Planning Division
501 Poli Street
Ventura, CA 93001
805.654-7893
Fax 805.653-0763

**NOTICE OF INTENT TO ADOPT MITIGATED NEGATIVE DECLARATION**
**CITY OF SAN BUENAVENTURA, CALIFORNIA**

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**I.** The City of Ventura has reviewed an application for the following proposed project:

**A. Project Description for Project-8479 The new Kaiser Permanente Medical Office Building:** This environmental document (EIR-7-15-29097) analyzes the proposed project, a request for a Planned Development Permit (PD-7-15-29087), Design Review Permit (DRC-7-15-29091) and Lot Line Adjustment (LLA-7-15-29098), construction of a new medical office building campus including an urgent care facility open from 8:00 AM to 10:00 PM, to be constructed in two phases, and outdoor community spaces including a community garden, a nature walk and an amphitheater on approximately 7.58 acres of vacant property in the Manufacturing Planned Development (MPD) zone and land use designation of Industry (I). The 7.58 acre site is located within the City's Arundell and is generally situated south of Highway 101, north of Market Street and east of Valentine Road (APNs 084-0-141-105, 084-0-160-065 and 084-0-160-075). Filed by Kaiser Foundation Health Plan, Inc, 393 East Walnut Street, 4th Floor 43W02, Pasadena, CA 91188.

**B. Proposed finding.** In accordance with the California Environmental Quality Act (CEQA) (Public Resource Code Section 21000 *et seq*.), and consistent with State CEQA Guidelines (California Code of Regulations) Section 15070, and following the completion of an Initial Study (IS), the Planning Division of the City of Ventura has determined that there is no substantial evidence that the proposed project would have a significant effect on the environment, and that a Mitigated Negative Declaration (MND) may be adopted.

**C. Fish and Wildlife Impacts:** On the basis of the information contained in the Initial Study, and on the record as a whole, there is no evidence that there will be an adverse effect on fish or wildlife habitats or resources since none of the factors listed in Section 2R.450.610 of the Municipal Code are present.

**D. Hazards:** The project site is not on any of the lists enumerated under Government Code Section 65962.5 including, but not limited to, lists of hazardous waste facilities, land designated as hazardous waste property, and hazardous waste disposal sites.

**E. Document Review and Comment**. **A 20-day public review and comment period of the draft Mitigated Negative Declaration begins on May 20, 2016 and ends on June 10, 2016.** To view the draft document, please visit the city's website at http://www.cityofventura.net/cd/planning/EIRs. Alternatively, the draft Mitigated Negative Declaration and referenced documents are available for review Monday through Friday between 8:00 a.m. to 5:00 p.m., beginning Friday May 20th through Friday, June 10th at the Planning Counter, City Hall, 501 Poli Street, Ventura CA 93001. City Hall will be closed May 27th, May 30th, and June 10th.

**F. Public Hearing and Comments. A public hearing on the project described above is tentatively scheduled for June 15, 2016 at 6:00 pm before the Design Review Committee and Planning Commission in the City Council Chambers at City Hall located at 501 Poli Street, Ventura, CA 93001.** Separate public noticing, confirming the date, time and location, will be provided prior to the public hearing. All comments concerning the draft MND should be provided in writing and received before 5:00 p.m. on the last day of the review period. Inquiries

should be directed to Elizabeth Richardson, at (805) 658-4722. Written comments may be mailed or faxed (805/ 653-0763) to the City of Ventura, Planning Division, 501 Poli Street, CA 93001 or emailed directly to erichardson@cityofventura.net.

5/20/16
Date

Elizabeth Richardson, Associate Planner

cc: Applicant and property owner, County Clerk, and MND Distribution List

Planning Division
501 Poli Street
Ventura, CA 93001
805.654-7893
Fax 805.653-0763

**MITIGATED NEGATIVE DECLARATION EIR-1-15-25950**
**CITY OF SAN BUENAVENTURA, CALIFORNIA**

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

**Case EIR-1-15-25950:** The proposed project is a request for a Planned Development Permit (PD-7-15-29087), Design Review Permit (DRC-7-15-29091) and Lot Line Adjustment (LLA-7-15-29098), construction of a new medical office building campus including an urgent care facility open from 8:00 AM to 10:00 PM, to be constructed in two phases, and outdoor community spaces including a community garden, a nature walk and an amphitheater on approximately 7.58 acres of vacant property in the Manufacturing Planned Development (MPD) zone and land use designation of Industry (I). The 7.58 acre site is located within the City's Arundell and is generally situated south of Highway 101, north of Market Street and east of Valentine Road (APNs 084-0-141-105, 084-0-160-065 and 084-0-160-075).

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

| Impact | Recommended Mitigation Measures | After Mitigation | Responsible Party |
|---|---|---|---|
| **AQ-1** | The following control measures provided in the most recent version of the Ventura County Air Quality Assessment Guidelines (October 2003) pursuant to Mitigation Measure AQ-3 of the 2005 General Plan Final EIR would minimize the generation of fugitive dust ($PM_{10}$ and $PM_{2.5}$), ROC, and $NO_X$ during construction activities and shall be implemented during construction:<br><br>1. To reduce impacts associated with $NO_X$ emissions (a precursor to ozone) the following measures shall be implemented:<br>a. Equipment idling time should be minimized;<br>b. Equipment engines should be maintained in good condition and in proper tune, as per manufacture's specifications;<br>c. During the smog seasons (May through October), the construction period should be lengthened so as to minimize the number of vehicles and equipment operating at the same time;<br>d. Alternatively fueled construction equipment, such as compressed natural gas, liquefied natural gas, or electric, should be used if feasible.<br><br>2. During clearing, grading, earth moving, or excavation operation, excessive fugitive dust emissions shall be controlled by regular watering, paving construction roads, or other dust preventive measures using the following procedures:<br>a. All material excavated or graded shall be sufficiently | Less than significant | City of Ventura |

