judd, PE, All Trade Engineering & Design in 2019 (Judd 2019, Appendix E). The assessment concluded that neither the main residence or the barn were suitable candidates for relocation due to their construction type or structural deficiencies (Judd 2019: 5 – 7). Structural issues include the main residence's (and the garage/staff quarters building) hollow clay tile walls and foundations which require significant interventions including partial demolition to remediate. The barn's vertical force resisting system (walls and posts) and lateral force resisting system (roof assembly and framing) are insufficient to prevent potential collapse (Appendix E). Also, the ranch yard's contributing buildings are of single wall construction and lack foundations, which may make rehabilitation challenging;

- Loss of the remnant fields and orchards, and alteration of the spatial relationships that characterize the property, including the ranch yard and its buildings, a carriage house and shed, as well as the loss of the Study Area's remaining vegetation;

- These changes would impair the ability of the main residence to convey its historical associations and setting;

- These changes would result in a material impairment of the resource(s);
- Demolition of the carriage house, shed, barn, Outbuilding #1, Outbuilding #2, and the equipment storage building;

- These changes would remove the ranch yard's buildings;

- Removal of the vegetation and spatial layout of the property that creates its setting and enhances its ability to convey its historical associations;

- Construction of new residential and commercial buildings, landscaping, street improvements, and other improvements; and

- If the main residence is retained on-site, it would not retain its existing setting.

If the house and garage and all of the contributing buildings to the district are demolished, impacts would include the following:

- Loss of historically and architecturally significant resources;
- These changes would result in a material impairment of the resource(s);
- Demolition of the main residence, garage/living quarters, carriage house, shed, barn, Outbuilding #1, Outbuilding #2, and the equipment storage building;
- These changes would remove the ranch yard's buildings;
- Removal of the vegetation and spatial layout of the property that creating its setting and enhance its ability to convey its historical associations;
- Construction of new residential and commercial buildings, landscaping, street improvements, and other improvements;
- These changes would result in a material impairment of the resource;
- If the resources were demolished, The eligible resource(s) both on an individual level and as contributors to a district, would no longer be eligible for listing in local, state, or national registers of historic resources.

Summary Statement of Impacts

Demolition of some or all of the resources in the Study Area that are individually eligible for listing and/or are contributors to the potential historic district meets the definition of material impairment.

Physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historic resource would be materially impaired (CEQA Guidelines subsection 15064.5(b)(1)).

Therefore, removal of the resources would result in a substantial adverse change in the significance of the identified historic resource by removing the resources that create the historic property. Therefore, implementation of the proposed Sub-Neighborhood Plan would materially impair the historic resource.

8.2.1 Recommended Mitigation Measures

The measures outlined below would partially mitigate impacts to significant historic resources. However, impacts would remain significant and unavoidable.

If the Main Residence and or the Barn are Retained

Rehabilitation of the main residence and house shall be undertaken in consultation with a City of Oxnard approved architectural historian and the plans shall be submitted to the City of Oxnard for review. The rehabilitation plans shall follow the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Historic Resource Documentation

Document the Study Area with large format photography of its individually eligible resources and the district's contributing buildings, features, and their setting at the CEQA level. Photographic documentation of the main residence and barn shall include the buildings' interiors. The documentation shall include a scaled site plan and measured drawings, including elevations and floor plans of the main residence, garage/staff quarters, and barn. A written report outlining the history of the property shall accompany the documentation. The recordation shall be of sufficient detail to preserve a record of the buildings, ranch yard, and their setting. The documentation shall meet CEQA level documentation requirements and shall follow guidance in The *Secretary of the*

Interior's Standards and Guidelines for Architectural and Engineering Documentation.

The documentation shall follow National Park Service guidance outlined in the following documents:

- https://www.nps.gov/subjects/heritagedocumentation/soi-standards-guidelines.html;
- Historic American Buildings Survey (HABS) Drawing Guidelines;
- Photography Guidelines (HABS/HAER/HALS).

The documentation plan for the property and its setting shall be developed and reviewed by a City of Oxnard-approved architectural historian meeting the Professional Qualification Standards contained in the Secretary of the Interior's Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, and with demonstrable experience applying the Secretary of the Interior's Standards for the Treatment of Historic Property, in particular the Guidelines for Preserving, Rehabilitation, Restoring and Reconstructing Historic Buildings, to ensure conformance with the standards of Historic American Buildings Survey ("HABS") level documentation.

The documentation shall be completed after approval of the Sub Neighborhood Plan and prior to the issuance of building permits and prior to alterations to the Study Area. A more detailed timeline shall be prepared after approval of the Sub Neighborhood Plan. Documentation efforts shall be supervised and coordinated by the City of Oxnard, the lead agency for the project, in consultation with the developer. The documentation shall be submitted to the City of Oxnard with copies archived at suitable repositories, such as the South Central Coastal Information Center at California State University, Fullerton, the Oxnard Public Library, and the Museum of Ventura County.

The mitigation measures outlined above would partially mitigate impacts to significant historic resources. However, impacts to the identified historic resources would remain significant and unavoidable.

8.3 Summary Statement of Impacts

Retention of the main residence, garage/staff quarters building and the barn located in the Study Area would preserve the property's most significant buildings. The loss of the ranch yard's buildings and the resources' existing setting would adversely affect the individual resources including the ranch yard, which is eligible for listing at the Point of Interest level and for listing in the California Register of Historical Resources and National Register of Historic Places. After implementation of the proposed mitigation project impacts will remain unavoidable and significant. Consequently, implementation of the proposed project will result in an unavoidable significant impact on the identified resources.

The measures outlined below would partially mitigate impacts to significant historic resources. However, impacts would remain significant and unavoidable.

Historic Resource Documentation

Document the Study Area with large format photography of its contributing buildings, features, and their setting at the CEQA level. Photographic documentation of the main residence and barn shall include the buildings' interiors. The documentation shall include a scaled site plan and measured drawings, including elevations and floor plans of the main residence, garage/staff quarters, and barn. A written report outlining the history of the property shall accompany the documentation. The recordation shall be of sufficient detail to preserve a record of the buildings, ranch yard, and their

setting. The documentation shall meet CEQA level documentation requirements and shall follow guidance in The *Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation*.

The documentation shall follow National Park Service guidance outlined in the following documents:

- https://www.nps.gov/subjects/heritagedocumentation/soi-standards-guidelines.html;
- Historic American Buildings Survey (HABS) Drawing Guidelines;
- Photography Guidelines (HABS/HAER/HALS).

The documentation plan for the property and its setting shall be developed and reviewed by a City of Oxnard-approved architectural historian meeting the Professional Qualification Standards contained in the Secretary of the Interior's Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, and with demonstrable experience applying the Secretary of the Interior's Standards for the Treatment of Historic Property, in particular the Guidelines for Preserving, Rehabilitation, Restoring and Reconstructing Historic Buildings, to ensure conformance with the standards of Historic American Buildings Survey ("HABS") level documentation.

The documentation shall be completed after approval of the Sub Neighborhood Plan and prior to the issuance of building permits and prior to alterations to the Study Area. A more detailed timeline shall be prepared after approval of the Sub Neighborhood Plan. Documentation efforts shall be supervised and coordinated by the City of Oxnard, the lead agency for the project, in consultation with the developer. The documentation shall be submitted to the City of Oxnard with copies archived at suitable repositories, such as the South Central Coastal Information Center at California State University, Fullerton, the Oxnard Public Library, and the Museum of Ventura County.

The mitigation measures outlined above would partially mitigate impacts to significant historic resources. However, impacts to the identified historic resources would remain significant and unavoidable.

9.0 EXHIBITS AND PHOTOGRAPHS

Exhibits



Exhibit 1, Jacob Maulhardt in circa-1890



Exhibit 2, The Home Place in circa-1910, with the original farmhouse (demolished) in the foreground and the surviving barn in the background, looking east

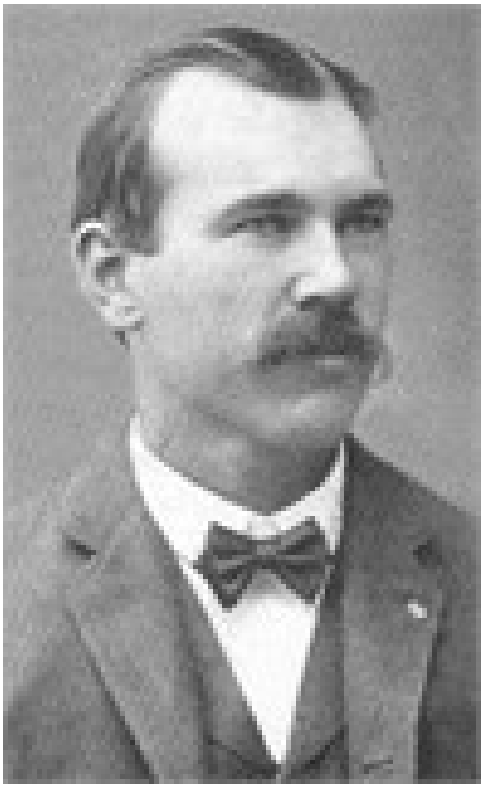


Exhibit 3, Louis G. Maulhardt, Ancestry.com



Exhibit 4, The Home Place in 1938, The photograph depicts the orthogonal arrangement of fields, orchards, windrows, and roads that characterized the Oxnard Plain during the first five decades of the twentieth century
(University of California, Santa Barbara, Map and Imagery Room, Flight axi-1938_18-105)

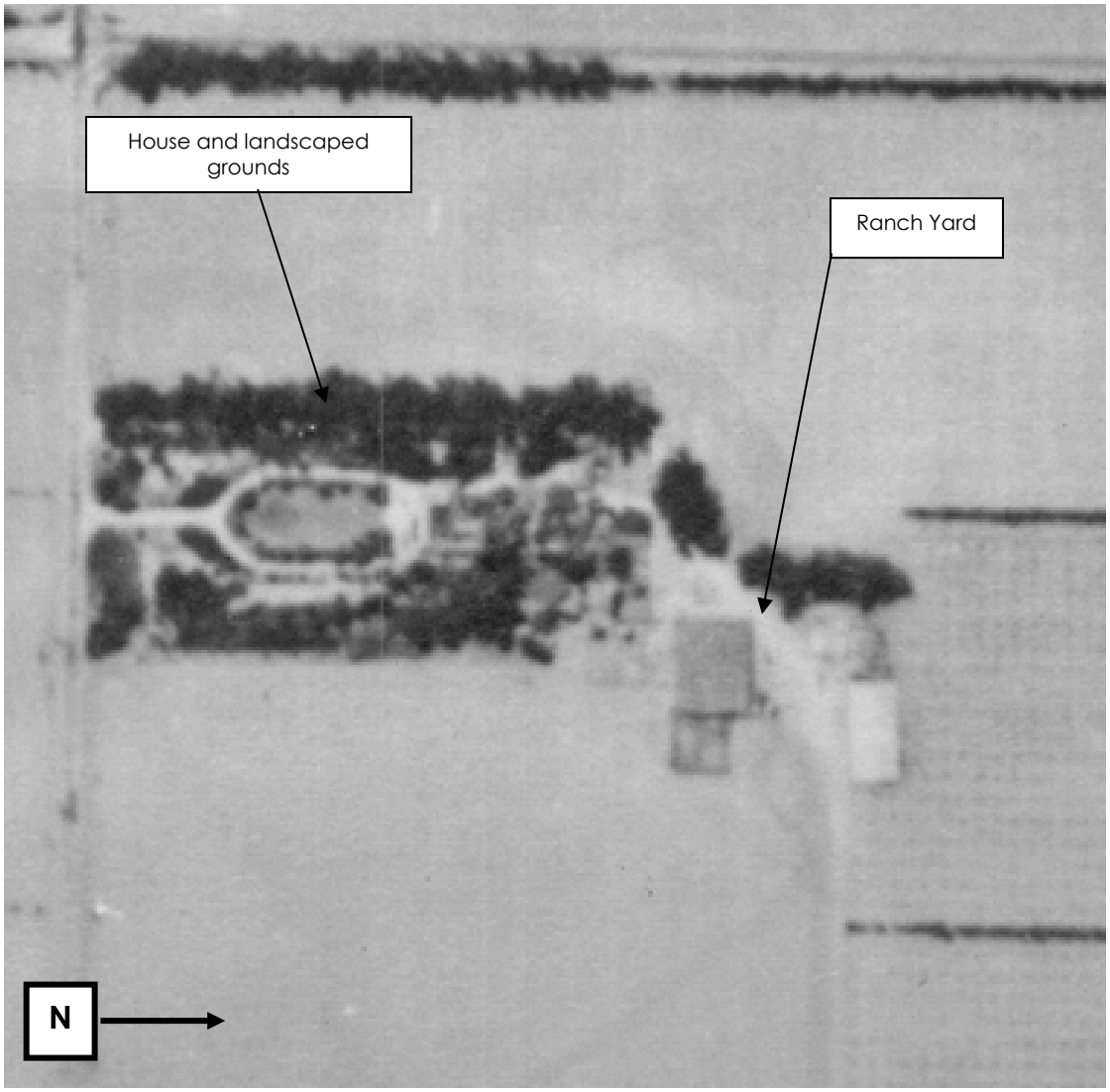


Exhibit 4a, The Home Place in 1938, close-up of House and Ranch Yard (University of California, Santa Barbara, Map and Imagery Room, Flight axi-1938_18-105)



Exhibit 5, Maulhardt Home Place in 1941, The Home Place and the surrounding farmland (Flight 7046-87, Map and Imagery Room, Davidson Library, University of California Santa Barbara)

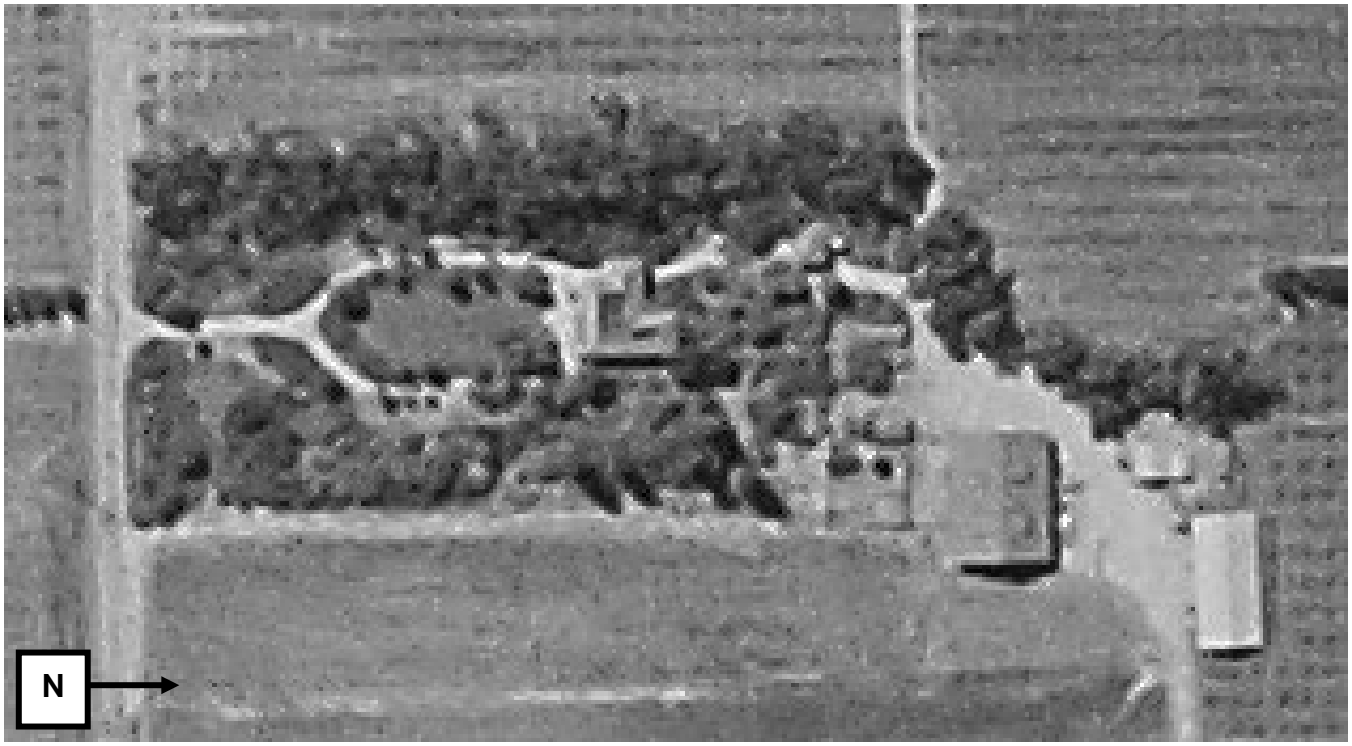


Exhibit 5a, Maulhardt Home Place in 1941. Close-up of the House, Designed Landscape and Ranch Yard (Flight 7046-87 Map and Imagery Room, Davidson Library, University of California Santa Barbara)

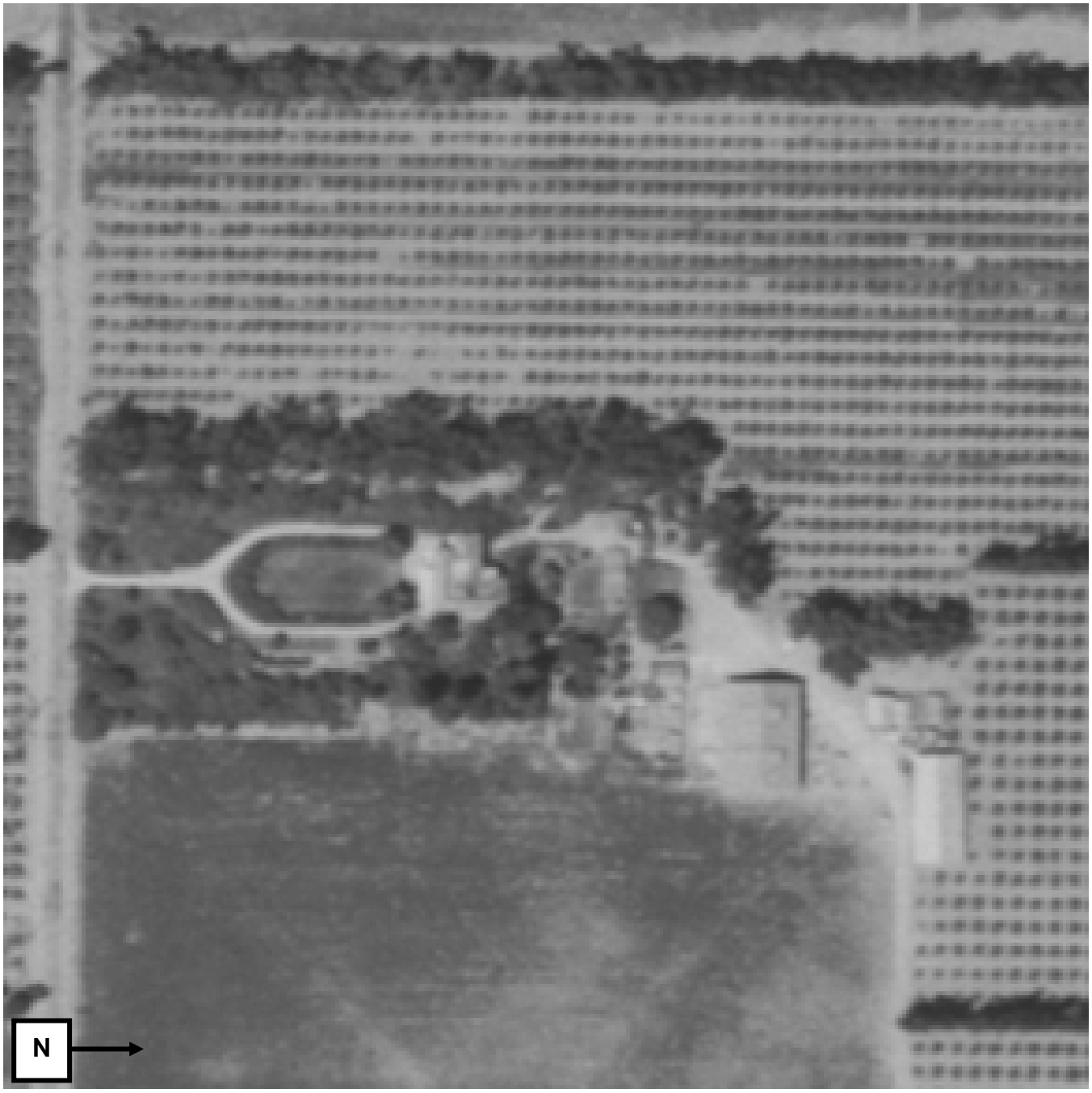


Exhibit 5b, Maulhardt Home Place in 1941, Close-up of House, the designed landscape, and the ranch yard (Map and Imagery Room, Davidson Library, University of California Santa Barbara)



Exhibit 6, The Home Place in 1963. Depicting encroaching residential development (University of California, Santa Barbara, Map and Imagery Room, Flight ha-rr_142)



Exhibit 7, Maulhardt Home Place with surrounding orchards and cultivated fields in 1966, (Flight D1-40, HB 1a 140, 7-5-66, Map and Imagery Room, Davidson Library, University of California Santa Barbara)