| | | | |
|---|---|---|---|
| | watered to prevent excessive amounts of dust. Watering shall occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day, so that water penetrates sufficiently to minimize fugitive dust during grading activities. Reclaimed water should be used if available;<br>b. All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved roadways on-site, should be treated to prevent fugitive dust. Measures may include watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate;<br>c. Graded and/or excavated inactive areas of the construction site should be monitored at least weekly for dust stabilization. If a portion of the site is inactive for over four days, soil on-site should be stabilized;<br>d. Signs should be posted limiting on-site traffic to 15 miles per hour;<br>e. All clearing, grading earth moving, or excavation activities shall cease during period of high winds (i.e., greater than 20 mph averaged over one hour) so as to prevent excessive amounts of dust;<br>f. All material transported off site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust pursuant to California Vehicle Code §23114;<br>g. Respiratory protection shall be used by all employees in accordance with California Division of Occupational Safety and Health regulations;<br>h. Measures to reduce the fungus that causes Valley Fever should include the following:<br>i. Facemasks should be worn on employees involved in grading or excavation operations during dry period to reduce inhalation of dust.<br>ii. Employment should be restricted to persons with positive coccidioidin skin tests.<br>iii. Crews should be hired from local populations where possible, since it is more likely that they have previously been exposed to the fungus and are therefore immune.<br>iv Cabs of grading and construction equipment should be air conditioned.<br>v. Crews should work upwind from excavation sites.<br>vi. Construction roads should be paved.<br>vii. Weed growth should be controlled by mowing instead of discing.<br>viii. The access way into the Project site should be paved or treated with environmentally-safe dust control agents during rough grading and construction.<br>ix. The area disturbed by clearing, grading, earth moving, or excavation operations should be minimized so as to prevent excessive amounts of | | |

| | | | |
|---|---|---|---|
| | dust<br><br>3. After clearing, grading, earth moving, or excavation operations, and during construction activities, fugitive dust emissions shall be controlled using the following procedures:<br>a. All inactive portions of the construction site shall be seeded and watered until grass cover is grown;<br>b. All active portions of the construction site shall be sufficiently watered to prevent excessive amounts of dust.<br><br>4. At all times, fugitive dust emissions shall be controlled by assuring that streets adjacent to the project site shall be swept as needed to remove silt, which may be accumulated from construction activities so as to prevent excessive amounts of dust. Construction activities should utilize new technologies to control ozone precursor emissions as they become available and feasible. Streets must be swept at least once a day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads. | | |
| **Haz-1** | Fire Prevention Best Management Practices. To reduce the potential for a wildfire during construction, LBCWD will implement the following best management practices.<br><br>1. Comply with Applicable Laws. Comply with all applicable laws of the State of California.<br>2. Confine Welding Activity. Confine welding activity to areas having a minimum radius of ten feet cleared to mineral soil, wet down an area within 25 feet in all directions from welding operations with a 0.3 percent Class A Foam Solution, and utilize a welding tent or metal shield where possible to deflect sparks. Include one shovel and one backpack five- gallon water-filled tank with pump with each welder.<br>3. Prevent Fire and Extinguish Fires. Be responsible for preventing the escape of fires as a result of project construction and have a fully charged fire extinguisher (U.L. rated at 2- A: 10-B: C, or larger) on each truck, personnel vehicle, tractor, grader and other heavy equipment, at all times.<br>4. Prohibit Smoking. Under no circumstances shall smoking be permitted while employees are operating light or heavy equipment, or walking or working.<br>5. Clear Key Areas of Flammable Material. Equipment service areas, parking areas, and gas and oil storage areas shall be cleared of all flammable material where possible to deflect sparks. Include one shovel and one backpack five- gallon water-filled tank with pump with each welder.<br>6. Use Spark Arrestors. Equip all diesel and/or gasoline-operated engines with spark arresters that meet | Less than significant | City of Ventura and Applicant |

| | | | |
|---|---|---|---|
| | standards set forth in the National Wildfire Coordinating Group publication for Multi-position Small Engines, #430-1, or General Purpose and Locomotive, #430-2. Spark arrestors are not required on equipment powered by exhaust-driven turbo charged engines or motor vehicles equipped with a maintained muffler.<br>7. Use Water Tank. A water tank truck, or a water buffalo attachment with a pick-up truck, shall supply water at the staging area during construction. | | |

Attachments: A. Initial Study/MND EIR-7-15-29097

# Initial Study/Mitigated Negative Declaration for Kaiser Permanente Project

| | |
|---|---|
| 1. Project title<br>Kaiser Permanente (Proj-8479) | |
| 2. Lead agency name and address<br>City of Ventura<br>P.O. Box 99<br>Ventura, CA | |
| 3. Contact person and phone number<br>Elizabeth Richardson, Associate Planner<br>805-658-4722 | |
| 4. Project location<br>Valentine Road and Market Street (APNs: 084-0-141-105, 084-0-160-065, 084-0-160-075)<br>Ventura, California | |
| 5. Project sponsor's name and address<br>Kaiser Foundation Health Plan, Inc.<br>393 E. Walnut Street, 4th Floor 43W02<br>Pasadena, CA 91188 | |
| 6. General plan designation<br>Industry | 7. Zoning<br>MPD Zone |
| 8. 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.)<br>The proposed project is a request for a new Formal Design Review (DRC-7-15-29091), Planned Development Permit (PD-7-15-29087) and Parcel Merger (LLA-7-15-29098) for the proposed new construction of a medical office building campus, including an urgent care facility open from 8:00 a.m. to 10:00 p.m., to be constructed in two phases, and outdoor community spaces including a community garden, a nature walk, and an amphitheater on approximately 7.58 acres of a vacant property located at Valentine Road and Market Street. Kaiser intends to pursue an LEED Gold certification or equivalent for the buildings that it develops on the Project Site.<br>Phase 1 would consist of a 3-story 56,000-square-foot medical office building, 241 parking spaces, and 30 bicycle parking spaces. Phase 2 would consist of an additional 2-story 16,000-square-foot medical office building and 83 additional parking spaces. Photovoltaic panels are proposed to be installed over a portion of the parking stalls. The project site plan is illustrated in **Figure 1**. The timing of the phases has not been identified.<br>The proposed buildings are best described as a Modern Contemporary architectural style. The defining features of the building are a dynamic arrangement of massing elements, roof planes, window sizes, and recessed panels, and use of contemporary materials such as stucco, fiber cement, metal, and light wells. The areas of the building that will be illuminated. **Figure 4, 3D Rendering, Northwest and Northeast Night Time Views** shows the geometric lines being lit up at night.<br>The project site is located within the Arundell district and community, which is described as an industrial area with a mix of small-scale industrial uses, business park development, and limited retail services. Callens Road, the historic center of this community, has great potential to expand and increase the mix of uses it contains, including residential. A significant vacant parcel, an approximately 76-acre McGrath property, offers great economic opportunity to attract new industry that provides high value and high wage jobs to the City. | |
| 9. Surrounding land uses and setting: Briefly describe the project's surroundings<br>North: 101 Freeway<br>South: Vacant land and industrial uses | West: Vacant land and industrial uses<br>East: Office uses |
| 10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement | |

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find 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 — Date: 5/20/16

Signature — Date

## Evaluation of Environmental Impacts:

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

## COMMON ACRONYMS AND ABBREVIATIONS

| | |
|---|---|
| ADA | Americans with Disabilities Act |
| ADT | average daily traffic |
| AELUP | Airport Environ Land Use Plan |
| A.M. | ante meridiem |
| ANSI | American National Standards Institute |
| AOPC | Areas of Potential Concern |
| AQMP | Air Quality Management Plan |
| AST | aboveground storage tank |
| BAU | business as usual |
| BMPs | Best Management Practices |
| C&D | Construction and Demolition |
| CAA | Clean Air Act |
| CAAQS | California Ambient Air Quality Standards |
| CALFIRE | California Department of Forestry and Fire Protection |
| CalRecycle | California Department of Resources Recycling and Recovery |
| CAOs | Cleanup and Abatement Orders |
| CARB | California Air Resources Board |
| CBC | California Building Code |
| CCAA | California Clean Air Act |
| CCR | California Code of Regulations |
| CDE | California Department of Education |
| CDFW | California Department of Fish & Wildlife |
| CDOs | Cease and Desist Orders |
| CEC | California Education Code |
| CEQA | California Environmental Quality Act |
| CERCLA | Comprehensive Environmental Response, Compensation, and Liability Act |
| CFCs | chlorofluorocarbons |
| cfs | cubic feet-per-second |
| CH4 | methane |
| CIWMP | Countywide Integrated Waste Management Plan |
| CMP | Congestion Management Program |
| CMPHS | Congestion Management Program High System |
| CNDDB | California Natural Diversity Database |
| CNEL | Community Noise Equivalent Level |
| CO | carbon monoxide |
| $CO_2e$ | $CO_2$ equivalent |
| COPCs | Chemicals of Potential Concern |
| CPTED | Crime Prevention through Environmental Design |
| DAMP | Drainage Area Management Plan |
| dB | decibel |
| dBA | A-weighted decibel scale |
| DPM | Diesel particulate matter |
| DSA | Division of State Architect |
| DTSC | Department of Toxic Substances Control |
| EI | Expansion Index |
| EIR | Environmental Quality Report |
| EPCRA | Emergency Planning Community Right to Know Act |
| FEMA | Federal Emergency Management Area |
| FHSZ | Fire Hazard Severity Zones |
| FIRM | Flood Insurance Rate Map |
| FMMP | Farmland Mapping and Monitoring Program |
| FTA | Federal Transit Administration |
| FWPCA | Federal Water Pollution Control Act |
| GHG | greenhouse gases |
| GIS | Geographic Information System |
| GPA | General Plan Amendment |
| GWP | global warming potential |
| HCM | Highway Capacity Manual |
| HCP | Habitat Conservation Plan |
| HFCs | perfluorocarbons |
| HGL | hydraulic gradient lines |
| HMBP | Hazardous Materials Business Plan |
| HSC | Health and Safety Code |
| Hz | hertz |
| I-5 | Interstate 5 |
| IEPR | California's Integrated Energy Policy Report |
| IPaC | Information, Planning and Conservation |
| IR | Interpretation of Regulations |
| IS | Initial Study |
| TK-6 | Transitional kindergarten through 6th grade |
| $L_{90}$ | Noise level that is exceeded 90 percent of the time at a given location |
| $L_{dn}$ | Day-night average noise |
| $L_{eq}$ | Equivalent noise level |
| LOS | level of service |
| LRAs | Local Responsibility Areas |
| LRP | Legally Responsible Person |
| LSTs | localized significance thresholds |
| LUST | leaking underground storage tank |
| MBTA | Migratory Bird Treaty Act |
| mgd | million gallons per day |
| MMRP | Mitigation Monitoring and Reporting Program |
| MND | Mitigated Negative Declaration |
| mph | miles per hour |
| MRDS | Mineral Resources Data System |
| MS4 | Municipal Separate Storm Sewer Systems permit |
| MSL | above mean sea level |
| $N_2O$ | nitrous oxide |
| NAAQS | National Ambient Air Quality Standards |
| NCCP | Natural Community Conservation Plan |
| ND | Negative Declaration |
| $NO_2$ | nitrogen dioxide |
| NOI | Notice of Intent |
| $NO_x$ | nitrogen oxides |
| NPDES | National Pollutant Discharge Elimination |
| NRCS | Natural Resources Conservation Service |
| NWI | National Wetlands Inventory |
| $O_3$ | ozone |
| OCPs | organochlorine pesticides |
| OPR | Office of Planning and Research |

| | |
|---|---|
| OPSC | Office of Public School Construction |
| OSHA | Occupational Health and Safety |
| PA 5B | Planning Area 5B |
| Pb | lead |
| PD | Police Department |
| PEA | Preliminary Endangerment Assessment |
| PFCs | perfluorocarbons |
| phf | peak hour factor |
| P.M. | post meridiem |
| PM | Particulate matter |
| $PM_{10}$ | respirable particulates |
| $PM_{2.5}$ | fine particulate matter |
| PPV | peak particle velocity |
| PRDs | Permit Registration Documents |
| RCP | Reinforced concrete pipe |
| RCRA | Resource Conservation and Recovery Act |
| ROG | Reactive organic gases |
| RWQCB | Regional Water Quality Control Board |
| SB 18 | California Senate Bill 18 |
| SCAB | South Coast Air Basin |
| SCAG | Association of Governments |
| SCAQMD | South Coast Air Quality Management District |
| SCH | State Clearinghouse |
| SEMS | Standardized Emergency Management System |
| $SF_6$ | sulfur hexafluoride |
| SIP | California State Implementation Plan |
| SMARA | Surface Mining and Reclamation Act |
| $SO_2$ | sulfur dioxide |
| SRA | State Responsibility Area |
| SRAs | source receptor areas |
| STP | Standard temperature and pressure |
| SUSMP | Standard Urban Stormwater Mitigation Plan |
| SWPPP | Stormwater Pollution Prevention Plan |
| SWRCB | State Water Resources Control Board |
| TAC | toxic air contaminant |
| TIA | Traffic Impact Analysis |
| UBC | Uniform Building Code |
| UNFCCC | United Nations Framework Convention on Climate Change |
| USDA | United States Department of Agriculture |
| USEPA | United States Environmental Protection Agency |
| USFWS | United States Fish and Wildlife Service |
| USGS | United States Geological Survey |
| USTs | underground storage tanks |
| VdB | vibration decibels |
| VOC | volatile organic compound |
| VTTM | Vested Tentative Tract Map |
| W | West |
| WQMP | Water Quality Management Plan |
| WSA | Water Supplies Assessment |
| WTP | Water Treatment Plan |
| ZC | Zone Change |
| ZEVs | Zero Emission Vehicles |