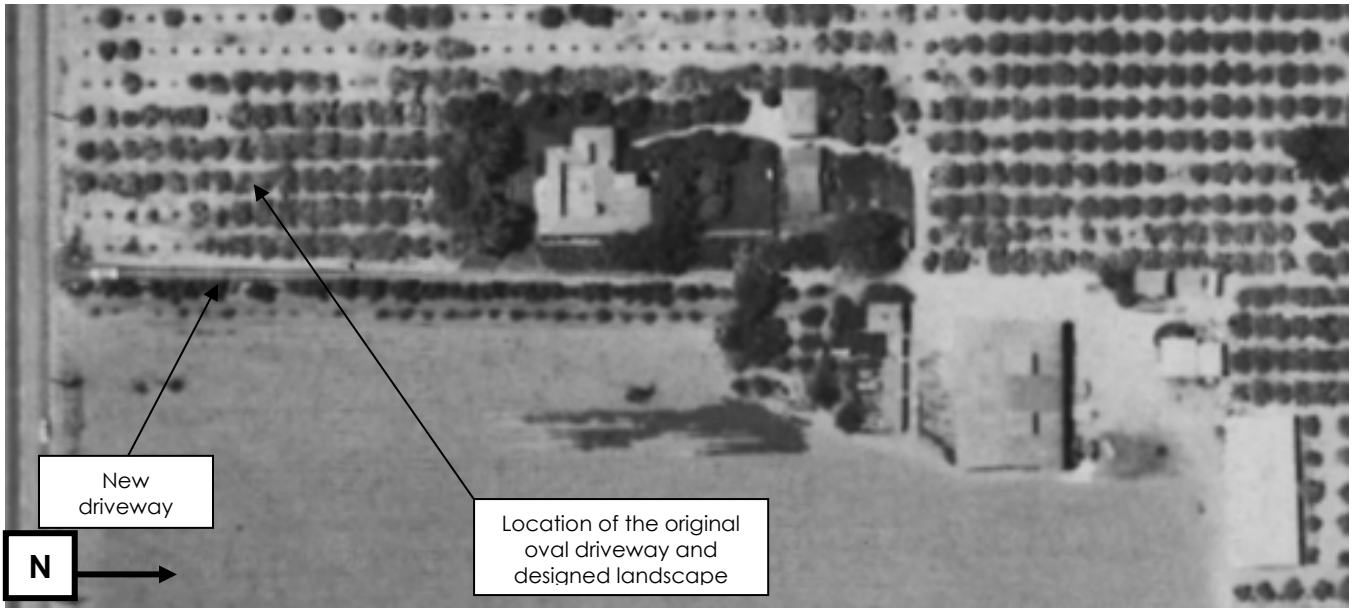


Exhibit 7a, Maulhardt Home Place in 1966, close-up of house and ranch yard (Flight D1-40, HB 1a 140, 7-5-66, Map and Imagery Room, Davidson Library, University of California Santa Barbara)



Exhibit 8, The Home Place in 1978. Depicting further development of farmland (University of California, Santa Barbara, Map and Imagery Room, USDA 4006111-78-120)



Exhibit 9, The Maulhardt Home Place in 2024 after the construction of Del Sol High School (Sargent Town Planning 2024)

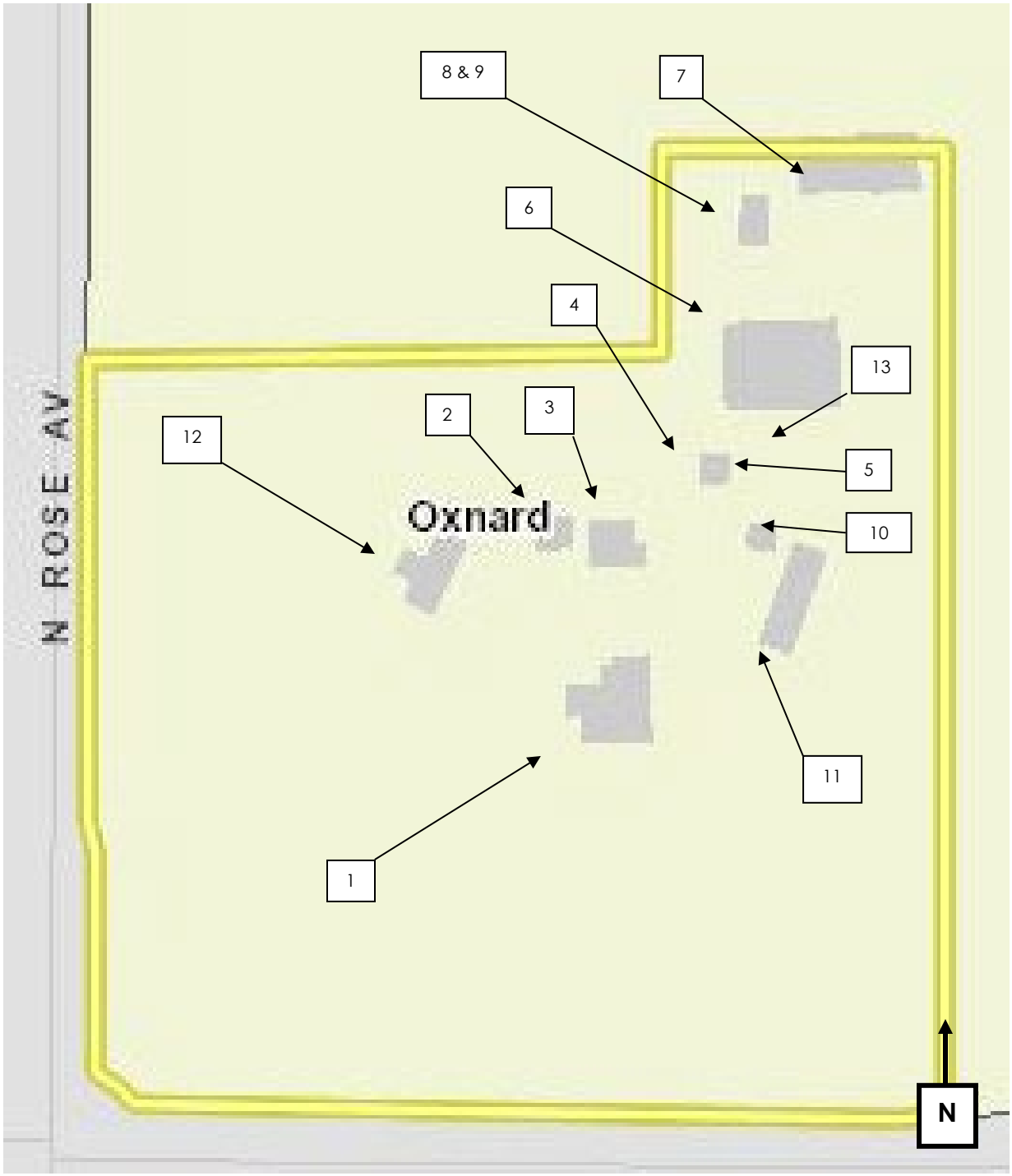


Exhibit 10, Site Plan with the Building Key

1 = Main Residence & Swimming Pool; 10 = Carport
2= Garage/Living Quarters; 11 = Modular Dwelling #1
3= Cottage 12 = Modular Dwelling #2
4= Carriage House13, Location of horse stalls and fencing
5= Shed (not depicted on plan)
6= Barn
7= Equipment Storage Building



Exhibit 11, Aerial Photograph taken prior to 2020 depicting the Maulhardt Farm with its historic context of cultivated fields, orchards, and unpaved roadways prior to the subdivision of the property and the construction of Del Sol High School in 2023 (Google Earth

1 = Main Residence & Swimming Pool
2= Garage/Living Quarters
3= Cottage
4= Carriage House
5= Shed
6= Barn
7= Equipment Storage Building
8 & 9 = Outbuildings # 1 & #2
10 = Carport
11= Modular Dwelling #1
12= Modular Dwelling #2
13= Paddocks and horse stalls
14= Gate piers
15= Swimming Pool

Photographs (Figures)



Figure 1, South Elevation (entry façade) of the Main Residence, looking north, Photograph taken July 31, 2025



Figure 2, South and Partial West Elevation of the Main Residence, looking northeast, Photograph taken July 31, 2025



Figure 3, South Elevation of the Main Residence, detail of the entry porch and its front door, looking northeast, Photograph taken July 31, 2025



Figure 4, South Elevation of the Main Residence, detail of the entry porch's light fixture, looking north, Photograph taken July 31, 2025



Figure 5, Partial view of the Main Residence's south and west elevations depicting the roof's extended eaves and brackets, looking northeast, Photograph taken July 31, 2025



Figure 6, Partial view of the West Elevation of the Main Residence, with a detail of the elevation's porte-cochere, looking northeast, Photograph taken July 31, 2025



Figure 7, West (left) and South (right) Elevations of the Main Residence, looking northeast, Photograph taken in 2018



Figure 8, Central Section of the East Elevation of the Main Residence, looking southeast, Photograph taken July 31, 2025



Figure 9, West Elevation of the Main Residence, detail of the porte-cochere, looking east, Photograph taken in 2018



Figure 10, Partial view of the north end of the West Elevation of the Main Residence, looking east, Photograph taken July 31, 2025



Figure 11, Partial view of the West Elevation's Porte-Cochere, with a detail of the piers supporting the second floor, looking northwest, Photograph taken July 31, 2025



Figure 12, Partial view of the West Elevation's Porte-Cochere with a detail of its entry door and fenestration, looking southeast, Photograph taken July 31, 2025



Figure 13, Detail of a double casement window at the south end of the West Elevation of the Main Residence, looking east, Photograph taken July 31, 2025



Figure 14, North Elevation of the Main Residence, with the swimming pool in the foreground, looking south, Photograph taken July 31, 2025



Figure 15, North Elevation of the Main Residence with the swimming pool in the foreground, looking south, Photograph taken July 31, 2025



Figure 16, North Elevation of the Main Residence, detail of the west end of the elevation, looking south, Photograph taken July 31, 2025



Figure 17, North Elevation of the Main Residence, detail of the east end of the elevation, looking east, Photograph taken July 31, 2025



Figure 18 North Elevation of the Main Residence, with a detail of the door at the east end of the elevation, looking south, Photograph taken July 31, 2025



Figure 19, The East Elevation of the Main Residence, looking west, Photograph taken July 31, 2025



Figure 20, The East Elevation of the Main Residence, looking north, Photograph taken July 31, 2025



Figure 21, The East Elevation of the Main Residence, looking west, Photograph taken July 31, 2025



Figure 22, The southeast corner of the Main Residence including the east elevation, looking north, Photograph taken July 31, 2025



Figure 23, North end of the East Elevations of the Main Residence, looking west, Photograph taken July 31, 2025



Figure 24, The South Elevation of the Garage/Living Quarters, looking west, Photograph taken July 31, 2025



Figure 25, The South Elevation of the Garage/Living Quarters, looking northwest, Photograph taken July 31, 2025



Figure 26 South and East Elevations of the Garage/Living Quarters, looking northwest, Photograph taken in 2018



Figure 27, South Elevation of the Garage/Living Quarters, looking northwest, Photograph taken in 2018



Figure 28, The East Elevation of the Garage/Living Quarters, looking southwest, Photograph taken July 31, 2025



Figure 29, The North Elevation of the Garage/Living Quarters, looking west, Photograph taken July 31, 2025



Figure 30, North Elevation of the Garage/Living Quarters, looking south, Photograph taken in 2018



Figure 31, North Elevations of the Garage/Living Quarters, looking southeast, Photograph taken in 2018



Figure 32, The Garage/Living Quarters, looking north along the former route of the driveway linking the building to the Main Residence's Porte-Cochere, Photograph taken 2018



Figure 33, The Cottage, North Elevation, looking south, Photograph taken July 31, 2025



Figure 34, The Cottage, West Elevation and Partial South Elevation, looking southwest, Photograph taken 2018



Figure 35, Cottage, East Elevation, looking south, Photograph taken July 31, 2025



Figure 36, The Cottage, South Elevation, looking west, Photograph taken 2018



Figure 37, Carriage House (north elevation) flanked on its east by the Shed, looking south, Photograph taken July 31, 2025



Figure 38, Carriage House, North Elevation, looking south with the shed on the left, Photograph taken July 31, 2025



Figure 39, Carriage House, South Elevation, looking north, Photograph taken July 31, 2025



Figure 40, Carriage House, South, and West Elevations, looking northeast, Photograph taken July 31, 2025



Figure 41, Carriage House, South, and East Elevations, looking northwest, Photograph taken July 31, 2025



Figure 42, Shed, North and West Elevations, looking northeast, Photograph taken July 31, 2025



Figure 43, Shed, East Elevation, looking northwest, Photograph taken July 31, 2025



Figure 44, Barn, South, and West Elevations with the Ranch Yard in the background, looking northeast, Photograph taken July 31, 2025



Figure 45, Barn, The West Elevation, looking east, Photograph taken in 2018



Figure 46, Barn, South Elevation, looking east, Photograph taken July 31, 2025



Figure 47, Barn, South Elevation, looking west, Photograph taken July 31, 2025



Figure 48, Barn, The East Elevation, looking west with Outbuildings #1 & #2 in the background, Photograph taken July 31, 2025



Figure 49, The Barn, North Elevation facing the Ranch Yard with the Equipment Shed to the right and Outbuildings #1 & #2 in the background, looking west, Photograph taken July 31, 2025



Figure 50, The Barn, North, and West Elevations, looking southeast, Photograph taken July 31, 2025



Figure 51, The Barn, North Elevation facing the Ranch Yard, looking south, Photograph taken July 31, 2025



Figure 52, Barn, Interior, second level looking southwest, Photograph taken, July 31, 2025



Figure 53, Barn, Interior, first level looking southwest, Photograph taken July 31, 2025



Figure 54, Barn, Interior, first level looking east, Photograph taken July 31, 2025



Figure 55, Ranch Yard, South Elevation of the Equipment Storage Building with the Camino del Sol High School athletic courts to the right, looking north, Photograph taken July 31, 2025



Figure 56, Ranch Yard, South Elevation of the Equipment Storage Building with the Camino del Sol High School's athletic courts and buildings to the right, looking north, Photograph taken July 31, 2025



Figure 57, Equipment Storage Building, North Elevation, looking east, Photograph taken July 31, 2025



Figure 58, Equipment Storage Building, west elevation, looking south, Photograph taken July 31, 2025



Figure 59, Equipment Storage Building, East Elevation, looking north, Photograph taken July 31, 2025



Figure 60, The East Elevations of Outbuildings #1 & 2 (looking northeast), Photograph taken July 31, 2025



Figure 61, Partial North Elevation and West Elevations of Outbuilding #2 and the West and North Elevations of Outbuilding #1 (looking southeast), Photograph taken July 31, 2025



Figure 62, North and West Elevations of Outbuilding #2 and the South and East Elevations of Outbuilding #3 (looking northeast), Photograph taken July 31, 2025



Figure 63, Stalls and Paddock located between the Barn and the Carriage House, looking east, Photograph taken July 31, 2025



Figure 64, Carport/Storage Building located south of Horse Paddock, looking northeast, Photograph taken July 31, 2025



Figure 65, Modular House #1, West Elevation, looking east, Photograph taken July 31, 2025



Figure 66, Modular House #2, The east elevation looking west, Photograph taken July 31, 2025



Figure 67, Gated entrance driveway, and gate piers at Camino del Sol, looking south, Photograph taken July 31, 2025



Figure 68, Looking north from the Entrance Drive on Camino del Sol towards the house and Ranch Yard, Photograph taken July 31, 2025



Figure 69, Looking southwest from the Barn towards the Cottage and the Staff Quarters/Garage with a large Jacaranda tree in the foreground, Photograph taken July 31, 2025

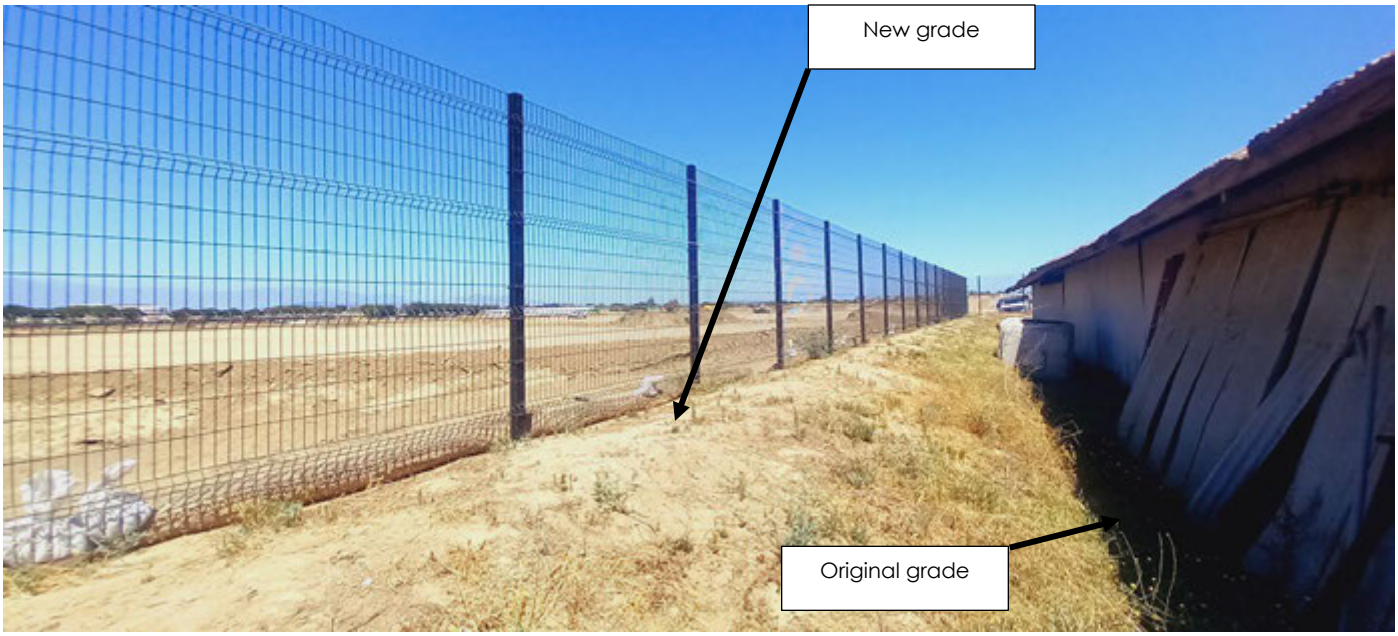


Figure 70, Looking east along the berm on the study property's north property line and the regrading of the acreage in Area B, which changed the topography. The building on the right is the Equipment Storage Building. The acreage to the north and east, which is being developed with athletic fields for Del Sol High School, was cultivated fields in 2018, Photograph taken July 31, 2025



Figure 71, Looking east from the west end of the Ranch Yard towards Camino del Sol High School with the Equipment Storage Building and Outbuilding #2 on the left and the barn on the right. The Camino del Sol High School parcel was cultivated fields in 2018, Photograph taken July 31, 2025



Figure 72, Looking southwest from the Ranch Yard to Camino Del Sol High School and its athletic courts. The acreage was cultivated fields and orchards in 2018, Photograph taken July 31, 2025



Figure 73, Looking north from the Study Area to Area B, Photograph taken July 31, 2025



Figure 74, Looking east from North Rose Avenue towards the Barn, Photograph taken July 31, 2025



Figure 75, Looking east from North Rose Avenue towards the Main Residence, Photograph taken July 31, 2025



Figure 76, View from North Rose Avenue towards the Fields, Lemon Grove, and House, looking west, Photograph taken in 2018 before the installation of sidewalks and streetside plantings



Figure 77, View across Fields towards Camino Del Sol in 2018. Now the location of the Camino Del Sol High School, looking south towards Camino del Sol,



Figure 78, Driveway, and landscaping with the large Eugenia trees located off the south side of the Main Residence, looking east, Photograph taken July 31, 2025



Figure 79, Driveway, and landscaping in front of house, looking east, Photograph taken July 31, 2025

10.0 LIST OF SOURCES CONSULTED IN THE PREPARATION OF THIS REPORT

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Special Collection, University Library

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https://www.nps.gov/subjects/heritagedocumentation/soi-standards-guidelines.html;

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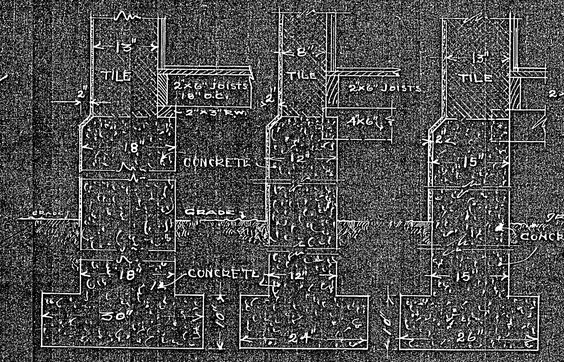
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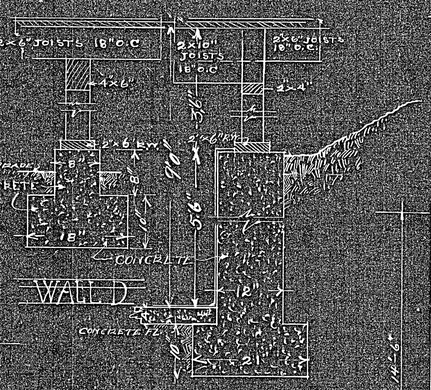
State of California

Built Environment Resource Directory (BERD)
For Ventura County

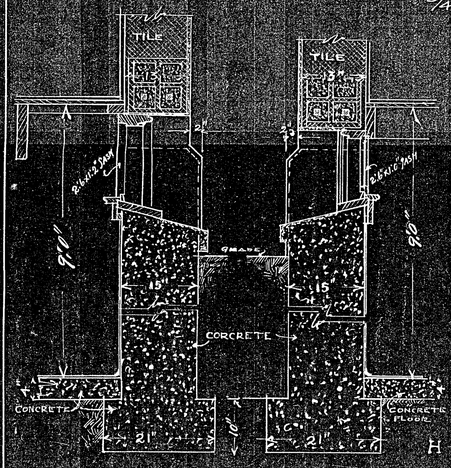
APPENDIX B

Original Construction Plans for the Maulhardt Main Residence

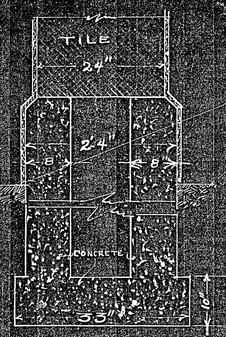


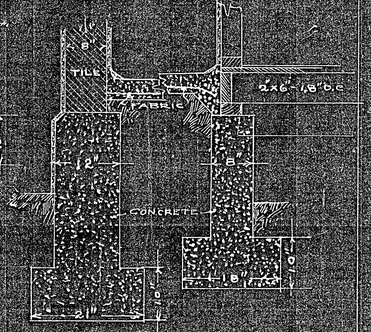


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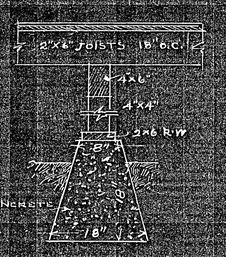