**Figure 1. Site Plan**

## Environmental Checklist

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

### Existing Setting

The Project site is located within the Arundell planning area. This community contains the main industrial and warehouse district of Ventura, but also has mixed-use areas with retail, restaurants, and offices within walking distance of many workers. Callens Road, the historic center of this community, has great potential to expand and increase the mix of uses it contains, including residential. The Project site fronts SR-101 and is highly visible from this vehicle connector. Existing buildings within the community are primarily tilt-up and generally two to three stories in height. The Arundell is currently an industrial center with a mix of small-scale industrial uses, business park development, and limited retail services.

The project site is generally flat, undeveloped, and unfarmed agricultural land. Phase II of the site fronts the Valentine Road cul-de-sac, while Phase I fronts directly onto SR-101. Outside of SR-101, the site is surrounded by industrial uses and agricultural uses owned by the McGrath family. There are no mapped or indicated scenic vistas of highways adjacent to or within the vicinity of the site. There are no historic buildings within viewshed of the Project site.

*a) Would the project have a substantial adverse effect on a scenic vista?*
*b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*
*c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*

Highway 101 is identified as a local scenic highway route within the 2005 General Plan. While it is eligible as a state scenic highway it has not been designated as such. There are no substantially damaging trees, outcrops or historic buildings in the project area.

While the site plan design is contemporary it complements structures that presently exist in the project vicinity. Building materials use concrete, glass and undulate in height and materials. Relief features depict a multi-story (3 stories and has a height limit of 64 feet) building with interest and a scale appropriate for the site plan. Additionally, the site plan and signage show signage and way-finding directionals to easily maneuver to parking. 3-D visuals provide a unique opportunity to view the structure of all perspective and are shown in **Figure 2**, **Figure 3**, and **Figure 4**.

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

The project applicant has prepared a solar shading study depicting a worse- case scenario showing the maximum shading impacting the Project Site. The image was modelled on December 21, which is the shortest day of the year. The elevation shown in **Figure 5** shows that shading covers

landscaping and parking areas. Shading does not travel onto the 101 Highway. The photometrics exhibits (**Figure 6** and **Figure 7**) indicate that neither of the phases of the Project will create illumination impacts at the site.

**Mitigation Measures**

Mitigation is not required.

**Significance Determination After Mitigation**

The proposed project would have no impact.

SOUTH 3D VIEW (A)
SCALE: N.T.S.

SOUTH EAST 3D VIEW (B)
SCALE: N.T.S.

KAISER PERMANENTE

National Facilities Services
1800 Harrison, 15th Floor
Oakland, California 94612

| REVISIONS/SUBMITALS: | DATE |
|---|---|
| SCHEMATIC DESIGN | 04/23/2015 |
| 75% DD SET | 06/22/2015 |
| DESIGN REVIEW SUBMITTAL | 07/22/2015 |
| 100 % DD SET | 07/31/2015 |
| DESIGN REVIEW SUBMITTAL | 08/03/2015 |
| 50% CD COORDINATION SET | 09/30/2015 |
| DESIGN REVIEW SUBMITTAL | 11/16/2015 |

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Facility:
KAISER PERMANENTE
4349 MARKET STREET, VENTURA, CA 93003

PROJECT:
MARKET STREET MOB

SHEET TITLE:
3D VIEWS

SCALE: 1/16"=1'
PROJECT NUMBER: 4338.100
DRAWN BY: A. BENROUBA
PROJECT ARCHITECT: G. SIMMONS
ISSUE DATE: 04/06/2016
Sheet: A5.03

**Figure 2. 3D Rendering, South and Southeast Views**

NORTH WEST 3D VIEW (A)

NORTH EAST 3D VIEW (B)

KAISER PERMANENTE

National Facilities Services
1800 Harrison, 15th Floor
Oakland, California 94612

TAYLOR
Promoting Wellness through Architecture

KAISER PERMANENTE
4949 MARKET STREET, VENTURA, CA 93003

MARKET STREET MOB

3D VIEWS

A5.04

**Figure 3. 3D Rendering, Northwest and Northeast Day Time Views**

**Figure 4. 3D Rendering, Northwest and Northeast Night Time Views**

**Figure 5. Solar Shading Study**

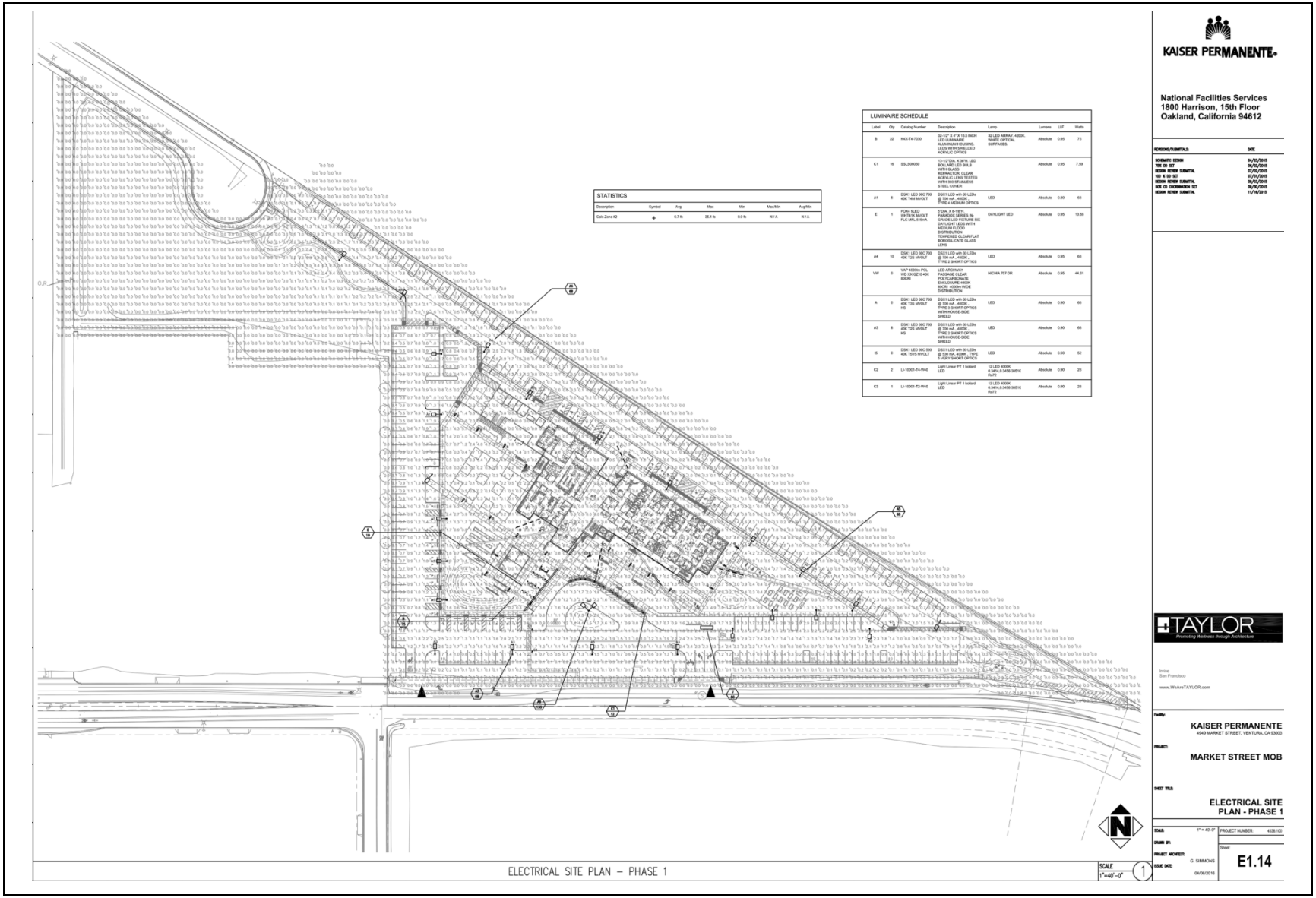


**Figure 6. Photometric Phase 1**

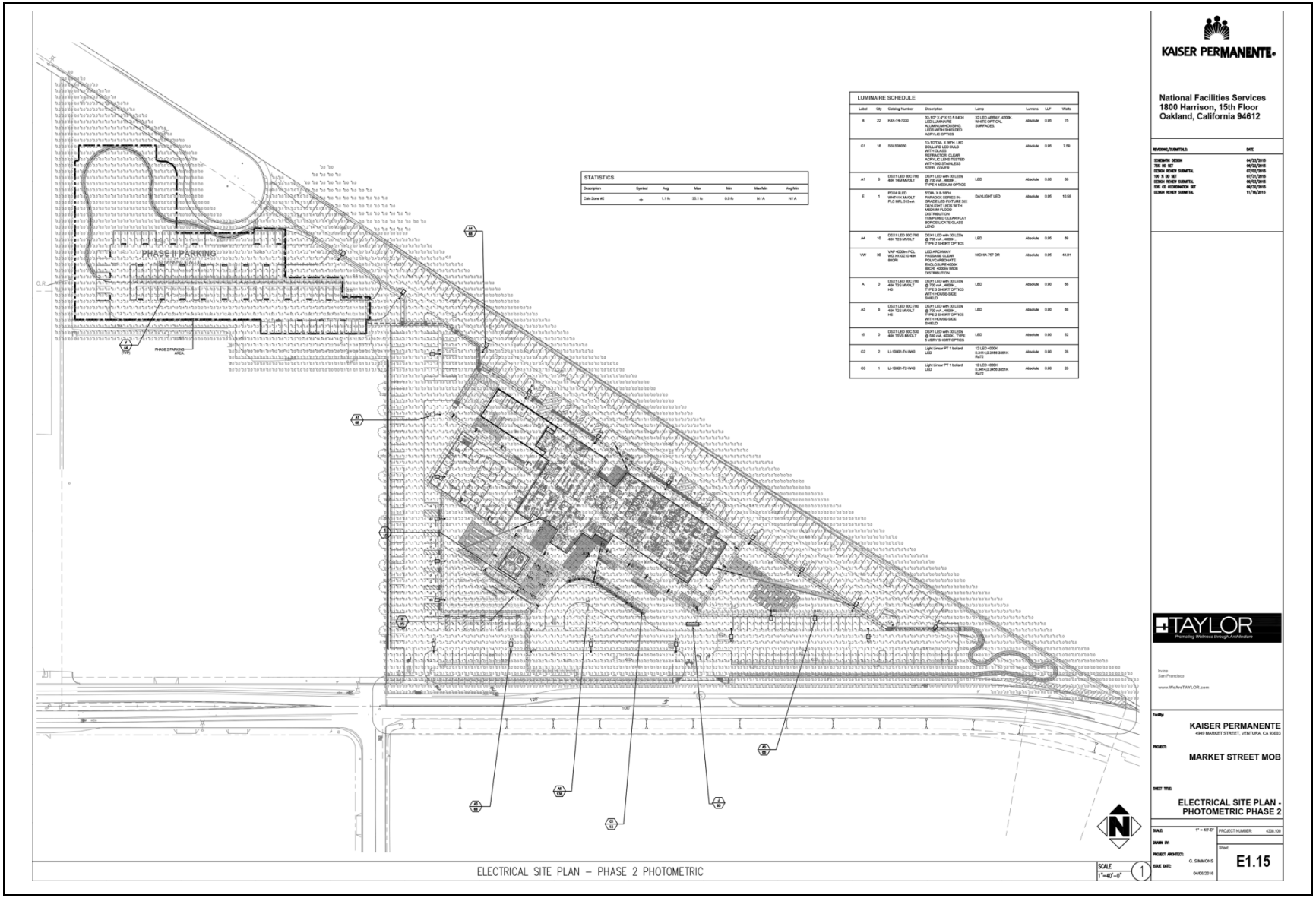


**Figure 7. Photometric Phase 2**

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **II. Agriculture and Forestry Resources** | | | | |
| In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project: | | | | |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | ☐ | ☐ | ☐ | ☒ |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | ☐ | ☐ | ☐ | ☒ |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | ☐ | ☐ | ☐ | ☒ |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ☒ |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ☒ |