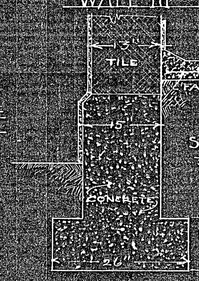
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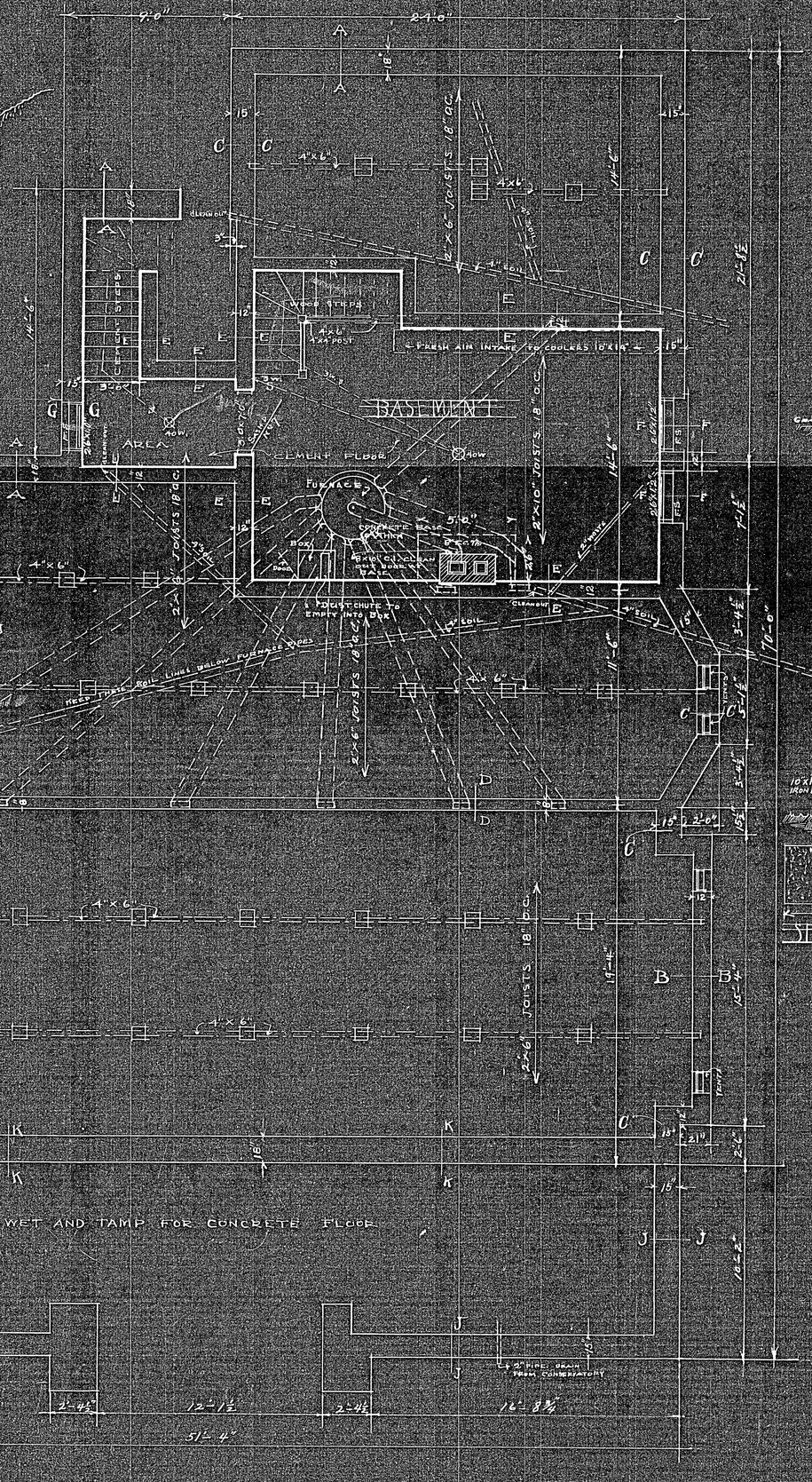


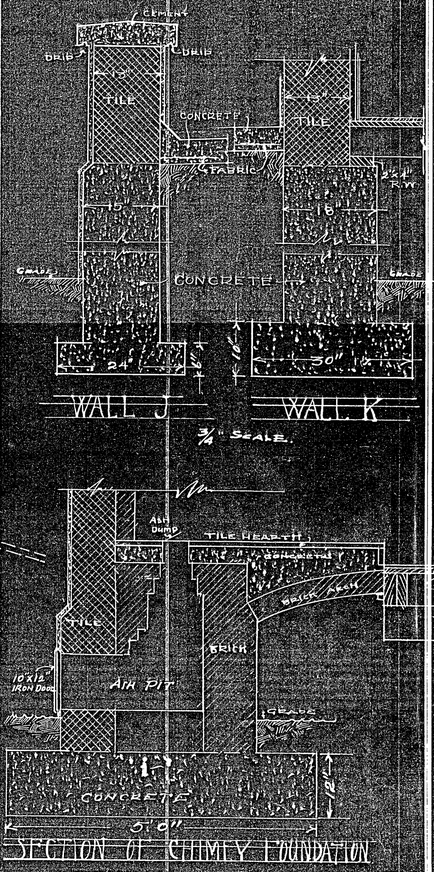
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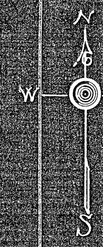




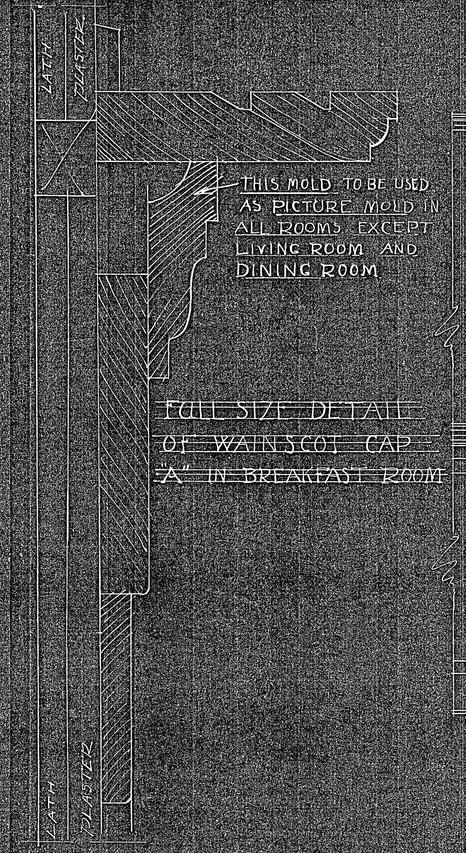
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3/4 INCH = 1 FOOT



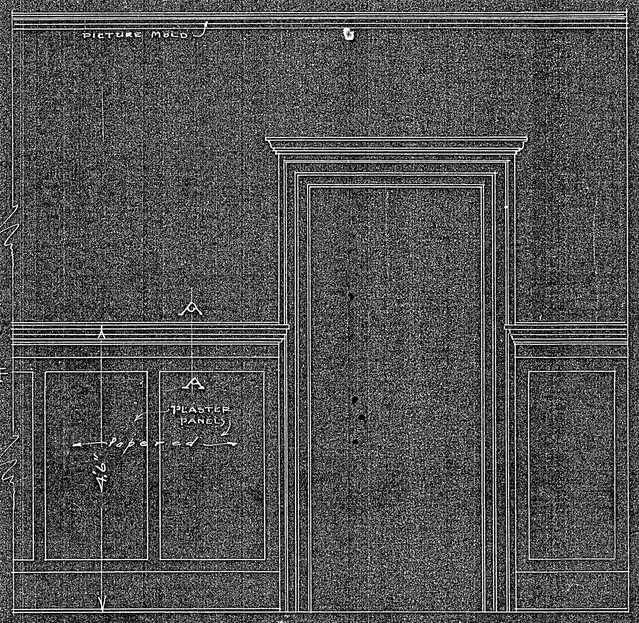




THIRTEEN ROOM HOLLOW TILE
RESIDENCE
FOR
MR. E. MAULHARDT ONARGA, ILL.
ALFRED F. PRIEST, ARCHITECT
714 I.W. HELLMAN BLDG. LOS ANGELES

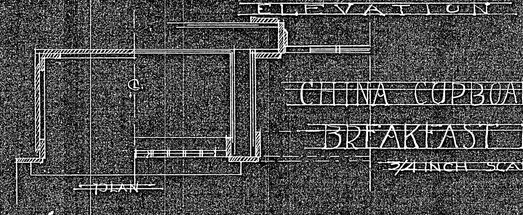


FULL SIZE DETAIL OF WAINSCOT CAP "A" IN BREAKFAST ROOM

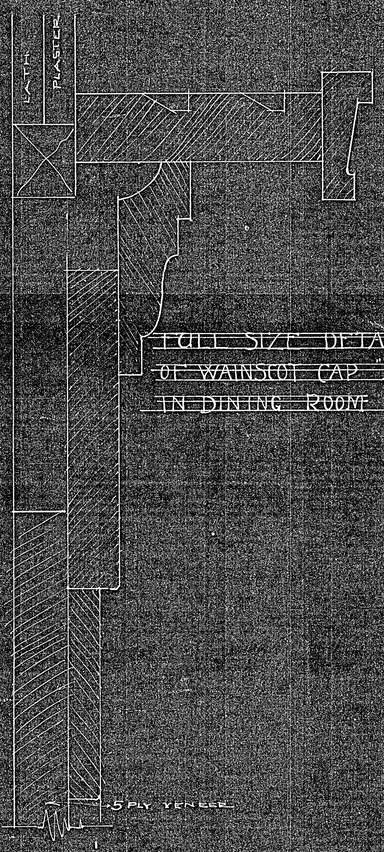


WAINSCOT AND TRIM OF BREAKFAST ROOM 3/4 INCH SCALE

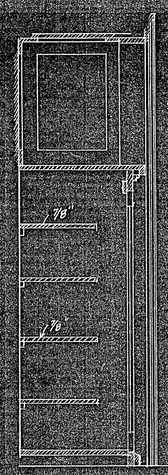




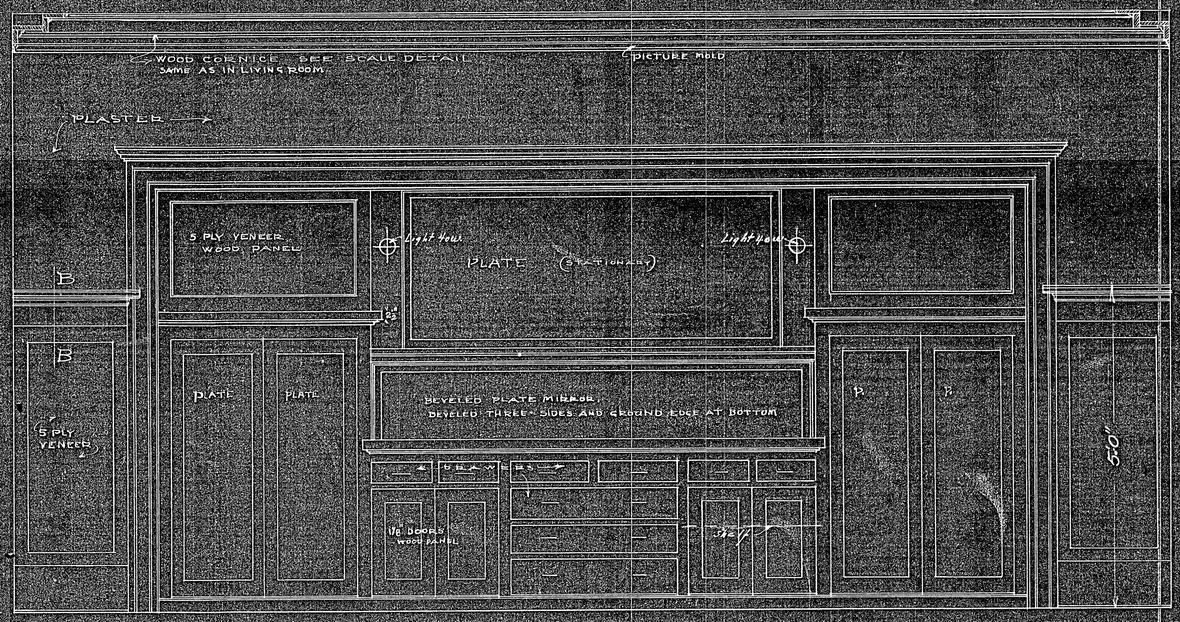
CHINA CUPBOARDS IN BREAKFAST ROOM 3/4 INCH SCALE



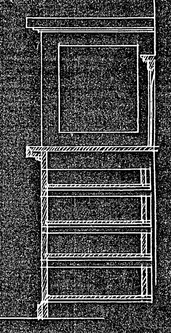
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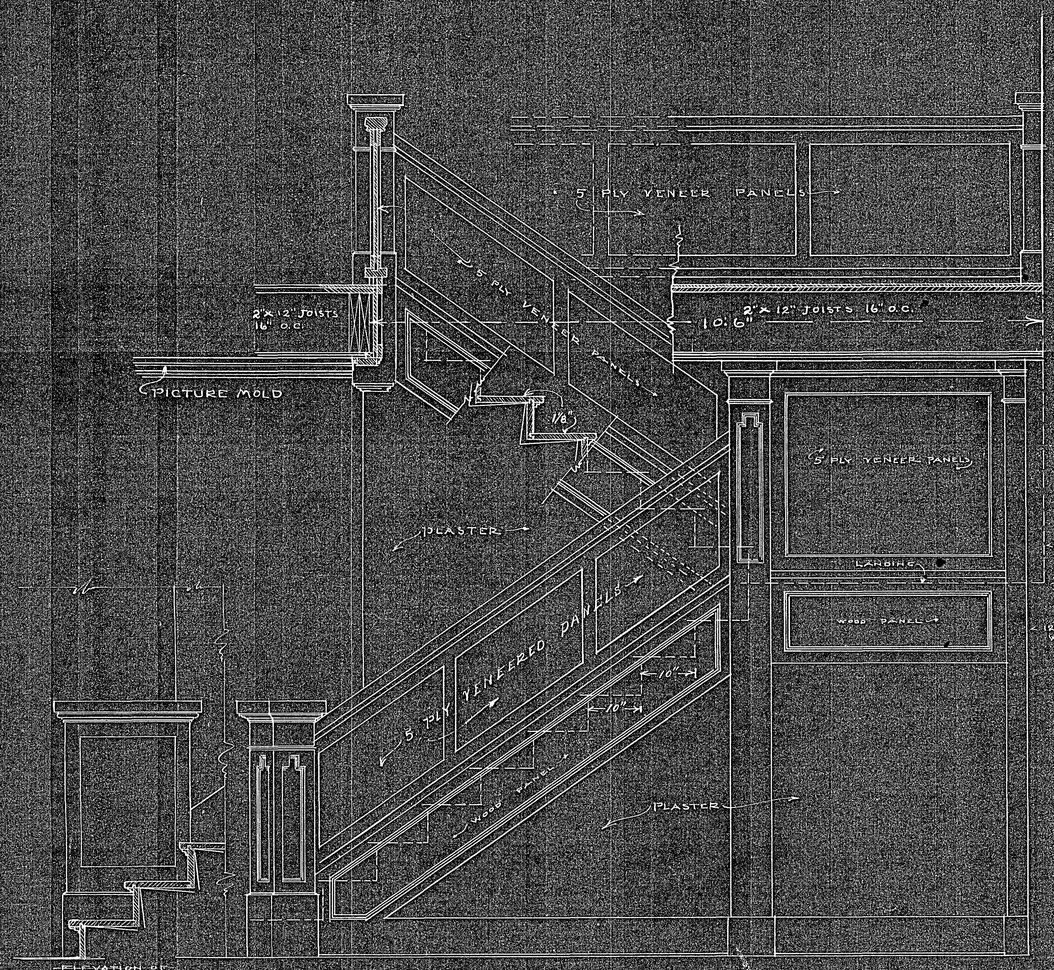


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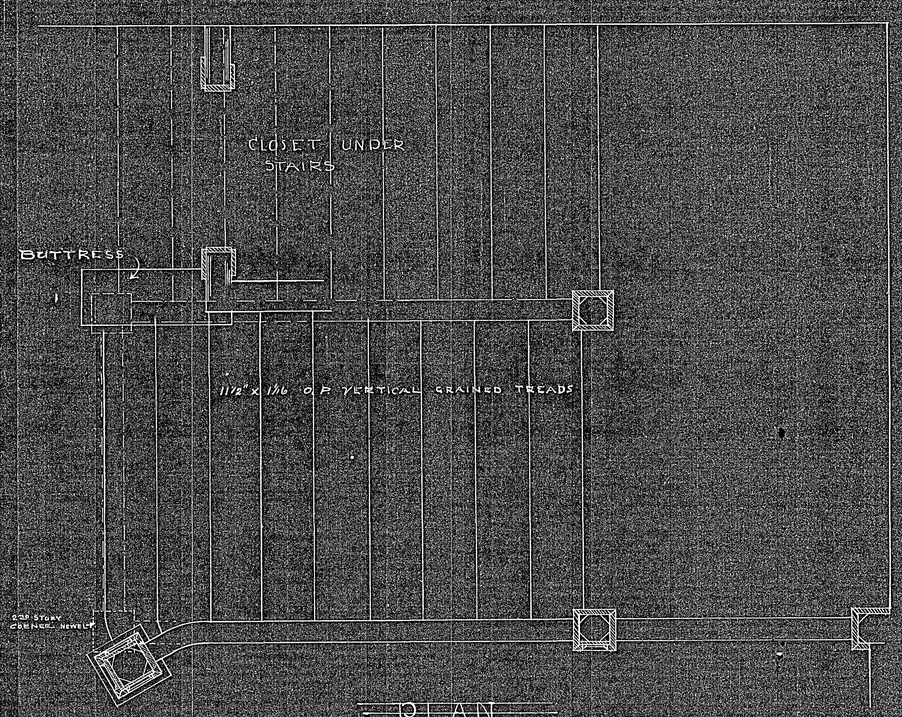
THIRTEEN-ROOM-HOLLOW TILE RESIDENCE
for
MR. L.G. MAULHARDT, OXNARD, CAL.
ALFRED C. PRIEST, ARCHT.
614-15 FAY BLDG. LOS ANGELES

9



ELEVATION

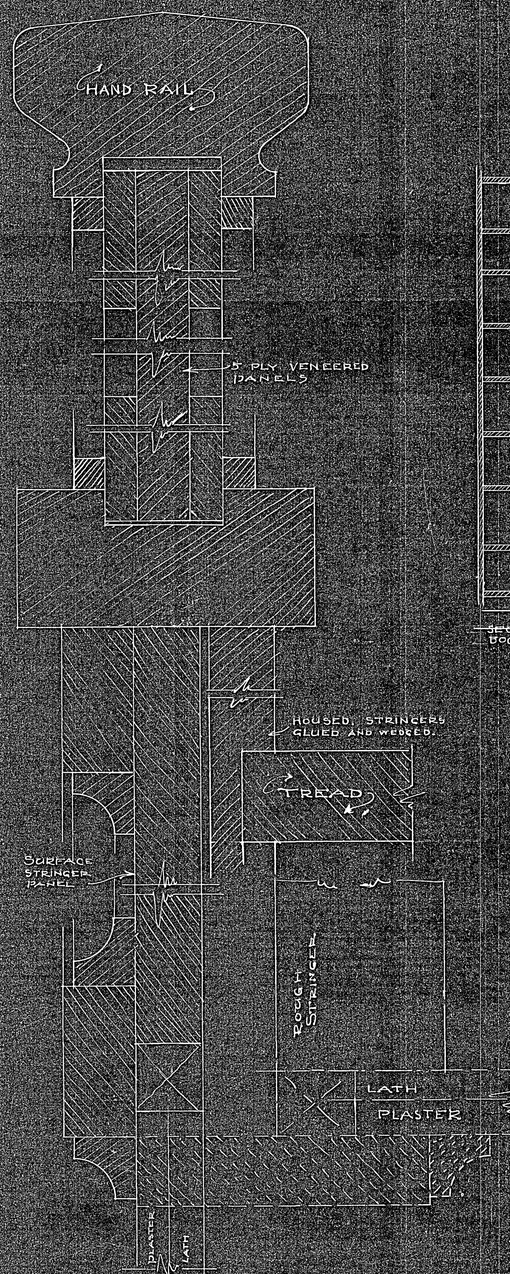
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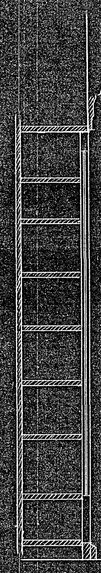
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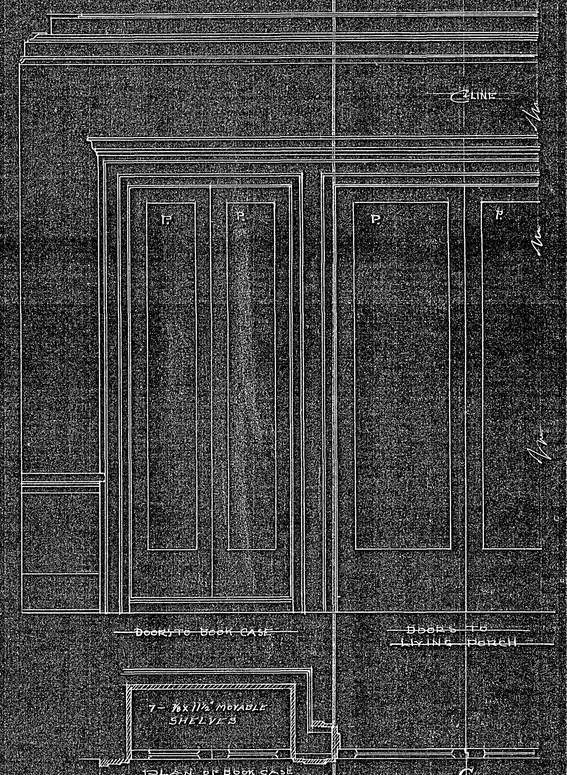
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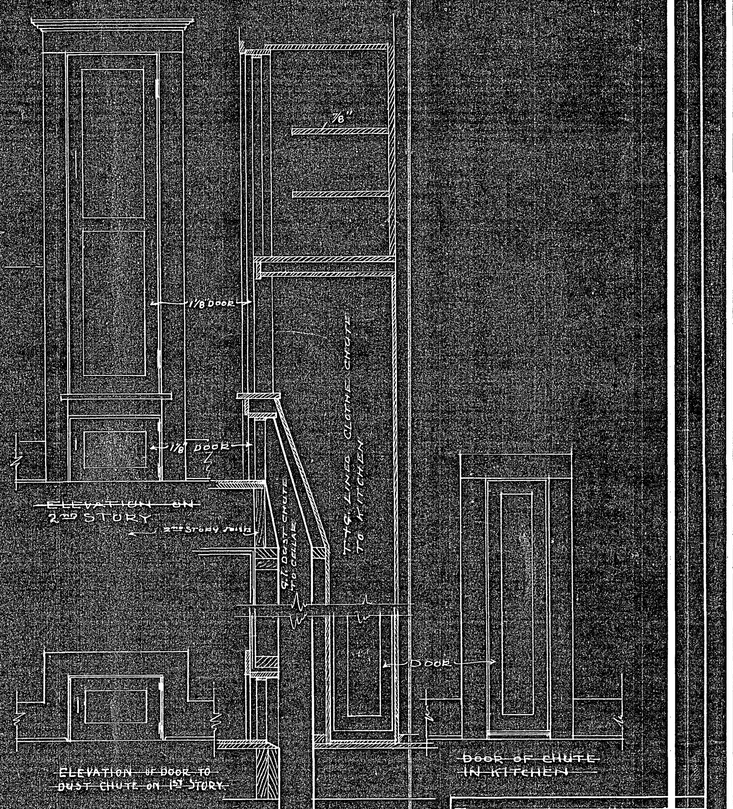