### Existing Setting

The Project is designated as Commercial on the General Plan Map, allowing for city infill development[1]. The Project site is undeveloped and is not designated for agricultural use. The Project implements the General Plan priority of "Infill First" strategy for Ventura, which means avoiding suburban sprawl by directing new development to vacant land in the City and Sphere of Influence (with the exception of SOAR land), and by focusing new public and private investment in carefully selected districts, corridors, and neighborhood centers where concentrated development and adaptive reuse will improve the standard of living and quality of life for the entire community. No agricultural land uses are present within 300 feet of the Project vicinity[2]. In addition, no forest land or timberland zoning is present in the surrounding area.[1]

[1] Zoning District Map, City of San Buenaventura, Department of Community Development, Planning Division; http://maps.cityofventura.net/menu/zoom/zoning/ (accessed May 2016)

[2] California Important Farmland Finder, 2012. State of California Department of Conservation. http://maps.conservation.ca.gov/ciff/ciff.html (accessed May 2016)

*a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*
*b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*
*c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*
*d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?*
*e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

The proposed Project would not convert any prime or regionally significant farmland, or conflict with a Williamson Act contract. There are no trees on the Project site and therefore, the Project would not conflict with forest land, loss of forest lands, or the involvement of conversion to non-forest uses. The Arundell community is primarily built out with existing industrial uses. On-site soils are not viable agricultural lands, and there are no designated areas for agricultural land use within the site vicinity. Soils within the 7.58-acre site have already been committed to urban development through adopted plans and past site development; as such, development on these soils would not be significant due to the site's limited size and urban uses. Therefore, less than significant impacts to farmland or agricultural soils would occur. Impacts to Agriculture and Forestry Resources are not projected. Therefore, the Project would not create any impacts to agricultural or forestry resources.

**Significance Determination**

No impact based on review of the Ventura Municipal Code, General Plan, existing setting, and site plan.

**Mitigation Measures**

No mitigation is required.

**Significance Determination After Mitigation**

The proposed project would have no impact and mitigation is not required.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **III. Air Quality** | | | | |
| Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project: | | | | |
| a) Conflict with or obstruct implementation of the applicable air quality plan? | ☐ | ☐ | ☐ | ☒ |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | ☐ | ☒ | ☐ | ☐ |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | ☐ | ☐ | ☒ | ☐ |
| d) Expose sensitive receptors to substantial pollutant concentrations? | ☐ | ☐ | ☒ | ☐ |
| e) Create objectionable odors affecting a substantial number of people? | ☐ | ☐ | ☐ | ☒ |

### Existing Setting

The Project site is located in the Central South Coast Air Basin, which covers San Luis Obispo, Santa Barbara, and Ventura counties. The Ventura County Air Pollution Control District (VCAPCD) monitors and regulates the local air quality in Ventura County and manages the Air Quality Management Plan (AQMP). Air quality is affected by stationary sources (e.g., land use and development) and mobile sources (e.g., motor vehicles). Air quality at a given location is a function of several factors, including the quantity and types of pollutants emitted locally and regionally, and the dispersion rates of pollutants in the region. Primary factors affecting pollutant dispersion are wind speed and direction, atmospheric stability, temperature, the presence or absence of inversions, and topography. The Project site is located in the eastern portion of the Basin, which has moderate variability in temperatures, tempered by coastal processes. The air quality within the Basin is influenced by a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, industry, and weather.

To protect the public health and welfare, the federal and state governments under direction of the EPA have identified six criteria air pollutants and a host of air toxics, and established ambient air quality standards through the federal Clean Air Act and the California Clean Air Act. Federal and state criteria air pollutants include carbon monoxide (CO), lead (Pb), nitrogen dioxide ($NO_2$), ozone ($O_3$), particulate matter less than 10 microns in diameter ($PM_{10}$), fine particulate matter less than 2.5 microns in diameter ($PM_{2.5}$), and sulfur dioxide ($SO_2$). Air quality impacts are assessed by comparing impacts to baseline air quality levels and applicable ambient air quality standards. Standards are levels of air quality considered safe from a regulatory perspective, including an adequate margin of safety, to protect public health and welfare.

To identify ambient concentrations of the criteria pollutants, the VCAPCD operates air quality monitoring stations throughout Ventura County. These stations are located in El Rio, Ojai, Piru, San Nicolas Island, Simi Valley, Thousand Oaks, and Ventura. The monitoring stations located closest to the Project site are located in Ojai approximately 10 miles north, and in Oxnard approximately 10 miles southeast. Both stations monitor $O_3$ and $PM_{2.5}$, and Simi Valley monitoring station also monitors $NO_2$, $PM_{10}$, and $PM_{2.5}$. CO monitoring was eliminated in Ventura County in 2004 as a response to the proposed National Monitoring Strategy set forth by the United States Environmental Protection Agency (EPA), and Ventura County has consistently met the CO standard. In addition, $SO_2$ monitoring in Ventura County was eliminated in 2004 because ambient concentrations were low and $SO_2$ monitors are not required for State Implementation Plan (SIP) or

maintenance planning. In addition, lead monitoring is not conducted in the County, and the EPA established that the VCAPCD is not subject to lead monitoring requirements[3].

Traffic-congested roadways and intersections have the potential for the generation of localized CO levels (i.e., CO hotspots). As further discussed within Section XVI, Transportation/Traffic (beginning on page 75), adjacent intersections to the Project site distribute traffic well and are operating at an acceptable level of service (e.g., Level of Service above E). Therefore, no CO hotspots are anticipated to occur on adjacent roadways.

### Emissions Thresholds

Air quality impacts are assessed in comparison to baseline air quality levels and applicable ambient air quality standards. Federal and state air quality standards have been established for criteria pollutants discussed above. Standards are levels of air quality considered safe from a regulatory perspective, including an adequate margin of safety, to protect public health and welfare.