FULL SIZE SECTION





PART PLAN AND ELEVATION OF BOOK CASES IN LIVING ROOM



DETAIL OF DUST AND CLOTHES CHUTES

3/4 INCH SCALE

10

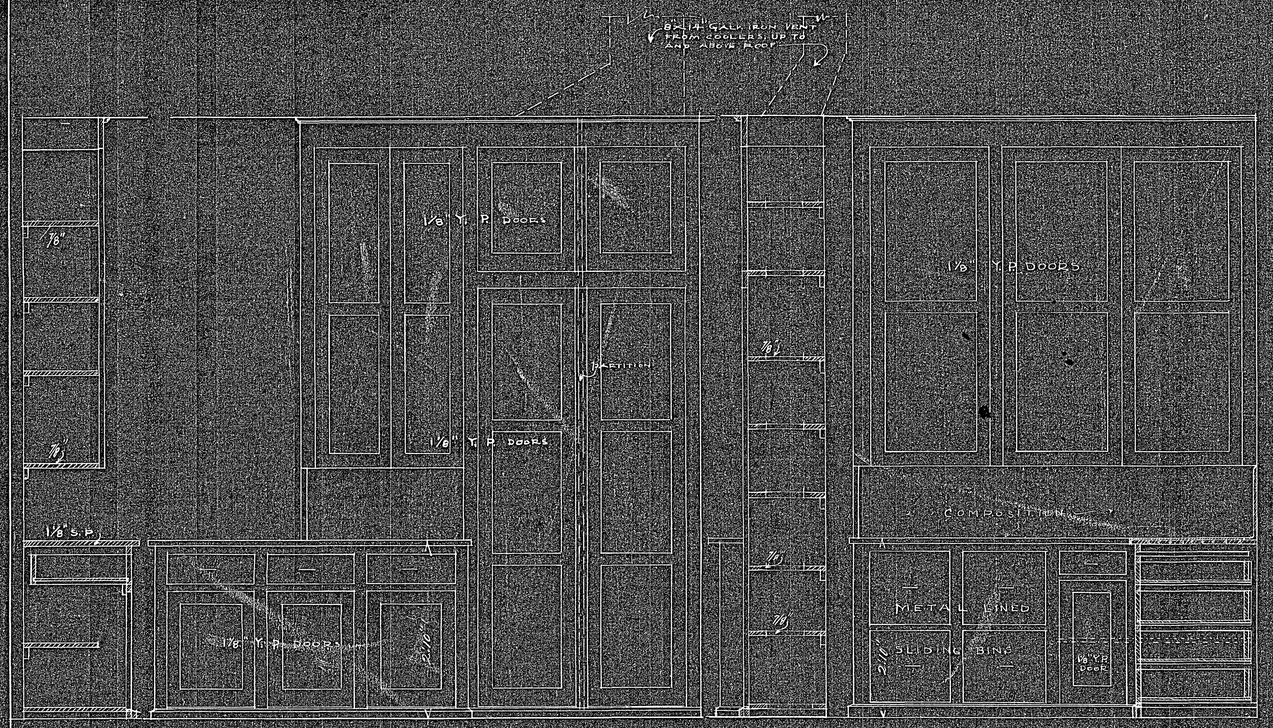
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FOR

MR. J. G. MAULHARDT, OXNARD, CAL.

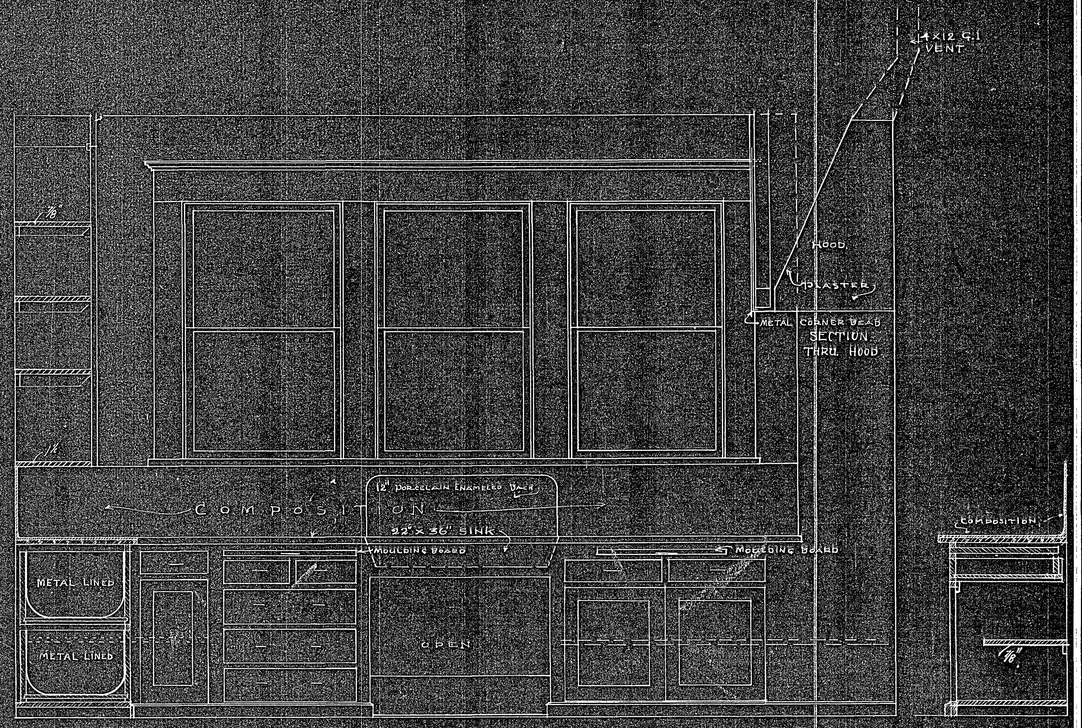
ALFRED F. PRIEST, ARCHITECT

615 I. W. HELLMAN BLDG. LOS ANGELES



SECTION — KITCHEN CUPBOARD "A" — SECTION

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KITCHEN CUPBOARD "B"

3/4 INCH SCALE

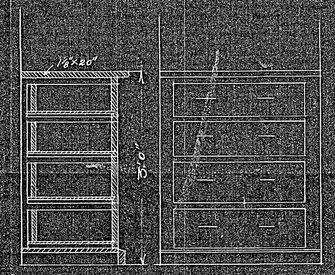
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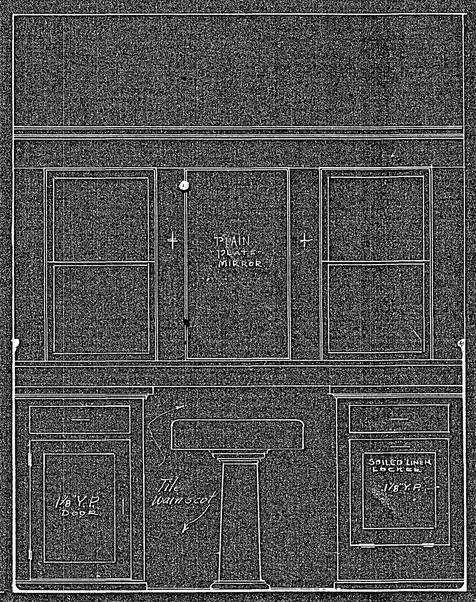
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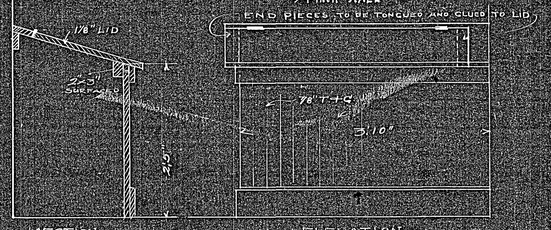
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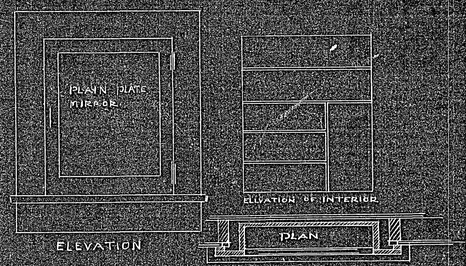
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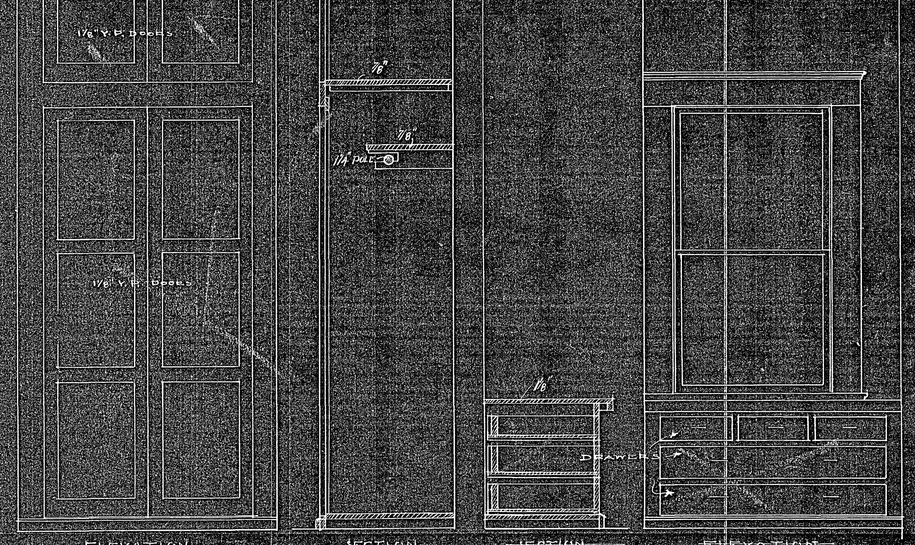


WOOD BOX OF SCREEN PORCH

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MEDICINE CASE 3/4 INCH SCALE



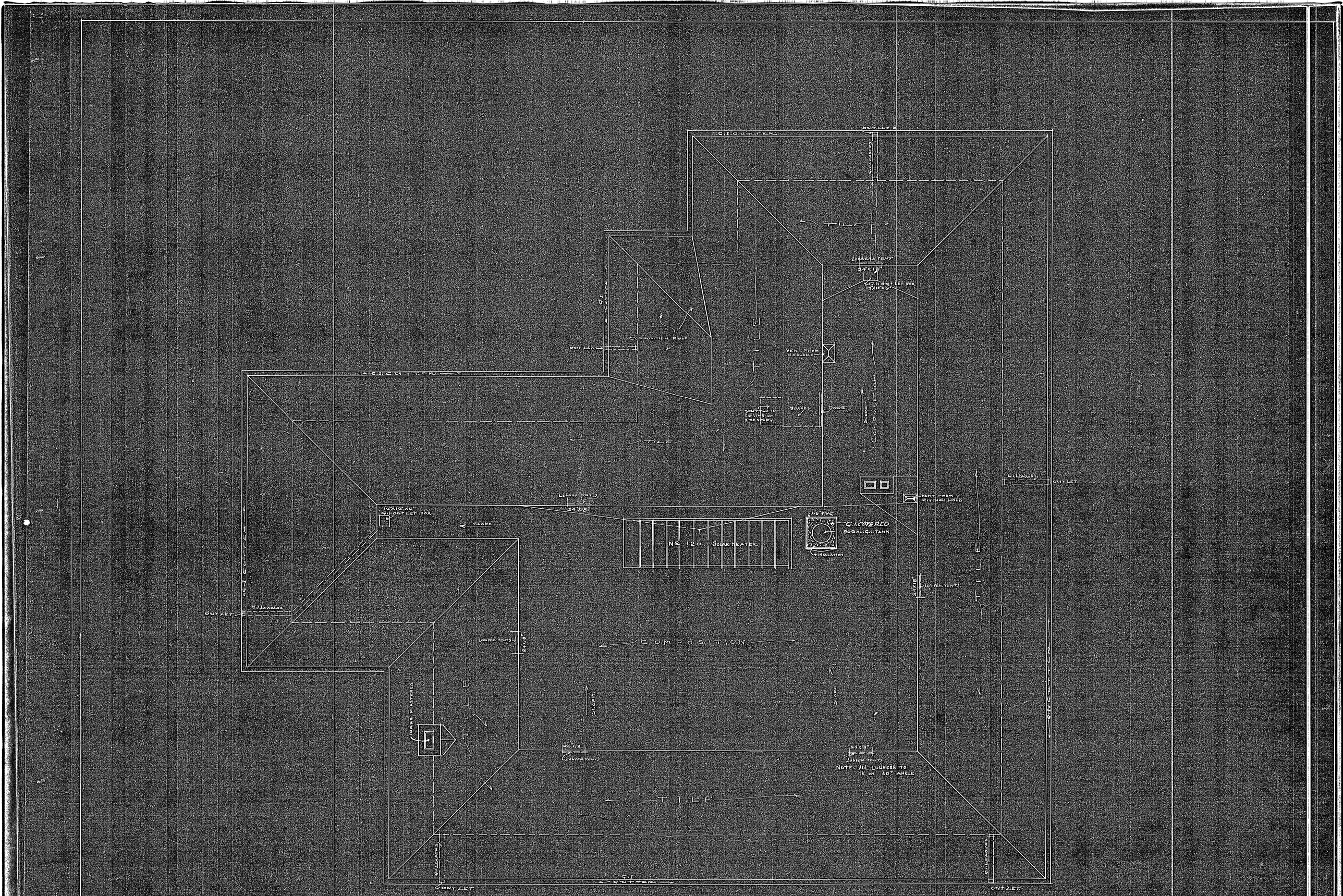
CUPBOARDS OF DRESSING ROOM OF BED ROOM No 1

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THIRTEEN ROOM HOLLOW TILE RESIDENCE FOR MR. I. G. MAULHARDT OXNARD CAL.

ALFRED F. DIETZ ARCHITECT 614-15 FAY BLDG. LOS ANGELES

11



ROOF PLAN

1/4 INCH SCALE

Thirteen Room Hollywood Residence for Mr. & Mrs. G. Maulhardt, Oxnard, Cal.

Alfred F. Priest, Architect
614-15 Tay Dldg. Los Angeles.

4



WEST ELEVATION

1/4 INCH SCALE



FRONT ELEVATION

1/4 INCH SCALE

THIRTEEN-ROOM HOLLYWOOD RESIDENCE

for

MR. C. MAULHARDT OXNARD, CAL.

ALFRED F. PRIEST - ARCHITECT

614-15 - FAY BLDG. LOS ANGELES

5



THIRTEEN-ROOM HOLLOW TILE RESIDENCE

FOR

MR. E. MAULHARDT ON ADDISON AL.

ALFRED L. PRIEST, ARCHITECT

714-15 TAY BLDG. LOS ANGELES ST.

6

HEAD

JAMB

MULLION

HEAD JAMB

JAMB

JAMB

JAMB

SASH

SASH

SASH

STOOL

R.W. SILL

APRON

HALF FULL SIZE DETAIL OF SASH FRAMES IN CONSERVATORY

CLAY TILE

1" SHEATING COMPOSITION

2x10"

2x6" - 24" O.C.

2x3" - 24" O.C.

2x6" DECK JOISTS 24" O.C.

1x3" RIBBING

2"x4" 24" O.C.

1x6" 24" O.C.

7.4"

1x6" 24" O.C.

TYPICAL ROOF CONSTRUCTION

GALV. IRON GUTTER SCREWED TO RAFTERS

2"x4" SINGLE PLATE

2"x4" CEILING JOISTS 16" O.C.

2"x8" HEADER

BRACKET 7½" FACE

¾" x 12" CROWN MOLD

½" BOLTS 6'0" O.C.

HOLLOW TILE

PLASTER

8"x16½" REINFORCED CONCRETE LINTEL WITH 2-¾" ⌀ RODS TYPICAL OF THOSE OVER OPENINGS MARKED C ON SECOND FLOOR PLANS, SEE ELEVATIONS

2"x8" JOISTS 16½" c.c.

CONCRETE BEAM

¾" RODS

SECTION

DETAIL OF BEAM 'Z'

SEE NORTH ELEVATION

¾ INCH SCALE

¾" RODS

11" OR MORE

DETAIL OF LINTEL OVER KITCHEN WINDOWS, ALSO TYPICAL LINTEL FOR OTHER WINDOWS AND DOORS ON FIRST STORY. SEE ELEVATIONS.

¾" SCALE

2"x8" JOISTS 16" O.C.

CONCRETE TILE WITH LUGS IN JOINTS OF

¾" ⌀ RODS

REINFORCED TILE LINTEL WITH 2-¾" ⌀ RODS

¾" RODS

8" OR MORE

TYPICAL LINTEL OVER ALL OPENING ON SECOND FLOOR NOT OTHERWISE MARKED. SEE ELEVATIONS.

PLAN

CONCRETE BEAM

¾" RODS

PUT 2-¾" ⌀ IN EACH COLUMN AND FILL CORE OF TILE WITH CONCRETE

CONCRETE BEAM

¾" RODS

HEAD

TILE

JAMB

MULLION

SILL

DOUBLE HUNG WINDOW FRAMES

3" INCH SCALE

SASH

DRIP & STRIP

HOLES 12" APART

WEATHER STRIP

STOOL

SILL

SIZE OF CASEMENT SASH

FULL SIZE

PURLINE

SASH

DOOR

1¾" JAMB

1⅛" JAMB

HOLLOW TILE

OAK

PLASTER

DETAIL OF JAMBS OF FRONT ENTRANCE

3" SCALE

PLASTER

HOLLOW TILE

PLASTER

CONCRETE

Composition Roofing

1" Sheathing

2"x6" Rafters

2"x8" Joists 16" o.c.

1" x 6" Sheathing

2"x4" 16" o.c.

Picture Mold

Plaster Ceiling

7"x16" Reinforced Concrete Lintel with 2-¾" ⌀ Rods. Typical of Porch

Plaster

Concrete

1⅛" Stool

Drip

Plaster

Hollow Tile

Concrete Floor

Fabric

2"x6" Joists 16" o.c.

Plaster

Concrete

2" Drain

Concrete

Concrete

SECTION THROUGH CONSERVATORY

¾ INCH SCALE

ELEVATION OF CORNER

Tile

Bracket 5½" Face

Concrete

Galv. Iron Flashing

Composition Roofing

1" Sheathing

2"x8" Joists 16" o.c.

1" x 6" Sheathing

2"x4" 16" o.c.

To continue around building

Bracket 5½" Face

Concrete

7"x16" Reinforced Concrete Lintel with 2-¾" ⌀ Rods. Typical of Porch

Plaster

Concrete

1⅛" Stool

Drip

Plaster

Hollow Tile

Concrete Floor

Fabric

2"x6" Joists 16" o.c.

Plaster

Concrete

2" Drain

Concrete

Concrete

THIRTEEN-ROOM HOLLOW TILE RESIDENCE

FOR

MR. G. MAULHARDT, OXNARD, CAL.

ALFRED F. PRIEST, ARCHITECT

614 I. W. HELLMAN BLDG. LOS ANGELES, CAL.

7

7/8 × 5½" HEAD CASING

1 7/16" × 5½" FLAT CASING

USE A 5½" SQUARE EDGE FLAT CASING TO ALL OPENINGS EXCEPT IN LIVING ROOM, DINING ROOM AND BREAKFAST ROOM

WOOD CORNICE IN LIVING ROOM AND DINING ROOM

ONE HALF FULL SIZE

THIS TRIM TO BE USED IN LIVING ROOM, DINING ROOM AND BREAKFAST ROOM

5½" CASING FULL SIZE

B B B B

C C C C

PLATE

ELEVATION

SOLID HEAD JAMB

REMOVABLE POCKET IN HEAD JAMB

PLAN

DETAIL OF DOORS BETWEEN LIVING ROOM AND DINING ROOM

3/4 INCH SCALE

POCKET FOR RICHARD-WILCOX SLIDING ACCORDION FOLDING DOOR TRACK AND HANGERS. TRACK № 31 HANGER № 135-61 BRACKETS PLACED 30" O.C.

SOLID HEAD JAMB FOR CENTER PORTION, SEE PLAN BELOW

REMOVABLE POCKET IN HEAD JAMB, SEE PLAN BELOW

DOOR

SECTION THRU HEAD JAMB AT "B"

FULL SIZE

SECTION THRU SIDE JAMB AT C FULL SIZE

1¾" WAINSCOT CAP SERVES AS STOOL TO WINDOWS

5 PLY VENEER

7½" BASE

⅝ × 7½" BASE

SHOE

FULL SIZE DETAIL OF WAINSCOT IN LIVING ROOM

PICTURE MOLD

PLASTER

WOOD

WOOD CORNICE SEE DETAIL

TILE

TILE

TILE

5 PLY VENEER SEE DETAIL

BULL NOSE

ELEVATION OF MANTEL IN LIVING ROOM

3/4 INCH SCALE

6 X 6 GREEN TILE

TILE HEARTH

BULL NOSE

PLAN

DOOR

HINGE STRIP

FLUE 10 X 22

SECTION

SASH BAR

INSTALL A № 560 EDWARDS IMPROVED FIRE PLACE THROAT AND DAMPER

OLD GOLD

BULL NOSE

ASH PIT

CONCRETE

THIRTEEN ROOM HOLLOWAY RESIDENCE

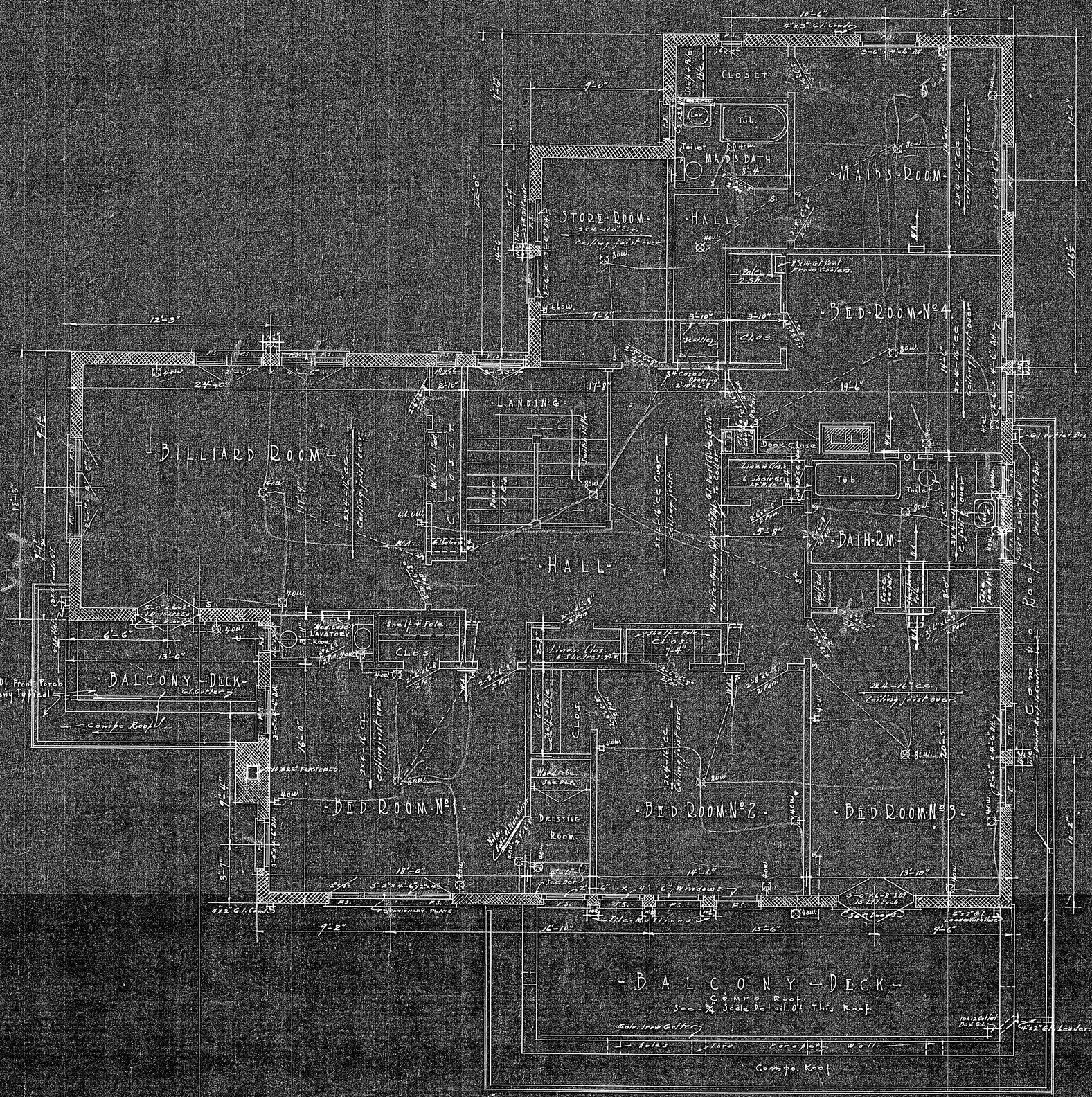
FOR

MR. C. MAUL HADDOCK OWNER

ALFRED F. PRIEST, ARCHITECT

614 TO 624 DAY BLDG. LOS ANGELES

8



SECOND FLOOR PLAN

¼ INCH SCALE

THIRTEEN-ROOM HOLLOW TILE RESIDENCE
FOR
MR. L. G. MAULHARDT, OXNARD, CAL.
ALFRED F. PRIEST, ARCHITECT
614-15 FAY BLDG. LOS ANGELES.

3

FIRST FLOOR PLAN

SCALE 1/4" = 1'-0"

THIRTEEN ROOM HOLLOW TILE RESIDENCE

FOR

MR. E. MAILHARDT OXNARD CAL.

ALFRED F. PRIEST, ARCHITECT

614-15 HAY BLDG. LOS ANGELES

2

APPENDIX C

Structural Engineer's Report

ALL-TRADE
Engineering & Design
17 E High Street Suit A
Moorpark, CA 93021
(805) 552-4000

STRUCTURAL INSPECTION REPORT

1853 EAST CAMINO DEL SOL
OXNARD, CA. 93030



Inspection Date:
4/11/2019

Prepared For:
HW HOLMES INC

Report Number:
19-083

Prepared By:
Shane Judd, P.E.
Shane@AllTradeEngineering.com

ALL-TRADE ENGINEERING STRUCTURAL INSPECTION REPORT

1853 EAST CAMINO DEL SOL, OXNARD, CA. 93030



REPORT SUMMARY

THE SCOPE OF THE INSPECTION

All-Trade Engineering was contacted on April 4, 2019 to perform an inspection and evaluation of the subject structure. The site was inspected April 11, 2019and documented by a licensed Civil Engineer.

The barn in the North portion of the property and the primary residence in the middle of the property are the two buildings of concern. It was the intent of the site visit to determine the structural and economic feasibility of retrofitting, altering, and/or relocating these two buildings.

LIMITATIONS OF THE INSPECTION

The intent of this report is to evaluate the structural condition of an existing two story barn and single family residence. The inspection will not identify all components, since some structural components are hidden from visual inspection. As a result, additional repairs and unforeseen issues should still be

anticipated. This is a visual report and a structural building analysis is beyond the scope of this report. Our opinion is not a guarantee or warranty of any kind. No materials testing was performed.

NOTE: ***This report was prepared for and paid for by the client named above. This report is not valid without the signed inspection agreement and is not transferable.***

As we disclosed, this is a visual inspection, and was limited by the following conditions:

- Some structural elements were concealed behind finished surfaces, and could not be visually inspected.
- Only representative samplings of visible structural elements were inspected.
- Vehicles and/or storage restricted access to some structural elements.
- Engineering or architectural services such as calculations of structural capacities, adequacy, or integrity are not part of this inspection.
-

REPORT OVERVIEW

THE SCOPE OF THE INSPECTION

The All-Trade Engineering Structural Inspection is an examination and opinion of the structural condition and integrity of an existing building, and identifies areas that require improvement, repair, retrofit, or condemnation. This report is based upon widely-held engineering principles and judgment, and it follows a standard of care which defines a level of skill and competence ordinarily and contemporaneously demonstrated by professionals of the same discipline practicing in the same locale and faced with the same or similar facts and circumstances. No as-built framing or building plans were provided for cross-reference.

1853 EAST CAMINO DEL SOL, OXNARD, CA. 93030

STRUCTURAL ELEMENTS INSPECTED

This report will focus on the inspections made of the visible and accessible FRAMING, FLOOR, and ROOF structural elements of the barn, including the:

- **VERTICAL FORCE RESISTING SYSTEM DEFICIENCIES**
- **LATERAL FORCE RESISTING SYSTEM DEFICIENCIES**

IT IS THE PROFESSIONAL OPINION OF THIS OFFICE THAT THE BARN AND THE RESIDENCE CAN NOT BE RELOCATED. IT IS ALSO THE PROFESSIONAL OPINION OF THIS OFFICE THAT THE BARN SHOULD NOT BE OCCUPIED WITHOUT SIGNIFICANT STRUCTURAL RETROFIT.

Photos are attached at the end of this report.

BARN

Roof Framing

OBSERVATIONS & RECOMMENDATIONS: The roof framing is constructed of old conventional barn framing. There are braces and kickers throughout in order to shorten rafter spans, column unbraced lengths, and out of plane hinge points. This framing is far outdated. Most of the framing is grandfathered in except for at some point a layer of roof sheathing was added. This roof sheathing helped and harmed the structure. The sheathing provides lateral stability and increases shear transfer capacity to the lateral force resisting elements of the structure. The problem with this increased lateral stability of the roof is the increase in weight on the roof. The original framing is skip sheeting and is about 2 psf. The roof sheathing that was added is at least an additional 3 psf dependent on the thickness. The added weight adds over 15,000 lb to the roof framing over the 5,000 square foot roof area.

There is a 2x ridge board and rafters at the peak of the roof. This is a typical tied roof assembly in conventional framing except that there is no horizontal tension tie across the bottom 1/3 of the rafters. The rafters by sheer compression are holding the ridge board in place.

There is not blocking at the parallel rafter bays to help brace the 20'+ tall walls out of plane.

For the reasons stated above the roof is wobbly and at risk of collapsing inward under high wind, seismic, or re-roofing conditions.

SEE PIC #3 & 4

BARN

Floor Framing

OBSERVATIONS & RECOMMENDATIONS (Walls): The floor framing is conventional spaced floor joists with floor planks. There is no plywood flooring nor diaphgragm. Water damage and efflorescence was observed in a handful of locations. The most glaring deficiency is the lack of positive connections at post to beam connections. Most everything is toenailed and face nailed. There are no positive connections providing any lateral stability. There is also no blocking in between joists at the bearing points nor at parallel bearing wall conditions.

Additionally, the problem previously stated on the roof is also a contributing factor to the main problem with the floor level. 15,000 pounds is a lot of weight to add to an already outdated lateral force resisting system. There are no braces anywhere in the middle of the structure in either direction.

For the reasons stated above the floor is wobbly and at risk of collapsing inward under high wind, seismic, or re-roofing conditions.

SEE PIC #5 & 6

MAIN RESIDENCE

DESCRIPTION OF FEASIBILITY OF RELOCATING THE HOUSE

OBSERVATIONS & RECOMMENDATIONS: The primary residence is an old structure built out of masonry and concrete. The walls vary in thickness from 8-12" thick. They have been clad stucco and finished with roof tile. The interior walls are finished with plaster and wood siding. There is also a basement.

This is not typical for a single family residence. This is much bulkier and heavier than a typical residence. There is a significant amount of earthwork that would need to be done to relocate the basement. It can not be relocated without new grading and retaining walls. The existing walls would not calculate out even if they could be carrier and relocated.

Moving the rest of the house would require tearing it into multiple sections to make them movable by crane. Even still, moving those heavy pieces and trying to reconnect them would not work without triggering full lateral and vertical retrofitting. The connections, foundations, lateral force resiting system, rebar, concrete compressive strength, components and cladding, floor framing, and all finishes would be required to be brought up to current code. This is not economically feasible. It would be cheaper and faster to rebuild the whole house.

1853 EAST CAMINO DEL SOL, OXNARD, CA. 93030

CLOSURE

The conclusions and recommendations contained within this report are based on field observations of the site conditions. Recommendations are based on the assumption that the subsurface conditions do not deviate appreciably from those indicated by the individual test pits placed on the subject site. If conditions encountered during construction appear to differ from those described in this report, ***ALLTRADE*** *should be notified so we may determine if any modifications are necessary. In this way, any required supplemental recommendations can be made with a minimum delay to the project.*

The recommendations are based on the preliminary information provided to us at the start of the investigation. Any changes of this information may require additional work. This report has been prepared in accordance with generally accepted engineering practices and makes no warranties, either express or implied, as to the professional advice provided in this report.

This report is based upon widely-held engineering principles and judgment, and it follows a standard of care which defines a level of skill and competence ordinarily and contemporaneously demonstrated by professionals of the same discipline practicing in the same locale and faced with the same or similar faces and circumstances. No materials testing was requested or performed.

Inasmuch as the review of an existing structure requires that certain assumptions cannot be verified without spending great sums of additional money, or destroying otherwise adequate or serviceable portions of the building, please be aware that there may be unforeseen or unobserved problems. It must be understood this is our opinion, based on a surficial examination of the building and in no way should be construed as any kind of guarantee, warranty or certification.

This report is for the use of the construction team and landlord representatives, in regards to the subject site and building, and is not transferable to third parties. We have no duty, contract, obligation or liability to third parties. Other persons must obtain their own expert opinion. This report should only be considered valid for three months from the report date. Code changes, industry standards, as well as property conditions can change our opinion in longer time frames. This report is copyright protected and is illegal to copy or Xerox. Additional copies are available from our office.

Shane Judd, P.E.
Principal
All-Trade Engineering & Design
17 E. High Street
Moorpark, Ca. 93021
(805) 552-4000 (Office)
(818) 337-2289 (Fax)

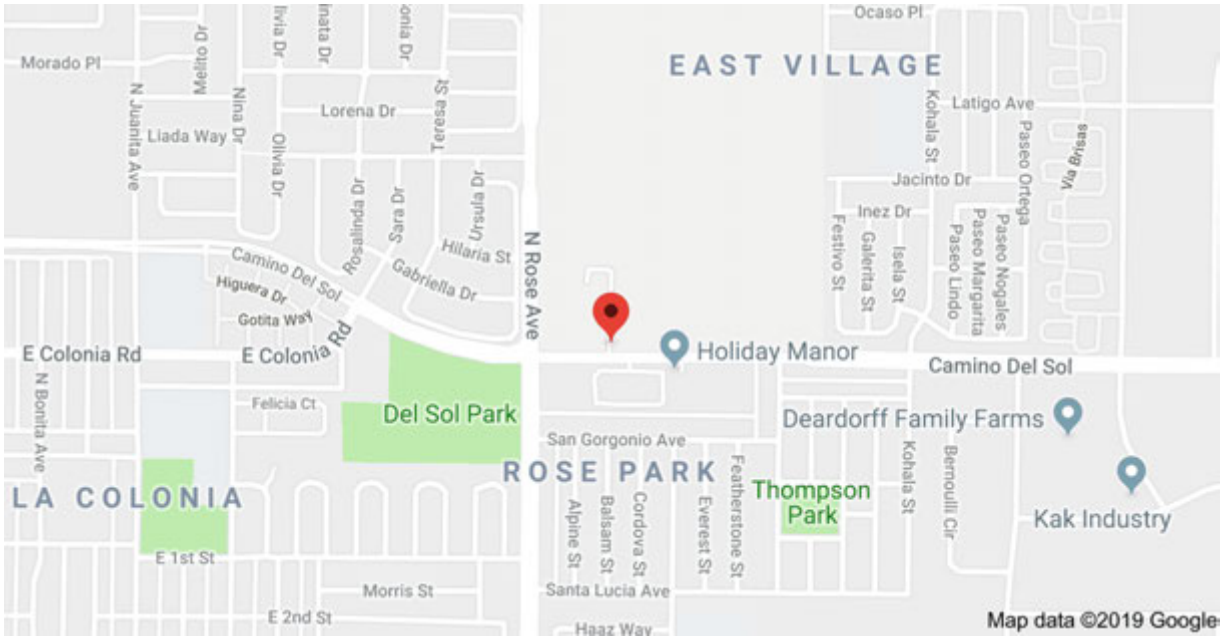


ALL-TRADE Engineering & Design

1853 EAST CAMINO DEL SOL, OXNARD, CA. 93030

PHOTO GALLERY

Vicinity Map



Map of the vicinity of the property and surrounding streets.

1853 EAST CAMINO DEL SOL, OXNARD, CA. 93030

PHOTO GALLERY

Aerial View of Property



Overall view of the property showing general slope and adjacent hillsides.

PHOTO GALLERY

PIC #3 & 4 - ROOF FRAMING





Pics of the barn roof framing

PHOTO GALLERY

PIC #5 & 6 - FLOOR FRAMING





APPENDIX D

2014 DPR Form

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary
HRI
Trinomial
NRHP Status Code 3S
Other Listing
Review Code _____ **Reviewer** _____ **Date** _____

Page 1 **of** 3 **Resource Name or #:** (Assigned by recorder) Louis G. Maulhardt Ranch

P1. Other Identifier:

P2. Location: ☐ **Not for Publication** ☒ **Unrestricted** **a. County** Ventura

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad Oxnard **Date** **; R** **1/4 of** **1/4 of Sec** **B.M.**

c. Address: 1853 Camino del Sol **City** Oxnard **Zip** 93030

d. UTM: (Give more than one for large and/linear resources) ; mE/ 93030 mN

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APN 2140026059

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This 107.25 acre parcel contains a cluster of buildings at the southwestern corner of the property at the end of a short drive. The large main residence is two-story with an L-plan and a combination of flat and low pitched truncated hipped roofs covered with tile, featuring decorative paired brackets under the broad eaves. The attached flat roofed front porch features broad eaves with paired brackets and is supported by massive square posts. The wood windows are fixed or casement and found in threes or singly with plain wood mouldings. A section of the porch has been enclosed with multi-paned wood windows. The house has a stucco siding and rests on a raised foundation. The house appears in excellent condition and has retained its integrity.

A large two-story gable-roofed wooden barn, built in 1906, is located within the cluster of buildings. A small wood carriage house, built ca. 1880, is located between the house and barn along with a shed and two small storage buildings built ca. 1915. Behind the main residence is a swimming pool (1970), a water tower and an office (former residence), whose dates of construction are

P3b. Resource Attributes (List attributes and codes) HP33. Farm/ranch; HP3. Multiple family property

P4. Resources Present ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
L.G. Maulhardt Residence, southern elevation (Jeffrey Maulhardt, nd).

P6. Date Constructed/Age and Sources:
☐ Prehistoric ☒ Historic ☐ Both
1916-F (residence)
1906-F (barn)

P7. Owner and Address
Maulhardt Tr Et Al
1853 Camino Del Sol
Oxnard, CA 93030-5001

P8. Recorded by: (Name, affiliation and address)
San Buenaventura Research Associates
1328 Woodland Drive
Santa Paula, CA 93060

P9. Date Recorded: 7-30-2014

P10. Survey Type: (Describe)
Reconnaissance Survey

P11. Report Citation: (Cite survey report and other sources, or enter "none")
Eastern Oxnard Plain Historic Context and Reconnaissance Survey

Attachments
☐ NONE ☒ Continuation Sheet ☐ District Record ☐ Rock Art Record ☐ Other (List)
☐ Location Map ☒ Building, Structure and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD HRI # Primary #

 NRHP Status Code 3S

Resource Name or #: (Assigned by recorder) Louis G. Maulhardt Ranch

B1. Historic Name: Maulhardt Ranch
B2. Common Name: Maulhardt Ranch
B3. Original Use: Ranch **B4. Present Use:** same
B5. Architectural Style:
B6. Construction History: (Construction date, alterations, and date of alterations)
1916-F - main residence; 1880s - carriage house; 1906 - barn

B7. Moved? [X] No [ ] Yes [ ] Unknown **Date:** **Original Location:**
B8. Related Features:
barn, carriage house, sheds

B9a. Architect: Alfred Priest **b. Builder:** Thomas Carroll
B10. Significance: Theme Settlement and Agriculture **Area:** Oxnard
Period of Significance: 1864-1898; 1898-1945 **Property Type:** agricultural buildings **Applicable Criteria:** A, C
(Discuss importance in terms of historical or architectural context as defined by theme, period and geographical scope. Also address integrity.)

This property is representative of the Settlement and Agricultural themes spanning two periods: 1864 to 1898 and 1898 to 1945. The property was originally part of a larger 1,230 acre parcel owned by Louis' father Jacob Maulhardt, who built a house in 1878 near the present house. The older house was demolished sometime after 1917. The original 1,230 acres was purchased by Jacob Maulhardt, his brother Gottfried Maulhardt and Johannes Borchard from Juan Camarillo in 1872. The land was divided between the three men into three 410 acre parcels in 1878.

Jacob Maulhardt and his brother Gottfried Maulhardt immigrated from Dutterstadt, Germany in 1867 and eventually settled on the Colonia Rancho. Jacob Maulhardt was born in 1841 and his wife Dorothea Kohler in 1844 in Hanover, Germany, and by 1880 were living on the ranch. Louis was the third child, born in 1870.