### Construction

The VCAPCD thresholds recommend that projects with construction-related emissions that exceed any of the following regional (mass daily) emissions should be considered potentially significant.

- 25 pounds per day of nitrogen oxides ($NO_X$)
- 25 pounds per day of reactive organic compounds (ROC)
- Does not contain thresholds for carbon monoxide (CO), sulfur oxides ($SO_X$), Respirable Particulate Matter ($PM_{10}$), or Fine Particulate Matter ($PM_{2.5}$)

### Operational

A project's localized air quality impact is considered significant if CO emissions create a hotspot where either the California one-hour standard of 20 ppm or the federal and state eight-hour standard of 9.0 ppm is exceeded. This typically occurs at severely congested intersections (Level of Service [LOS] E or worse). Based on analyses of localized concentrations within the San Francisco Bay Area, which has similar ambient CO concentrations as the Project vicinity, a project would have to increase traffic volumes at affected intersections to more than 31,600 vehicles per hour for a CO hotspot to occur.

The VCAPCD currently recommends that projects with operational emissions that exceed any of the following emissions thresholds for summertime or wintertime should be considered potentially significant.

- 25 pounds per day of $NO_X$
- 25 pounds per day of ROC
- Does not contain thresholds for CO, $SO_X$, $PM_{10}$, or $PM_{2.5}$

The VCAPCD implements rules and regulations for emission that may be generated by various uses and activities. The rules and regulations detail pollution-reduction measures that must be implemented during construction and operation of projects. Relevant rules and regulations to the Project include the following:

- *Rule 50 (Opacity):* This rule sets opacity standards on the discharge from sources of air contaminants. This rule would apply during construction of the proposed Project, specifically grading activities.
- *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

[3] Ambient Air Monitoring Network Plan, 2014; Ventura County Air Pollution Control District Monitoring Division; http://www.vcapcd.org/pubs/Monitoring/2014FinalMonitoringNetworkPlan.pdf, page C-6

construction activities. The proposed Project would consist of residential and open space land uses; therefore, this rule would not be a concern following buildout of the Project.

- *Rule 55 (Fugitive Dust):* This rule requires fugitive dust generators to implement control measures to limit the amount of dust from vehicle track-out, earth moving, bulk material handling, and truck hauling 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.
- *Rule 55.2 (Street Sweeping Equipment):* This rule requires the use of $PM_{10}$ efficient street sweepers for routine street sweeping and for removing vehicle track-out pursuant to Rule 55.
- *Rule 74.4 (Cutback Asphalt):* This rule sets limits on the type of application and VOC content of cutback and emulsified asphalt. The proposed project is required to comply with the type of application and VOC content standards set forth in this rule for cutback and emulsified asphalt.

*a) Would the project conflict with or obstruct implementation of the applicable air quality plan?*

A significant air quality impact may occur if a project is not consistent with the applicable Air Quality Management Plan (AQMP), or would in some way represent a substantial hindrance to employing the policies, or obtaining the goals, of that plan.

The Project Site, located within the Ventura County Air Pollution Control District (VCAPCD), is located in the South Central Coast Air Basin which is comprised of Ventura County, Santa Barbara County, and San Luis Obispo County.

The primary objective of the Ventura County Air Quality Management Plan (AQMP) is to provide continuous air pollutant emission reductions over time, with the goal of attaining the federal and state standards. The VCAPCD's most recent AQMP was adopted in 2007 and establishes a comprehensive air pollution control program leading to the attainment of state and federal air quality standards in the Basin, which is in non-attainment for ozone ($O_3$) and particulate matter ($PM_{10}$). The AQMP also addresses the requirements set forth in the state and federal Clean Air Acts. As discussed in more detail below, the Project's air quality emissions would be below the VCAPCD significance thresholds and mitigation measures have been identified where appropriate consistent with VCAPCD recommendations.

As stated in the Ventura County Air Quality Assessment Guidelines[4], project consistency with the AQMP can be determined by comparing the actual population growth in the county with the projected growth rates used in the AQMP. The projected growth rate in population is used as an indicator of future emissions from population-related emission categories in the AQMP. These emission estimates are used, in part, to project the date by which Ventura County will attain the federal ozone standard. Therefore, a demonstration of consistency with the population forecasts used in the most recently adopted AQMP should be used for assessing project consistency with the AQMP.

The Project includes the development of medical office buildings on a site designated for industrial land uses in the City's General Plan. The project does not include the removal or addition of residences and population forecasts would not be altered by the Project. As such, the Project would not increase population figures over those that have been planned for the area, and would not

[4] Ventura County Air Quality Assessment Guidelines, October 2003; Ventura County Air Pollution Control District, http://www.vcapcd.org/pubs/Planning/VCAQGuidelines.pdf (accessed May 2016)

jeopardize attainment of state and federal ambient air quality standards. Therefore, for these reasons, the Project would not conflict with or obstruct implementation of the applicable AQMP and this impact would be less than significant.

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

A project may have a significant impact if project-related emissions would exceed federal, state, or regional standards or thresholds, or if project-related emissions would substantially contribute to an existing or projected air quality violation.

The VCAPCD reviews and comments on the adequacy and accuracy of environmental documents for projects that may affect air quality in Ventura County. Such documents include Notices of Preparation, Initial Studies, Negative Declarations, Mitigated Negative Declarations (MND), and Environmental Impact Reports (EIR). The VCAPCD recommends that an MND or an EIR be prepared for projects that meet one or more of the significance criteria listed below. It should be noted that these criteria are guidelines only. The final decision on the significance of air quality impacts, the appropriate environmental document, and mitigation measures, lies with the City (as lead agency) for the project.

**VCAPCD Thresholds (per Ventura County Air Quality Assessment Guidelines, October 2003)**

- ***Ozone*** (based on emission levels of reactive organic compounds and oxides of nitrogen). The following are the reactive organic compounds (ROC) and nitrogen oxides ($NO_X$) thresholds that the Ventura County Air Pollution Control Board has determined will individually and cumulatively jeopardize attainment of the federal one-hour ozone standard, and thus have a significant adverse impact on air quality in Ventura County.