Louis Godfrey Maulhardt grew up on this property. He attended St. Vincents' College and then followed in his father's steps by going into farming, raising barley and later lemons. Upon his father Jacob's death in 1899, he inherited 100 acres of the property and eventually acquired all 412 acres from his siblings. He invested in additional acreage in Ventura County to advance his farming interests. He married Theresa Borchard and they raised seven children on the ranch.

B11. Additional Resource Attributes (List attributes and codes)
B12. References:

Maulhardt, Jeffrey Wayne. *Beans, Beets, & Babies.* Mobooks, Northridge, CA: 2001.

Maulhardt, Jeffrey Wayne. *The First Farmers of the Oxnard Plain.* Mobooks, 1999.

B13. Remarks:

B14. Evaluator: San Buenaventura Research Associates
Date of Evaluation:

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



APPENDIX E

2025 DPR Forms

State of California ♄ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3/5D2

Other Listings
Review Code Reviewer Date

Page 1 **of** 33 ***Resource Name or #:** (Assigned by recorder) Maulhardt Home Place, Main Residence
P1. Other Identifier: 1853 Camino Del Sol

*P2. **Location:** ☐ **Not for Publication** ☒ **Unrestricted**
*a. **County** Ventura **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad USGS, OXNARD QUADRANGLE CALIFORNIA - VENTURA COUNTY 7.5-MINUTE SERIES **Date** 2018
T ___; **R** ___; ___ ☐ **of** ___ ☐ **of Sec** ___; _____ **B.M.**
c. Address 1853 Camino del Sol City Oxnard Zip 93031
d. UTM: (Give more than one for large and/or linear resources) Zone ___, _____ mE/ _____ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
Assessor Parcel Number (APN) 214-0-02-062

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The main residence (house) is an Eclectic style two-story wood frame and hollow clay tile building set on raised hollow clay tile and concrete perimeter and post-and-pier foundations. The house's architecture combines elements of the Craftsman and Prairie styles with motifs inspired by the Mediterranean style subtype of the Period Revival movement. A small, concrete-walled basement shelters the house's furnace. Exterior walls are stucco-clad, and the roof is a complex modified mansard type that originally featured solar panels to heat the house's water supply. The roof is covered in terra cotta tiles. The roof's boxed, extended eaves feature paired decorative brackets. Fenestration is primarily wood casement types set into moderately deep reveals; some of the windows featuring divided lights. (*see continuation page 2)*

***P3b. Resource Attributes:** (List attributes and codes) HP33 farm/ranch, HP3 multi-family property

***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐Site ☒ District ☒ Element of District ☐ Other (Isolates, etc.)

P5a.



P5b. Description of Photo: (view, date, accession #) south and west elevations, July 31, 2025, looking southeast

***P6. Date Constructed/Age and Source:** ☒ Historic ☐ Prehistoric ☐ Both
1916 (factual)

***P7. Owner and Address:**
Maulhardt-Stiles Family Trust

***P8. Recorded by:** (Name, affiliation, and address) Pamela Post, Ph.D. & Tim Hazeltine, Post/Hazeltine Assoc., 616 Pilgrim Terrace Dr. Santa Barbara, CA 93101

***P9. Date Recorded:** July 31, 2025

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Historic Resources Report, The Maulhardt/Stiles family Property, Sub-Neighborhood Plan,1853 Camino del Sol, Oxnard, California (Assessor Parcel Number (APN) 214-0-02-061, Area B, a 44.21-acre lot and 214-0-02-062, Area C, an 11.80-acre lot; APN 214-0-02-061

***Attachments:** ☐NONE ☒Location Map ☒Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☒District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☒Photograph Record ☐ Other (List): _____

P3a: Description (continued)

The south elevation is L-shaped in configuration with a partially enclosed one-story porch extending across the east side of the south elevation. The porch's flat roof is supported by rectangular piers set on a parapet. The porch is capped by a parapet surrounding a second-floor porch. The porch's extended eaves are supported by the same style paired brackets embellishing the house's main roof. The east end of the porch shelters a one-light wood front door, which is flanked on either side by one-light sidelights. A secondary entrance door set on the porch's east wall provides access to a conservatory. The conservatory's fenestration is comprised of series of narrow, 12-light rectangular wood windows set between stucco piers. On its west side, the porch opens onto an open terrace surrounded by a solid parapet. On this side of the elevation, fenestration is comprised of a large, one-light fixed wood window capped by a fixed wood awning.

The west elevation is the location of the residence's porte-cochere. The porte-cochere is located on a recessed section of the elevation. The porte-cochere's enclosed second floor is supported by rectangular piers. The porte-cochere's entry doors are comprised of a set of multi-light French doors. The porte-cochere's architectural detailing mimics the house's entry porch. On the second floor, four narrow one-over-one wood sash and a multi-light French door open on a porch.

The north elevation has an L-shaped configuration. Like the west elevation, its fenestration is comprised of a series of casement and sash windows of varying dimensions . The porte-cochere at the west end of the elevation is flanked by a chimney. At the east end of the elevation a one-story projection is capped by a hipped roof covered in terra cotta tiles. A door set in the recessed portion of the elevation provides access to the swimming pool deck via glazed flush panel door set at the top of a wood ramp.

The east elevation, which faces the driveway leading to the ranch yard, is almost linear in configuration with a shallow bay window, capped by a continuation of the decorative eave dividing the first and second floors, set near its centerpoint. At the south end of the elevation, a shallow projection is capped by a hipped roof covered in terra cotta tiles. This elevation's fenestration is comprised of a balanced arrangement of wood casement and double-hung sash windows, many with divided lights in their upper registers. Most of the windows are paired or triple types.

The house's first floor encompasses the living room, which is flanked on its east side by the dining room. Along the east side of the living room, folding doors provided access to the dining room. On its north side the dining room is flanked by the breakfast room. Pairs of French doors on the south side of the dining room opened into a conservatory that flanks the east side of the house's front door. The porte-cochere on the west side of the house opens into a room identified on the original plans as the "living porch." which opened into the house's stair hall. On its south side, the stair hall opens into the living room. The rear of the first floor is devoted to service functions, including the kitchen, men's dining room, a storeroom, toilet room, and service stairs to the basement and a screen porch. The second floor features four family bedrooms, a billiard room, and a maid's room. This floor features two balconies, one off the billiard room and the other accessed from one of the bedrooms.

Built in 1916, the house was designed by the Los Angeles architect Alfred Priest as documented by an original plan set in the possession of the Maulhardt family. The main residence retains most of its original materials and design features including its hollow clay tile walls, wood windows and doors, bracketed eaves and terra cotta tile roof. Alterations are confined to the replacement of an original paneled door on the north elevation with a one-light, flush panel door set at the top of a wood ramp. This change occurred less than fifty years ago based on its materials and design. The front porch's metal and glass ceiling light fixture is a recent (less than 50 years ago) alteration.

State of California ♉ The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) Maulhardt Home Place, Main Residence ***NRHP Status Code** 3/5D2
Page 3 **of** 33

B1. Historic Name: Maulhardt Home Place, Main Residence
B2. Common Name: Maulhardt house/farmhouse/Louis G. Maulhardt Ranch B3. Original Use: Single Family Residence
B4. Present Use: Single Family Residence ***B5. Architectural Style:** Eclectic, Arts and Crafts, Four Square and Mediterranean influences

***B6. Construction History:** (Construction date, alterations, and date of alterations) Built in 1916 (factual, family history). The exterior alterations which are confined to the replacement of a door and a light fixture, appear to have occurred in or after the 1970s based on their design and materials.

B*B7. Moved? ☒**No** ☐**Yes** **Unknown** **Date:** _____ **Original Location:** _____

***B8. Related Features:** A Garage/Staff Quarters, likely designed by Alfred Priest, the architect of the main residence, is located northwest of the main residence. The main residence is surrounded by remnants of a designed landscape and a vernacular landscape. Several vernacular type late nineteenth and early twentieth century buildings associated with the property's ranch yard and the Maulhardt Home Place's agricultural activities are located on the property. The ranch yard is comprised of six buildings including a barn, two service buildings, an equipment storage building, shed and carriage house.

B9a. Architect: Alfred Priest b. Builder: N/A
***B10. Significance: Theme** Residential Architecture **Area** Oxnard

Period of Significance 1916-1945 **Property Type** HP2/HP33 **Applicable Criteria** A, B & C
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The main residence was built in 1916 for Louis G. Maulhardt, a prominent farmer and businessman in Oxnard between the early 1900s and his death in 1927. Louis Maulhardt played a leading role in the development of Oxnard's agricultural industry including trough promoting sugar beets as an important crop, promoting agriculture and local business including serving as a member of the board of directors of the Bank of A Levy.

The main residence is an exemplary example of its architectural type, which conflates elements of the Arts and Crafts style and Prairie style with motifs, including its tile roof and stucco-clad walls, which were inspired by the then popular Mediterranean (Renaissance Revival) style. The building retains almost all of its original design features and materials, including its tile roof, bracketed eaves, wood windows and doors. Designed by the noted regional architect, Alfred Priest, the main residence is eligible for listing in the NRHP and CRHR under criterion C because of is exemplification of its eclectic architectural style and because it represents the work of Alfred Priest, a notable architect in Southern California during the early twentieth century (see continuation page, pg. 4)

B11. Additional Resource Attributes: (List attributes and codes) HP33
***B12. References:** Post/Hazeltine Associates 2025, San Buenaventura Research Associates 2014.

B13. Remarks:

(Sketch Map with north arrow required.)

***B14. Evaluator:** Pamela Post, Ph.D.
***Date of Evaluation:** July 31, 2025

(This space reserved for official comments.)

B10: The building, which served as the residence of Louis Maulhardt and later members of the Maulhardt family, who mad The building retains almost all of its original design features and materials, including its tile roof, bracketed eaves, wood windows and doors. Designed by the noted regional architect, Alfred Priest, the main residence is eligible for listing in the NRHP and CRHR under criterion C because of is exemplification of its eclectic architectural style and because it represents the work of Alfred Priest, a notable architect in Southern California during the early twentieth century e important contributions to the development of Oxnard's agricultural industry during the late nineteenth through mid-twentieth century, also has a direct association with the theme of agriculture and settlement on the Oxnard Plain between 1916, the year the main residence was built and 1945, thereby meeting Criteria A and B for listing in the NRHP and the CRHR.

The building is also eligible for listing as a City of Oxnard Landmark under Criteria 1 (*It is associated with events that have made a significant contribution to the broad patterns of Ventura County History*) because it has a direct association with the Maulhardt family's farming activities, which contributed to the development of the Oxnard Plain's agricultural industry between 1916 and the 1945. The main residence meets local Criteria 2 (*It is associated with the lives of significant persons in Ventura County's past*) because of its association with Louis Maulhardt, who made notable contributions to the economic life of Oxnard during his lifetime. The main residence also meets Criteria 3 (*It embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguished entity whose components may lack individual distinction*) for listing as a City of Oxnard Landmark because of its exemplification of its architectural style and because it represents the design of Alfred Priest an architect who made substantial contributions to the architectural heritage of Southern California.

State of California ♉ The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI #
PRIMARY RECORD
Trinomial
NRHP Status Code 3/5D2
Other Listings
Review Code Reviewer Date

Page 5 **of** 33 ***Resource Name or #:** (Assigned by recorder) Maulhardt Home Place, Garage/Staff Quarters
P1. Other Identifier: 1853 Camino Del Sol

*P2. **Location:** ☐ **Not for Publication** ☒ **Unrestricted**
***a. County** Ventura **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b.** USGS 7.5' Quad USGS, OXNARD QUADRANGLE CALIFORNIA - VENTURA COUNTY 7.5-MINUTE SERIES **Date** 2018
T ___; **R** ___; ___ ☐ **of** ___ ☐ **of Sec** ___; _____ **B.M.**
c. Address 1853 Camino del Sol City Oxnard Zip 93031
d. UTM: (Give more than one for large and/or linear resources) Zone ___, _____ mE/ _____ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
Assessor Parcel Number (APN) 214-0-02-062

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The garage/staff quarters building is a two-story wood frame and hollow clay tile building. The building's architecture is a simplified version of the main residence's Eclectic style architecture. Built in 1916, the former garage/living quarters building is located northwest of the house.
(*see continuation page 6)*

***P3b. Resource Attributes:** (List attributes and codes) HP4, ancillary building (garage/staff quarters), HP33 farm/ranch
***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object Site ☒ District ☐ Element of District ☐ Other (Isolates, etc.)
P5b. Description of Photo: (view, date, accession #) south and west elevations, July 31, 2025, looking southeast
***P6. Date Constructed/Age and Source:** ☒ Historic ☐ Prehistoric ☐ Both 1916, Factual

P5a.



***P7. Owner and Address:**
Maulhardt-Stiles Trust

***P8. Recorded by:** (Name, affiliation, and address) Pamela Post, Ph.D. & Tim Hazeltine, Post/Hazeltine Assoc., 616 Pilgrim Terrace Dr. Santa Barbara, CA 93101

***P9. Date Recorded:** July 31, 2025

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Historic Resources Report, The Maulhardt/Stiles family Property, Sub-Neighborhood Plan,1853 Camino del Sol, Oxnard, California (Assessor Parcel Number (APN) 214-0-02-062, Area C

***Attachments:** ☐NONE ☒Location Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☒District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☒Photograph Record ☐ Other (List): _____

P3a: Garage/Staff Quarters, Description (continued)

This is a two-story building housing a ground floor garage and a second floor residential unit. The building has a rectangular footprint built of hollow clay tile and wood-framed construction whose materials and design reference the main residence's architecture and materials. Its first floor shelters a garage while the second floor is a small residential unit. A wood frame addition on the rear (north) elevation postdates the construction of the garage in 1916. The stucco-clad building is capped by a hipped roof covered in terra cotta tiles. The roof's moderately overhanging eaves are boxed. Originally, a driveway linked the building's south elevation to the main residence's porte-cochere. Please note the building is surrounded by dense vegetation obscuring views of its elevations. Built in 1916, the former garage/living quarters building is located northwest of the house. This is a two-story Eclectic style building with a rectangular footprint built of hollow clay tile and wood-framed construction whose materials and design reference the main residence's architecture and materials. Its first floor shelters a garage while the second floor is a small residential unit. A wood frame addition on the rear (north) elevation postdates the construction of the garage in 1916. The stucco-clad building is capped by a hipped roof covered in terra cotta tiles. The roof's moderately overhanging eaves are boxed. Originally, a driveway linked the building's south elevation to the main residence's porte-cochere. Please note the building is surrounded by dense vegetation obscuring views of its elevations.

The south elevation's ground floor, which faces towards Camino Del Sol, is divided into two bays. One of the bays is a one-car bay and the other is a two-car bay. The existing doors, which are tilt or role-up metal types. are not original and have been fixed in-place. The two-car bay door is set with flush panel door. The second floor features two, one-over-one wood sash windows.

The east elevation features two, one-over-one wood sash windows on its ground floor and a centrally- placed one-over-one wood sash window on its second floor. The second-floor window is flanked on its north by a metal stove or heater pipe. The recessed section of the elevation is of wood-framed construction with a ground floor door and an exterior flight of wood steps leading up to the second floor.

The north elevation, which is the rear of the building, has an L-shaped configuration with its east end comprised of a shed-roofed, wood-framed and wood clad addition sheathed in horizontal tongue-and groove wood siding. Open wood stairs, set parallel to the elevation, extend to the second floor. The addition's fenestration is comprised of two-light wood sliders. The recessed portion of the elevation is sheathed in stucco; its fenestration is comprised of a one-over-one wood sash window on the ground floor and two one-over-one wood sash windows of varying dimensions on the second floor.

The west elevation is linear in configuration with a shed-roofed addition clad in horizontal wood siding, projecting off its north end. Fenestration is comprised of a single-light casement window on the addition's second floor, and two rectangular wood-framed one-over-one sash windows of varying dimensions on the original section of the second floor.

Building Chronology, Alterations and Modifications

- The garage/living quarters was built in 1916 likely to the design of Alfred Priest as its architectural motifs and materials mimic those of the house which is documented to be the work of Priest;
- Sometime during the mid-to-late 1940s a wood-framed addition was built off the rear (south elevation);
- Within the last 46 years the garage's bay doors have been replaced;
- The existing exterior doors appear to be less than 40 years of age; and
- The driveway that linked the garage/living quarters to the main residence's porte-cochere has been replaced by a pathway.

State of California ♁ The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) Maulhardt Home Place, Garage/Staff Quarters ***NRHP Status Code** 3/5D2
Page 7 **of** 33

B1. Historic Name: Maulhardt Home Place, Garage/Staff Quarters
B2. Common Name: garage B3. Original Use: garage/living quarters
B4. Present Use: vacant
***B5. Architectural Style:** Eclectic ***B6. Construction History:** (Construction date, alterations, and date of alterations) Built in 1916 (factual, family history). The exterior alteration include replacement of the original bay doors, and a two-story wood frame addition with an exterior staircase on the north elevation.

B*B7. Moved? ☒**No** ☐**Yes** **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:** The main residence designed by Alfred Priest, the architect of the main residence, is located southeast of the building. The main residence is surrounded by remnants of a designed landscape and a vernacular landscape. Several vernacular type late nineteenth and early twentieth century buildings associated with the property's ranch yard and the Maulhardt Home Place's agricultural activities are located northeast of the building on the same parcel. The ranch yard is comprised of six buildings including a barn, two service buildings, an equipment storage building, shed and carriage house.

B9a. Architect: Alfred Priest (attributed) b. Builder: N/A
***B10. Significance: Theme** Residential Architecture **Area** Oxnard

Period of Significance 1916-1945 **Property Type** HP2—Single Family Residential, HP33—Farm/Ranch
Applicable Criteria A, B & C (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
The garage was built in 1916 for Louis G. Maulhardt, a prominent farmer and businessman in Oxnard between the early 1900s and his death in 1927. Louis Maulhardt played a leading role in the development of Oxnard's agricultural industry including trough promoting sugar beets as an important crop, promoting agriculture and local business including serving as a member of the board of directors of the Bank of A Levy. The garage is a simplified iteration of the main residence with plastered walls and a tiled roof with extended eaves.
(*see continuation page, pg. 4*)

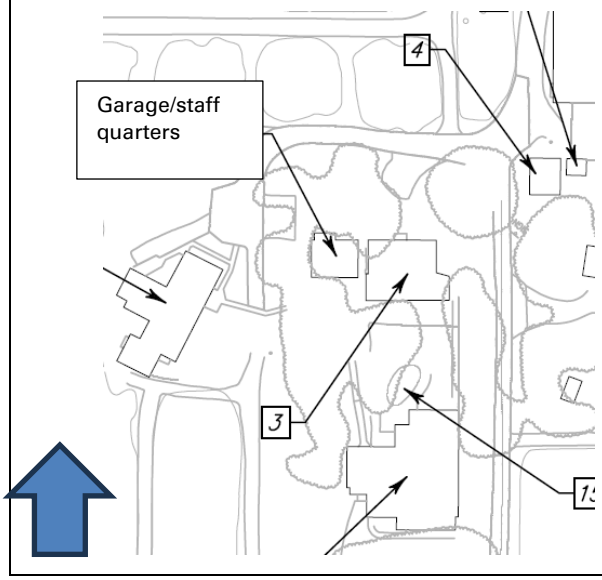
B11. Additional Resource Attributes: (List attributes and codes) HP33 farm/ranch
***B12. References:** Post/Hazeltine Associates 2025, *Historic Resources Report for CEQA Review, Maulhardt/Stiles Property (Maulhardt Home Place), City of Oxnard, August 22, 2025, Revised November 12, 2025.*
San Buenaventura Research Associates, 2014 *Historic Context Statement and Reconnaissance Survey for the Eastern Oxnard Plain of Ventura County CA*. Prepared for the County of Ventura Planning Division.

B13.Remarks:
The property was surveyed in 2014 as part of a Reconnaissance Survey of the Eastern Oxnard Plain. The property was assigned a status code of 3S, eligible for listing in the National Register of Historic Places, the California Register of Historical Resources and at the local level. In 2022-2024, the Maulhardt/Stiles property was divided into three parcels, one of which was developed with a public high school. This converted approximately 50 acres of farmland into a school campus.

***B14. Evaluator:** Pamela Post, Ph.D.
***Date of Evaluation:** July 31, 2025

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



National Register

Criterion B *"That are associated with the lives of persons significant in our past."*

Both Jacob Maulhardt and his son, Louis Maulhardt are considered historically prominent figures because of their contributions to the Oxnard Plain's development into one of California's most productive agricultural centers. It was largely the efforts of early farming families like the Maulhardt's that the Oxnard Plain developed a thriving agricultural industry between the late nineteenth and the early twentieth century. The garage/staff quarters built in 1916 for the family's vehicles was an integral element of the property and closely associated with the family's use of the property and formed an adjunct to the adjacent main residence. Therefore, the Garage/staff quarters meets Criterion B.

Criterion C "*That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.*"

The eclectic style garage/living quarters is a good example of its architectural subtype, which conflates elements of the Arts and Crafts style and Prairie style with motifs, including its tile roof and stucco-clad walls inspired by the emerging Mediterranean (Renaissance Revival style). The building retains most of its original design features and materials. Designed by the noted regional architect, Alfred Priest, these two buildings meets Criterion C because of their architecture.

California Register

3) "Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values"

The garage/residential unit by Alfred Priest a Los Angeles architect, conflate elements of Arts and Crafts, Prairie style and Mediterranean architecture in its design. This type of stylistic hybrid was common in early twentieth century California where regional architects like Alfred Priest sometimes designed stylistic 'hybrids', especially during the mid-teens when Arts and Crafts architecture was losing favor as the emerging Period Revival movement gained in popularity. Priest, whose local work included the pagoda style bandstand in Oxnard, can be considered an architect of regional importance who practiced in a range of styles. The garage/living quarters meets Criteria 3 both as an example of early twentieth century stylistic eclecticism and as exemplar of the work of Alfred Priest.

City of Oxnard

(3) It embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguished entity whose components may lack individual distinction;

Alfred Priest is considered an architect of regional importance, with surviving commissions scattered throughout the Southland. Like many architects of the era, he practiced in a range of styles responding to both the demands of his clients and changing architectural taste. Because he made substantial contributions to the architectural heritage of Southern California, Ventura County and Oxnard, the main residence and Garage/Living Quarters listing as a City of Oxnard Landmark under criterion 3.

State of California ♄ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3/5D2
Other Listings
Review Code Reviewer Date

Page 9 **of** 33 ***Resource Name or #:** (Assigned by recorder) Maulhardt Home Place, Barn
P1. Other Identifier: Mule Barn/1853 Camino Del Sol

*P2. **Location:** ☐ **Not for Publication** ☒ **Unrestricted**
*a. **County** Ventura **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad USGS, OXNARD QUADRANGLE CALIFORNIA - VENTURA COUNTY 7.5-MINUTE SERIES **Date** 2018
T __; **R** __; __ ☐ **of** __ ☐ **of Sec** __; _____ **B.M.**
c. Address 1853 Camino del Sol City Oxnard Zip 93031
d. UTM: (Give more than one for large and/or linear resources) Zone __, _____ mE/ _____ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
Assessor Parcel Number (APN) 214-0-02-062

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The barn (mule barn) is located northwest of the house on the south side of the ranch yard. Built in 1906, the two-level barn was built to house the farm's mule teams. It is in good condition. The two-level building is capped by front gable roof covered in composition shingles. The roof's overhanging eaves are supported by wood rafters. The north and south elevations of the barn feature shed-roofed dormers ventilating the barn's second level. The barn's exterior is clad in wide board vertical tongue-and-groove siding and wood battens. Doors are wood plank types (*see continuation page 10).* While remnant lemon groves survive on the parcel to the west of the barn, the Del Sol High School campus, built in 2023, comprised of buildings, athletic courts and playing fields, form the setting on the east and north sides of the barn and ranch yard.

***P3b. Resource Attributes:** (List attributes and codes) HP4, ancillary building (barn), HP33 farm/ranch

P5a.



***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object Site ☒ District ☒ Element of District ☐ Other (Isolates, etc.)
P5b. Description of Photo: (view, date, accession #) west and south elevations, July 31, 2025, looking northeast
***P6. Date Constructed/Age and Source:** ☒ Historic ☐ Prehistoric ☐ 1912, factual

***P7. Owner and Address:**
Maulhardt-Stiles Trust

***P8. Recorded by:** (Name, affiliation, and address) Pamela Post, Ph.D. & Tim Hazeltine, Post/Hazeltine Assoc., 616 Pilgrim Terrace Dr. Santa Barbara, CA 93101
***P9. Date Recorded:** July 31, 2025

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Historic Resources Report, The Maulhardt/Stiles family Property, Sub-Neighborhood Plan,1853 Camino del Sol, Oxnard, California (Assessor Parcel Number (APN) 214-0-02-062, Area C

***Attachments:** ☐NONE ☒Location Map ☒Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☒District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☒Photograph Record ☐ Other (List):

P3a: Barn, Description (continued)

The barn's west elevation features three bays on its ground floor covered by sliding doors sheathed in diagonal wood siding. The central bay is flanked on either side by small one-light windows. Two centrally placed rectangular openings set one above the other, on the elevation's second level, allowed feed and other materials to be moved into and out of the barn's upper floor. Both openings are covered by sliding wood doors sheathed in board-and-batten siding. A hoist is set just below the peak of the elevation's front gable roof.

The barn's south elevation, which opens onto a fenced paddock, faces towards the carriage house and the shed. Its ground floor features four doorways, three of which are flanked by one- light rectangular window openings (the opening at the east end of the elevation is not glazed). The second floor features a symmetrical arrangement of three large bays covered by sliding doors covered in board-and-batten siding.

The barn's south elevation, which faces remnants of a fenced paddock, mimics the west elevation's scheme with the ground floor featuring three bays covered by sliding doors covered in diagonal wood sheathing and a centrally placed opening covered by a sliding door sheathed in board-and-batten on the second floor. Smaller openings covered with board-and batten sheathing cap the second floor opening. A hoist is set just below the peak of the gable roof.

The north elevation faces towards the ranch yard. Near the east end of the elevation, a concrete and metal ramp, lined on either side by metal railings, set near the center of the elevation accesses the Barn's second level. On its east side, the ramp is flanked by an open bay. The ramp facilitated moving mules up to the upper floor. At the top of the ramp, the second level's open bay is flanked on either side by rectangular openings covered in board-and-batten siding. The roof features two shed-roofed dormers that ventilate the barn's second level.

The ground floor is divided into several sections by bracketed square wood posts set on concrete that support the upper level's wood plank floor. Currently, the barn is used for storage. As noted above, the barn's two levels stabled mule teams that pulled the farm's cultivators and harvesting machines. The second-floor level is divided into three sections by wood posts with angled braces that support the barn's truss roof. Its floor is comprised of wood planks.

State of California ♁ The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) Maulhardt Home Place, Barn ***NRHP Status Code** 3/5D2
Page 11 **of** 33

B1. Historic Name: Maulhardt Home Place, Barn
B2. Common Name: Barn B3. Original Use: Mule Barn
B4. Present Use: storage
***B5. Architectural Style:** Vernacular ***B6. Construction History:** (Construction date, alterations, and date of alterations) The barn was built in 1906 for Louis Maulhardt to house mules used to pull farm equipment. Alterations include installation of a concrete ramp at the east end of the building's north elevation (date unknown), and the installation of wood partitions on the ground floor (date unknown). There appear to have been few substantial alterations to the building since its construction with the most notable being the reconstruction of the ramp in concrete sometime after 1947, and the partial reconfiguration of the ground floor into several spaces.

B*B7. Moved? ☒**No** ☐**Yes** **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:** The barn is located on the south side of the ranch yard located at the northeast corner of the parcel. In addition to the barn, several vernacular type late nineteenth and early twentieth century buildings, including two service buildings, an equipment storage building, shed and carriage house.

B9a. Architect: N/A b. Builder: N/A
***B10. Significance: Theme** vernacular architecture/agriculture **Area** Oxnard

Period of Significance 1906-1945 **Property Type** HP33—Farm/Ranch **Applicable Criteria** A, B & C
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

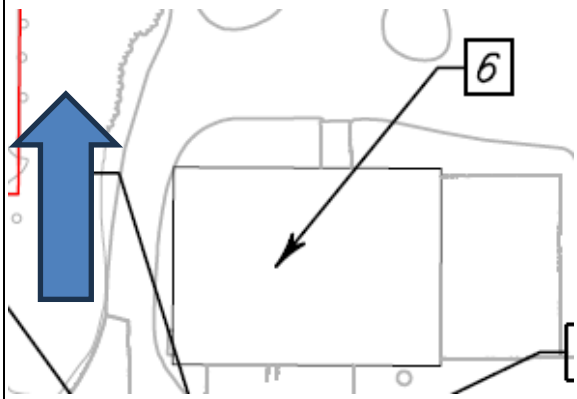
The barn was built in 1906 for Louis G. Maulhardt, a prominent farmer and businessman in Oxnard between the early 1900s and his death in 1927. Louis Maulhardt played a leading role in the development of Oxnard's agricultural industry including trough promoting sugar beets as an important crop, promoting agriculture and local business including serving as a member of the board of directors of the Bank of A Levy. The mule barn is a rare surviving example of an early twentieth century, two-level barn which has preserved most of its original design features and materials. The barn was designed to shelter the mule teams that served as the Maulhardt Home Place's draft animals, pulling plows, harvesters, and other farm equipment. It is also a rare surviving example of its type in Oxnard. The barn contributes to the setting of the ranch yard, comprised of several buildings built between the late nineteenth century and the late 1930s (see continuation page 12).

B11.Additional Resource Attributes: (List attributes and codes) HP33 farm/ranch
***B12. References:** Post/Hazeltine Associates 2025, *Historic Resources Report for CEQA Review, Maulhardt/Stiles Property (Maulhardt Home Place), City of Oxnard, August 22, 2025, Revised November 12, 2025.*
San Buenaventura Research Associates, 2014 *Historic Context Statement and Reconnaissance Survey for the Eastern Oxnard Plain of Ventura County CA*. Prepared for the County of Ventura Planning Division.

B13.Remarks:
The property was surveyed in 2014 as part of a Reconnaissance Survey of the Eastern Oxnard Plain.

***B14. Evaluator:** Pamela Post, Ph.D.
***Date of Evaluation:** July 31, 2025

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

B10:

National Register

Criterion B *"That are associated with the lives of persons significant in our past."*

Both Jacob Maulhardt and his son, Louis Maulhardt are considered historically prominent figures because of their contributions to the Oxnard Plain's development into one of California's most productive agricultural centers. It was largely the efforts of early farming families like the Maulhardt's that the Oxnard Plain developed a thriving agricultural industry between the late nineteenth and the early twentieth century. The garage/staff quarters building built in 1906 was an integral element of the property and closely associated property's cultivation of crops and orchards. Therefore, the Barn meets Criterion B.

Criterion C "*That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.*"

The mule barn is a rare surviving example of an early twentieth century, two-level barn which has preserved most of its original design features and materials. The barn was designed to shelter the mule teams that served as the Maulhardt Home Place's draft animals, pulling plows, harvesters, and other farm equipment. It is also a rare surviving example of its type in Oxnard. Therefore, the barn meets Criterion C because of its architecture.

California Register

3) "Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values"

The barn meets Criteria 3 both as an example of early twentieth century vernacular architecture and as a rare surviving example of a two-level barn in Oxnard.

City of Oxnard

(3) It embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguished entity whose components may lack individual distinction;

The barn built in 1906 is a rare surviving example of a two-level barn which has survived essentially intact since the early twentieth century. As an exemplar of this now uncommon building type the barn is eligible for listing as a City of Oxnard Landmark under Criterion 3.

B13: The property, including the barn, were assigned a status code of 3S, eligible for listing in the National Register of Historic Places, the California Register of Historical Resources and at the local level. In 2022-2024, the Maulhardt/Stiles property was divided into three parcels, one of which was developed with a public high school. This converted approximately 50 acres of farmland into a school campus.

State of California ♄ The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI #
PRIMARY RECORD
Trinomial
NRHP Status Code 5DS
Other Review Code | Reviewer | Date | Listings

Page 17 **of** 33 ***Resource Name or #:** (Assigned by recorder) Maulhardt Home Place, Outbuilding #1
P1. Other Identifier: 1853 Camino Del Sol

*P2. **Location:** ☐ **Not for Publication** ☒ **Unrestricted**
*a. **County** Ventura **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad USGS, OXNARD QUADRANGLE CALIFORNIA - VENTURA COUNTY 7.5-MINUTE SERIES **Date** 2018
T ___; **R** ___; ___ ☐ **of** ___ ☐ **of Sec** ___; _____ **B.M.**
c. Address 1853 Camino del Sol City Oxnard Zip 93031
d. UTM: (Give more than one for large and/or linear resources) Zone ___, _____ mE/ _____ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
Assessor Parcel Number (APN) 214-0-02-062

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
Outbuilding building #1 is located on the west side of the ranch yard, which is located northeast of the main residence at the northeast corner of the study property. The building was built sometime between the early 1900s and 1938. It has a rectangular footprint, a concrete slab floor and wood-framed walls sheathed in board and batten. The east elevation features swing style wood plank doors. The north elevation features a one-over-one wood sash window. Currently, this building is used for storage (*see continuation page 108.*

***P3b. Resource Attributes:** (List attributes and codes) HP4, ancillary buildings, HP33 farm/ranch
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object Site ☒ District ☐ Element of District ☐ Other (Isolates, etc.)
P5b. Description of Photo: (view, date, accession #) East elevation of Outbuilding #1, flanked on its south (left) by Outbuilding #2, July 31, 2025, looking northwest

P5a.



***P6. Date Constructed/Age and Source:** ☒ Historic ☐ Prehistoric ☐ 1938 (estimated) based on a review of aerial photographs

***P7. Owner and Address:**
Maulhardt-Stiles Trust

***P8. Recorded by:** (Name, affiliation, and address) Pamela Post, Ph.D. & Tim Hazeltine, Post/Hazeltine Assoc., 616 Pilgrim Terrace Dr. Santa Barbara, CA 93101

***P9. Date Recorded:** July 31, 2025

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Historic Resources Report, The Maulhardt/Stiles family Property, Sub-Neighborhood Plan,1853 Camino del Sol, Oxnard, California
(Assessor Parcel Number (APN) 214-0-02-062, Area C

***Attachments:** ☐NONE ☒Location Map ☒Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☒District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☒Photograph Record ☐ Other (List):

P3a: Outbuilding #1, Description (continued)

Outbuilding #1 is depicted in a 1938 aerial photograph confirming it was built in or before that year. Several of its architectural features, including its front gable roof, narrow one-over-one sash windows and tongue-and-grooved siding suggest a construction date sometime between the mid-1880s and circa-1910. Sometime in the early twentieth century the roof was covered in corrugated metal. The east elevation's bay doors appear to represent a post-construction alteration carried- out sometime during the first few decades of the twentieth century.

Outbuilding #1 is located on the north side of the ranch yard. The building's south elevation abuts Outbuilding #2. Remnant lemon groves extend off the west side of the building. The original use of the building is not documented. It is currently vacant. The building is in fair condition.

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State of California ♄ The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) Maulhardt Home Place, Outbuilding #1 ***NRHP Status Code** 5D2

Page 23 **of** 33

B1. Historic Name: Maulhardt Home Place, Outbuilding #2

B2. Common Name: B3. Original Use: unknown

B4. Present Use: vacant

***B5.Architectural Style:** Vernacular ***B6. Construction History:** (Construction date, alterations, and date of alterations). Outbuilding #1 was built in or before 1938 based on a review of aerial photographs (Post/Hazeltine Associates 2025: 30 - 31). The building is in fair condition.

B*B7. Moved? ☒**No** ☐**Yes** **Unknown** **Date:** _____ **Original Location:** _____

***B8. Related Features:** Outbuilding #1 is located on the west side of the ranch yard. It is flanked on its south side by Outbuilding #2, on its east side by the equipment storage building. The barn is located on the south side of the ranch yard. The former carriage house and a shed, that are part of the ranch yard are located adjacent to the barn's south elevation.

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** vernacular architecture/agriculture **Area** Oxnard

Period of Significance 1987-1945 **Property Type** HP33—Farm/Ranch **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Outbuilding #1 was built for either Louis G. Maulhardt, a prominent farmer and businessman in Oxnard between the early 1900s and his death in 1927 or his son Robert. Louis Maulhardt played a leading role in the development of Oxnard's agricultural industry including trough promoting sugar beets as an important crop, promoting agriculture and local business including serving as a member of the board of directors of the Bank of A Levy. Outbuilding #2 is a utilitarian building that lacks individual distinction (see continuation page 16).

B11.Additional Resource Attributes: (List attributes and codes) HP33 farm/ranch

***B12. References:** Post/Hazeltine Associates 2025, *Historic Resources Report for CEQA Review, Maulhardt/Stiles Property (Maulhardt Home Place), City of Oxnard, August 22, 2025, Revised November 12, 2025.*

San Buenaventura Research Associates, 2014 *Historic Context Statement and Reconnaissance Survey for the Eastern Oxnard Plain of Ventura County CA*. Prepared for the County of Ventura Planning Division.

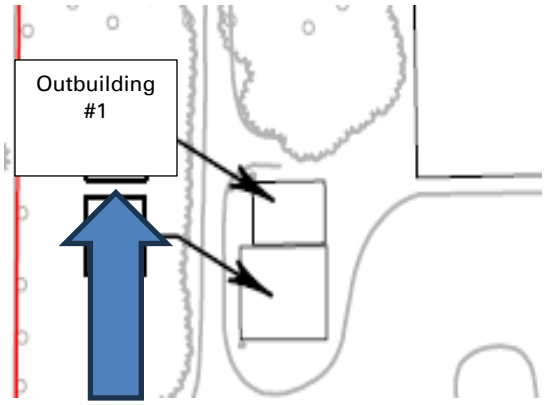
B13.Remarks:

The property was surveyed in 2014 as part of a Reconnaissance Survey of the Eastern Oxnard Plain. The property, including the barn, were assigned a status code of 3S, eligible for listing in the National Register of Historic Places, the California Register of Historical Resources and at the local level. In 2022-2024, the Maulhardt/Stiles property was divided into three parcels, one of which was developed with a public high school. This converted approximately 50 acres of farmland into a school campus.

***B14. Evaluator:** Pamela Post, Ph.D.

***Date of Evaluation:** July 31, 2025

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

Outbuilding #1's potential significance is associated with its status as a contributor to the ranch yard's assemblage of farm buildings. The building contributes to the setting of the ranch yard, comprised of several buildings built between the late nineteenth century and the late 1930s that have a direct association with the Maulhardt Home Place's agricultural operations. The building exhibits fair integrity after the loss of its bay doors.

National Register and California Register of Historical Resources

Outbuilding #1 lacks sufficient significance to be individually eligible for listing in the National Register or the California Register of Historical Resources.

City of Oxnard

Outbuilding #1 lacks sufficient architectural significance or historical associations to be individually eligible for listing as a City of Oxnard Landmark, Site of Merit or Point of Historic Interest. The building is potentially eligible for listing as a contributor to a district at the Point of Historic Interest level due to its status as a contributor to a locally eligible historic district.

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State of California ♄ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 5D2

Other Review Code | Reviewer | Date | Listings

Page 21 **of** 33 ***Resource Name or #:** (Assigned by recorder) Maulhardt Home Place, Outbuilding #2
P1. Other Identifier: 1853 Camino Del Sol

*P2. **Location:** ☐ **Not for Publication** ☒ **Unrestricted**
*a. **County** Ventura **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad USGS, OXNARD QUADRANGLE CALIFORNIA - VENTURA COUNTY 7.5-MINUTE SERIES **Date** 2018
T ___; **R** ___; ___ ☐ **of** ___ ☐ **of Sec** ___; _____ **B.M.**
c. Address 1853 Camino del Sol City Oxnard Zip 93031
d. UTM: (Give more than one for large and/or linear resources) Zone ___, _____ mE/ _____ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
Assessor Parcel Number (APN) 214-0-02-062

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
Outbuilding building #1 is located on the west side of the ranch yard, which is located northeast of the main residence at the northeast corner of the study property. The building was built sometime between the early 1900s and 1938. It has a rectangular footprint, a concrete slab floor and wood-framed walls. The building's east elevation is sheathed in horizontal wood boards while the other elevations are sheathed in corrugated metal. The east elevation features sliding wood plank doors with a triangular vent in the peak of the gable roof. The south elevation features two one-over-one wood sash windows, while the west elevation had a wood panel door flanked on either side by one-over-one wood sash windows. Currently, this building is used for storage (*see continuation page 10).*

***P3b. Resource Attributes:** (List attributes and codes) HP4, ancillary buildings, HP33 farm/ranch
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object Site ☒ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a.



N

P5b. Description of Photo: (view, date, accession #) East elevation of Outbuilding #2, flanked on its north (right) by Outbuilding #1, July 31, 2025, looking northwest

***P6. Date Constructed/Age and Source:** ☒ Historic ☐ Prehistoric ☐ 1938 (estimated) based on a review of aerial photographs

***P7. Owner and Address:**
Maulhardt-Stiles Trust

***P8. Recorded by:** (Name, affiliation, and address) Pamela Post, Ph.D. & Tim Hazeltine, Post/Hazeltine Assoc., 616 Pilgrim Terrace Dr. Santa Barbara, CA 93101

***P9. Date Recorded:** July 31, 2025

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Historic Resources Report, The Maulhardt/Stiles family Property, Sub-Neighborhood Plan,1853 Camino del Sol, Oxnard, California

(Assessor Parcel Number (APN) 214-0-02-062, Area C

***Attachments:** ☐NONE ☒Location Map ☒Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☒District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☒Photograph Record ☐ Other (List): _____

P3a: Outbuilding #2, Description (continued)

Outbuilding #2 is depicted in a 1938 aerial photograph confirming it was built in or before that year. Several of its architectural features, including its front gable roof, narrow one-over-one sash windows and remnants of tongue-and-grooved siding suggest a construction date sometime between the mid-1880s and circa-1910. Sometime in the early twentieth century the roof was covered in corrugated metal. The west elevation's bay doors appear to represent a post-construction alteration carried- out sometime during the first few decades of the twentieth century.

Outbuilding #2 is located on the north side of the ranch yard. The building's south elevation abuts Outbuilding #1. Remnant lemon groves extend off the west side of the building. The original use of the building is not documented. It is currently vacant. The building is in fair condition.

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State of California ♄ The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) Maulhardt Home Place, Outbuilding #2 ***NRHP Status Code** 5D2

Page 23 **of** 33

B1. Historic Name: Maulhardt Home Place, Outbuilding #2
B2. Common Name: B3. Original Use: unknown
B4. Present Use: vacant

***B5.Architectural Style:** Vernacular ***B6. Construction History:** (Construction date, alterations, and date of alterations) Outbuilding #2 was built in or before 1938 based on a review of aerial photographs (Post/Hazeltine Associates 2025: 31 - 32). It is possible the entire building, like the east elevation, was originally clad in wood boards rather than corrugated metal, which may be a later alteration (date unknown). The building is in fair condition.

B*B7. Moved? ☒**No** ☐**Yes** **Unknown** **Date:** _____ **Original Location:** _____

***B8. Related Features:**)utbuilding #2 is located on the west side of the ranch yard. It is flanked on its north side by Outbuilding #2, on its east side by the equipment storage building. The barn is located on the south side of the ranch yard. The former carriage house and a shed, that are part of the ranch yard are located adjacent to the barn's south elevation.

B9a. Architect: N/A b. Builder: N/A
***B10. Significance: Theme** vernacular architecture/agriculture **Area** Oxnard

Period of Significance 1906-1945 **Property Type** HP33—Farm/Ranch **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Outbuilding #2 was built for either Louis G. Maulhardt, a prominent farmer and businessman in Oxnard between the early 1900s and his death in 1927 or his son Robert. Louis Maulhardt played a leading role in the development of Oxnard's agricultural industry including trough promoting sugar beets as an important crop, promoting agriculture and local business including serving as a member of the board of directors of the Bank of A Levy. Outbuilding #2 is a utilitarian building that lacks individual distinction (see continuation page 24).

B11.Additional Resource Attributes: (List attributes and codes) HP33 farm/ranch

***B12. References:** Post/Hazeltine Associates 2025, *Historic Resources Report for CEQA Review, Maulhardt/Stiles Property (Maulhardt Home Place), City of Oxnard, August 22, 2025, Revised November 12, 2025.*

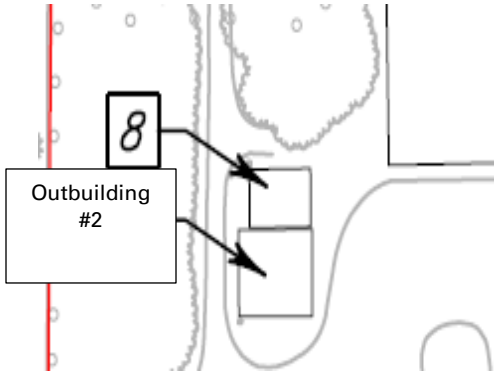
San Buenaventura Research Associates, 2014 *Historic Context Statement and Reconnaissance Survey for the Eastern Oxnard Plain of Ventura County CA*. Prepared for the County of Ventura Planning Division.

B13.Remarks:

The property was surveyed in 2014 as part of a Reconnaissance Survey of the Eastern Oxnard Plain. The property, including the barn, were assigned a status code of 3S, eligible for listing in the National Register of Historic Places, the California Register of Historical Resources and at the local level. In 2022-2024, the Maulhardt/Stiles property was divided into three parcels, one of which was developed with a public high school. This converted approximately 50 acres of farmland into a school campus.

***B14. Evaluator:** Pamela Post, Ph.D.
***Date of Evaluation:** July 31, 2025

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

Outbuilding #2's potential significance is associated with its status as a contributor to the ranch yard's assemblage of farm buildings. The building contributes to the setting of the ranch yard, comprised of several buildings built between the late nineteenth century and the late 1930s that have a direct association with the Maulhardt Home Place's agricultural operations. The building exhibits fair integrity after the loss of its bay doors.

National Register and California Register of Historical Resources

Outbuilding #2 lacks sufficient significance to be individually eligible for listing in the National Register or the California Register of Historical Resources.

City of Oxnard

Outbuilding #2 lacks sufficient architectural significance or historical associations to be individually eligible for listing as a City of Oxnard Landmark, Site of Merit or Point of Historic Interest. The building is potentially eligible for listing as a contributor to a district at the Point of Historic Interest level due to its status as a contributor to a locally eligible historic district.

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State of California ♁ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 5D2

Other Listings
Review Code Reviewer Date

Page 26 **of** 33 ***Resource Name or #:** (Assigned by recorder) Maulhardt Home Place, Carriage House
P1. Other Identifier: 1853 Camino Del Sol

*P2. **Location:** ☐ **Not for Publication** ☒ **Unrestricted**
***a. County** Ventura **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b.** USGS 7.5' Quad USGS, OXNARD QUADRANGLE CALIFORNIA - VENTURA COUNTY 7.5-MINUTE SERIES **Date** 2018
T ___; **R** ___; ___ ☐ **of** ___ ☐ **of Sec** ___; _____ **B.M.**
c. Address 1853 Camino del Sol City Oxnard Zip 93031
d. UTM: (Give more than one for large and/or linear resources) Zone ___, _____ mE/ _____ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
Assessor Parcel Number (APN) 214-0-02-062

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The carriage house is located south of the barn and its adjoining paddock. The building was built sometime in the late nineteenth or early twentieth centuries based on its design and construction materials. It has a rectangular footprint, a concrete floor, wood-framed walls sheathed in horizontal wood siding and a front gable roof covered in composition shingles. A cupola with a metal horse-shaped weather vane caps the roof. building's north elevation features a sliding bay doo. The south, east and west elevations have no doors or windows. Currently, this building is used as a garage (*see continuation page 27).*

***P3b. Resource Attributes:** (List attributes and codes) HP4, ancillary buildings, HP33 farm/ranch
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object Site ☒ District ☐ Element of District ☐ Other (Isolates, etc.)
P5b. Description of Photo: (view, date, accession #) North elevation of the carriage house, July 31, 2025, looking southeast

P5a.



***P6. Date Constructed/Age and Source:** ☒ Historic ☐ Prehistoric ☐ Late nineteenth or early twentieth century (estimated) based on its materials and design

***P7. Owner and Address:**
Maulhardt-Stiles Trust

***P8. Recorded by:** (Name, affiliation, and address) Pamela Post, Ph.D. & Tim Hazeltine, Post/Hazeltine Assoc., 616 Pilgrim Terrace Dr. Santa Barbara, CA 93101

***P9. Date Recorded:** July 31, 2025

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Historic Resources Report, The Maulhardt/Stiles family Property, Sub-Neighborhood Plan,1853 Camino del Sol, Oxnard, California (Assessor Parcel Number (APN) 214-0-02-062, Area C

***Attachments:** ☐NONE ☒Location Map ☒Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☒District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☒Photograph Record ☐ Other (List):

P3a: Outbuilding #2, Description (continued)

The carriage house is flanked on its east by a shed. Its north elevation faces towards a paddock and the barn's south elevation. The carriage house is depicted in a 1938 aerial photograph confirming it was built before that year. Several of its architectural features, including its front gable roof and grooved siding suggest a construction date sometime between the mid-1880s and the early 1900s. Sometime in the twentieth century a concrete slab floor was installed. The sliding bay door on the north elevation may have replaced a pair of swing doors

The Carraige House is located south of the barn . The building is in good condition.

State of California ♄ The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) Maulhardt Home Place, Carriage House ***NRHP Status Code** 5D2

Page 28 **of** 33

B1. Historic Name: Maulhardt Home Place, Carriage House

B2. Common Name: B3. Original Use: unknown

B4. Present Use: garage

***B5.Architectural Style:** Vernacular ***B6. Construction History:** (Construction date, alterations, and date of alterations) The carriage house was likely built sometime in the late nineteenth or early twentieth centuries based on its construction materials and design(Post/Hazeltine Associates 2025: 29). It is possible the entire building, like the east elevation, was originally clad in wood boards rather than corrugated metal, which may be a later alteration (date unknown). The building is in fair condition.

B*B7. Moved? ☒**No** ☐**Yes** **Unknown** **Date:** _____ **Original Location:** _____

***B8. Related Features:** the carriage house is located on the south side of the barn ranch yard. It is flanked on its east side by a shed.

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** vernacular architecture/agriculture **Area** Oxnard

Period of Significance 1906-1945 **Property Type** HP33—Farm/Ranch **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The carriage house was built for either Louis G. Maulhardt, a prominent farmer and businessman in Oxnard between the early 1900s and his death in 1927 or his father Franz. Jacob Maulhardt. Louis Maulhardt played a leading role in the development of Oxnard's agricultural industry including trough promoting sugar beets as an important crop, promoting agriculture and local business including serving as a member of the board of directors of the Bank of A Levy. The carriage house is a utilitarian building that lacks individual distinction (see continuation page 29).

B11.Additional Resource Attributes: (List attributes and codes) HP33 farm/ranch

***B12. References:** Post/Hazeltine Associates 2025, *Historic Resources Report for CEQA Review, Maulhardt/Stiles Property (Maulhardt Home Place), City of Oxnard, August 22, 2025, Revised November 12, 2025.*

San Buenaventura Research Associates, 2014 *Historic Context Statement and Reconnaissance Survey for the Eastern Oxnard Plain of Ventura County CA*. Prepared for the County of Ventura Planning Division.

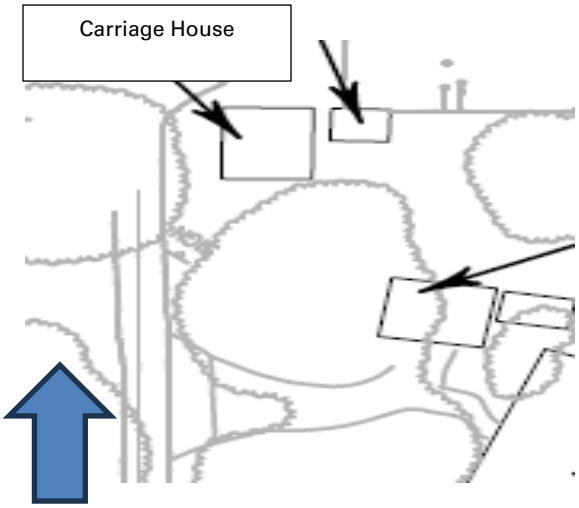
B13.Remarks:

The property was surveyed in 2014 as part of a Reconnaissance Survey of the Eastern Oxnard Plain. The property, including the barn, were assigned a status code of 3S, eligible for listing in the National Register of Historic Places, the California Register of Historical Resources and at the local level. In 2022-2024, the Maulhardt/Stiles property was divided into three parcels, one of which was developed with a public high school. This converted approximately 50 acres of farmland into a school campus.

***B14. Evaluator:** Pamela Post, Ph.D.

***Date of Evaluation:** July 31, 2025

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

The carriage house's potential significance is associated with its status as a contributor to the ranch yard's assemblage of farm buildings. The carriage house contributes to the setting of the ranch yard, comprised of several buildings built between the late nineteenth century and the late 1930s that have a direct association with the Maulhardt Home Place's agricultural operations. The building exhibits good integrity after the loss of its original bay doors.

National Register and California Register of Historical Resources

The carriage house lacks sufficient significance to be individually eligible for listing in the National Register or the California Register of Historical Resources.

City of Oxnard

The carriage house lacks sufficient architectural significance or historical associations to be individually eligible for listing as a City of Oxnard Landmark, Site of Merit or Point of Historic Interest. The building is potentially eligible for listing as a contributor to a locally eligible district at the Point of Historic Interest level due to its status as a contributor to a locally eligible historic district.

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State of California ♉ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 26 **of** ___ ***Resource Name or #:** (Assigned by recorder) Maulhardt Home Place, Shed
P1. Other Identifier: 1853 Camino Del Sol

*__P2. Location:__ ☐ **Not for Publication** ☒ **Unrestricted**
***a. County** Ventura **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b.** USGS 7.5' Quad USGS, OXNARD QUADRANGLE CALIFORNIA - VENTURA COUNTY 7.5-MINUTE SERIES **Date** 2018
T ___; **R** ___; ___ ☐ **of** ___ ☐ **of Sec** ___; _____ **B.M.**
c. Address 1853 Camino del Sol City Oxnard Zip 93031
d. UTM: (Give more than one for large and/or linear resources) Zone ___, _____ mE/ _____ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
Assessor Parcel Number (APN) 214-0-02-062

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
A small vernacular type, one-story outbuilding capped by a shed roof is located just east of the carriage house. This outbuilding has wood frame walls sheathed in shiplap style horizontal siding and a shed roof, shallow eaves, and exposed rafter tails. The roof is covered in rolled asphalt. The west elevation features a wood plank door while the north elevation has large rectangular opening covered by a sheet of plywood. The south, east and west elevations have no doors or windows.

***P3b. Resource Attributes:** (List attributes and codes) HP4, ancillary buildings, HP33 farm/ranch
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object Site ☒ District ☐ Element of District ☐ Other (Isolates, etc.)
P5b. Description of Photo: (view, date, accession #) North elevation of the carriage house, July 31, 2025, looking southeast
***P6. Date Constructed/Age and Source:** ☒ Historic ☐ Prehistoric ☐
Late nineteenth or early twentieth century (estimated) based on its materials and design

P5a.



***P7. Owner and Address:**

***P8. Recorded by:** (Name, affiliation, and address) Pamela Post, Ph.D. & Tim Hazeltine, Post/Hazeltine Assoc., 616 Pilgrim Terrace Dr. Santa Barbara, CA 93101

***P9. Date Recorded:** July 31, 2025

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Historic Resources Report, The Maulhardt/Stiles family Property, Sub-Neighborhood Plan,1853 Camino del Sol, Oxnard, California (Assessor Parcel Number (APN) 214-0-02-062, Area C

***Attachments:** ☐NONE ☒Location Map ☒Continuation Sheet
☒Building, Structure, and Object Record
☐Archaeological Record ☒District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☒Photograph Record ☐ Other (List):

The shed's potential significance is associated with its status as a contributor to the ranch yard's assemblage of farm buildings. The building contributes to the setting of the ranch yard, comprised of several buildings built between the late nineteenth century and the late 1930s that have a direct association with the Maulhardt Home Place's agricultural operations. The building exhibits good integrity.

National Register and California Register of Historical Resources

The carriage house lacks sufficient significance to be individually eligible for listing in the National Register or the California Register of Historical Resources.

City of Oxnard

The carriage house lacks sufficient architectural significance or historical associations to be individually eligible for listing as a City of Oxnard Landmark, Site of Merit or Point of Historic Interest. The building is potentially eligible for listing as a contributor to a locally eligible district at the Point of Historic Interest level due to its status as a contributor to a locally eligible historic district.

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State of California ◆ The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) Maulhardt Home Place, Carriage House ***NRHP Status Code** 5D2

Page 31 **of** _____

B1. Historic Name: Maulhardt Home Place, Carriage House

B2. Common Name: B3. Original Use: unknown

B4. Present Use: garage

***B5.Architectural Style:** Vernacular ***B6. Construction History:** (Construction date, alterations, and date of alterations) The carriage house was likely built sometime in the late nineteenth or early twentieth centuries based on its construction materials and design(Post/Hazeltine Associates 2025: 29). It is possible the entire building, like the east elevation, was originally clad in wood boards rather than corrugated metal, which may be a later alteration (date unknown). The building is in fair condition.

B*B7. Moved? ☒**No** ☐**Yes** **Unknown** **Date:** _____ **Original Location:** _____

***B8. Related Features:** The shed is located south of the barn. It is flanked on its west side by the carriage house.

B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** vernacular architecture/agriculture **Area** Oxnard

Period of Significance 1906-1945 **Property Type** HP33—Farm/Ranch **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

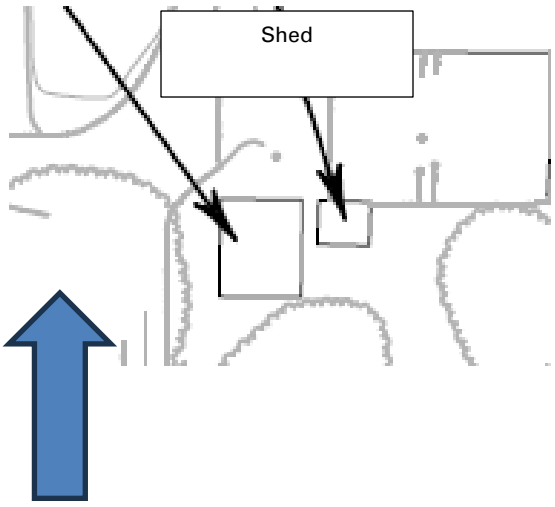
The shed was likely built for either Louis G. Maulhardt, a prominent farmer and businessman in Oxnard between the early 1900s and his death in 1927 or his father Franz. Jacob Maulhardt. Louis Maulhardt played a leading role in the development of Oxnard's agricultural industry including trough promoting sugar beets as an important crop, promoting agriculture and local business including serving as a member of the board of directors of the Bank of A Levy.
The building is indistinctly visible on a 1941 aerial photograph indicating it was built before that year. The original function of the shed is unclear. However, its proximity to the former location of the poultry yard and the carriage house suggest it was associated with the operation of these facilities. The shed is in good condition and retains enough of its original design features and materials to convey its original appearance. The shed is a utilitarian building that lacks individual distinction (see continuation page 32
.

B11.Additional Resource Attributes: (List attributes and codes) HP33 farm/ranch

***B12. References:** Post/Hazeltine Associates 2025, *Historic Resources Report for CEQA Review, Maulhardt/Stiles Property (Maulhardt Home Place), City of Oxnard, August 22, 2025, Revised November 12, 2025.*
San Buenaventura Research Associates, 2014 *Historic Context Statement and Reconnaissance Survey for the Eastern Oxnard Plain of Ventura County CA*. Prepared for the County of Ventura Planning Division.

B13.Remarks:
The property was surveyed in 2014 as part of a Reconnaissance Survey of the Eastern Oxnard Plain. The property, including the barn, were assigned a status code of 3S, eligible for listing in the National Register of Historic Places, the California Register of Historical Resources and at the local level. In 2022-2024, the Maulhardt/Stiles property was divided into three parcels, one of which was developed with a public high school. This converted approximately 50 acres of farmland into a school campus.

(Sketch Map with north arrow required.)



***B14. Evaluator:** Pamela Post, Ph.D.
***Date of Evaluation:** July 31, 2025

(This space reserved for official comments.)

State of California - The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI#
LOCATION MAP
Trinomial

Page 32 **of** 33 ***Resource Name or # Maulhardt Home Place** (Assigned by recorder)

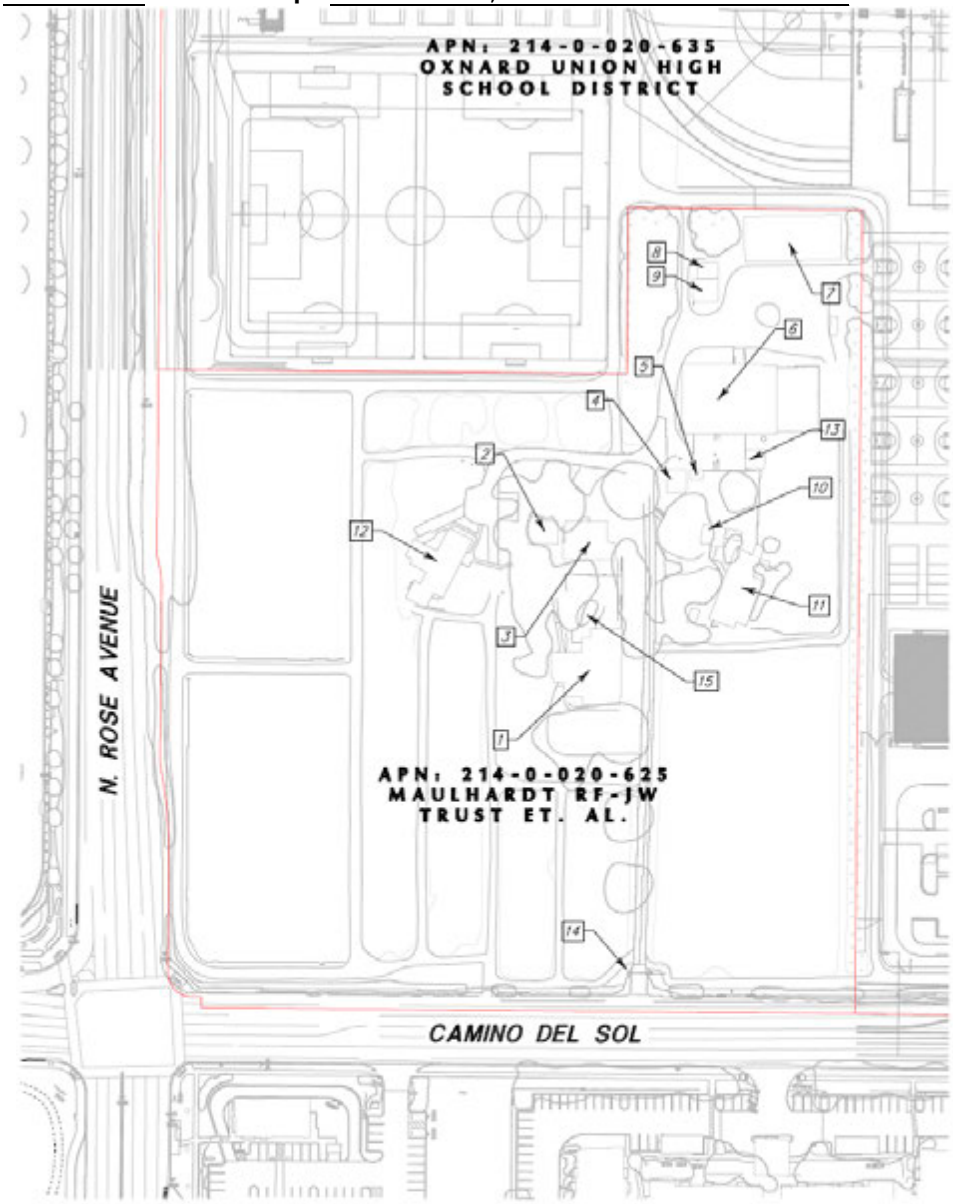
***Map Name:** Oxnard Quadrangle ***Scale:** 1:24,000 ***Date of map:** **2022**



State of California ♁ The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI#
SKETCH MAP
Trinomial

Page 33 **of** 33 ***Resource Name or #** Maulhardt Home Place

***Drawn by:** Sambell ***Date of map:** October 10,2025



EXISTING DEVELOPMENT KEY

1. MAIN RESIDENCE
2. GARAGE/LIVING QUARTERS
3. COTTAGE
4. CARRIAGE HOUSE
5. SHED
6. BARN
7. EQUIPMENT STORAGE BUILDING
8. OUTBUILDING #1
9. OUTBUILDING #2
10. CARPORT
11. MODULAR DWELLING #1
12. MODULAR DWELLING #2
13. PADDOCKS & HORSE STALLS
14. GATE PIERS
15. SWIMMING POOL

50' 0' 100'
SCALE: 1"=100'

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Maulhardt-Stiles Ranch
Existing Conditions Site Plan

SHEET 1 OF 1
Oct 10, 2025

DPR 523K (9/2013) **NOTE: Include bar scale and north arrow.**