  1. Ojai Planning Area
     Reactive Organic Compounds: 5 pounds per day
     Nitrogen Oxides: 5 pounds per day
  2 Remainder of Ventura County
     Reactive Organic Compounds: 25 pounds per day
     Nitrogen Oxides: 25 pounds per day

  The Project Site is not located in the Ojai Planning Area; thus, the thresholds under item 2 for the remainder of Ventura County are applicable to the Project. It should be noted that these thresholds are primarily for operational scenarios and the VCAPCD has not adopted quantitative thresholds of significance for construction emissions since such emissions are temporary. Rather, the VCAPCD recommends implementation of emission and dust control requirements for all construction projects with ROG or $NO_x$ emissions over 25 pounds per day[5].

- ***General*** – A project that may cause an exceedance of any ambient air quality standard (state or federal), or may make a substantial contribution to an existing exceedance of an air quality standard will have a significant adverse air quality impact. "Substantial" is defined as making measurably worse an existing exceedance of a state or federal ambient air quality standard. For example, a project that directly or indirectly produces large quantities of carbon monoxide (CO) could cause an exceedance of the state or federal CO standards. Such a determination may require the use of an appropriate air quality model.

[5] Ventura County Air Quality Assessment Guidelines, October 2003; Ventura County Air Pollution Control District, http://www.vcapcd.org/pubs/Planning/VCAQGuidelines.pdf (accessed May 2016)

**Fugitive Dust**

1. 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 (*California Health and Safety Code*, Division 26, §41700) will have a significant adverse air quality impact.
2. A project for which an appropriate air dispersion modeling analysis shows a possible violation of an ambient particulate standard will have a significant adverse air quality impact.

**Construction Emissions**

The Project includes the construction of a medical office building campus to be constructed in two phases. Phase 1 would consist of a 3-story 56,000-square foot medical office building and 284 parking spaces. Phase 2 would consist of an additional 2-story 16,000-square foot medical office building and 76 additional parking spaces. This results in a total of 72,000 square feet of medical office space and 360 parking spaces. As the timing of the phases have not been identified, this analysis assumes a worst-case scenario with the possibility concurrent build-out (i.e., allows for a scenario in which Phase I could be close to completion at the start of Phase II construction). This analysis is conservative and covers worst-case daily emissions. Consistent with the traffic report, the analysis will assume full operation by 2017. The Project Site is currently vacant and would not require any demolition activities. The project would require grading and site preparation activities that would involve the cut and fill of land to ensure the proper base and slope for the entire site, including building pads and foundations. At this time, it is anticipated that 4,662 cubic yards (cy) of soil import will be necessary. See Appendix III to this Draft IS/MND for additional details regarding the air quality calculations.

Project construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities involving grading and site preparation would primarily generate $PM_{2.5}$ and $PM_{10}$ emissions. Mobile sources (such as diesel-fueled equipment on-site and traveling to and from the Project Site) would primarily generate NOx emissions. The application of architectural coatings would primarily result in the release of ROC emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time. The estimate of regional daily construction emissions has been prepared utilizing the CalEEMod computer model recommended by the VCAPCD. **Table 1** below identifies daily emissions that are estimated to occur on peak construction days for each construction phase.

**Table 1. Estimated Peak Daily Construction Emissions**

| | Emissions (pounds per day) | | | | | |
|---|---|---|---|---|---|---|
| **Emissions Source** | **ROG** | **$NO_x$** | **CO** | **$SO_x$** | **$PM_{10}$** | **$PM_{2.5}$** |
| Grading and Site Preparation Phase | | | | | | |
| Fugitive Dust | -- | -- | -- | -- | 2.94 | 1.52 |
| Off-Road Diesel Equipment | 3.67 | 38.45 | 26.08 | 0.03 | 2.20 | 2.02 |
| Hauling Trips | 0.49 | 8.07 | 6.59 | 0.02 | 0.58 | 0.23 |
| Worker Trips | 0.06 | 0.07 | 0.65 | 0.01 | 0.12 | 0.03 |
| Total Emissions | 4.22 | 46.59 | 33.32 | 0.06 | 5.84 | 3.80 |

| Emissions Source | Emissions (pounds per day) | | | | | |
|---|---|---|---|---|---|---|
| | ROG | $NO_x$ | CO | $SO_x$ | $PM_{10}$ | $PM_{2.5}$ |
| Building Construction Phase | | | | | | |
| Building Construction Off-Road Diesel Equipment | 3.10 | 26.41 | 18.12 | 0.03 | 1.78 | 1.67 |
| Building Construction Vendor Trips | 0.35 | 3.48 | 5.17 | 0.01 | 0.31 | 0.12 |
| Building Construction Worker Trips | 0.32 | 0.37 | 3.65 | 0.01 | 0.78 | 0.21 |
| Architectural Coatings | 54.10 | -- | -- | -- | -- | -- |
| Architectural Coating Off-Road Diesel Equipment | 0.33 | 2.19 | 1.87 | 0.01 | 0.17 | 0.15 |
| Architectural Coatings Worker Trips | 0.07 | 0.07 | 0.74 | 0.01 | 0.16 | 0.04 |
| Paving Off-Road Diesel Equipment | 1.91 | 20.30 | 14.73 | 0.02 | 1.14 | 1.05 |
| Paving Off-Gas | 0.50 | -- | -- | -- | -- | -- |
| Paving Worker Trips | 0.05 | 0.06 | 0.58 | 0.01 | 0.12 | 0.03 |
| Total Emissions | 60.73 | 52.88 | 44.86 | 0.10 | 4.46 | 3.27 |

Note: Calculations assume watering twice daily for fugitive dust suppression. CalEEMod data provided in Appendix III to this Draft IS/MND.

Consistent with the Ventura County Air Quality Assessment Guidelines[6], construction-related emissions (including portable engines and portable engine-driven equipment subject to the ARB's Statewide Portable Equipment Registration Program, and used for construction operations or repair and maintenance activities) of ROC and $NO_X$ are not counted towards the two significance thresholds, since these emissions are temporary. However, construction-related emissions should be mitigated if estimates of ROC and $NO_X$ emissions from the heavy-duty construction equipment anticipated to be used for a particular project exceed the 25 pounds per day threshold for the county areas not located in the Ojai Planning Area. As **Table 1** above illustrates construction emissions could exceed 25 pounds per day of ROC and $NO_X$, mitigation measures to reduce such emissions have been identified below in **MM AQ-1.**

With respect to fugitive dust, the VCAPCD states a project's construction emissions are considered to cause a significant impact to air quality if fugitive dust emissions are generated 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. Thus, as stated the Ventura County Air Quality Assessment Guidelines,[6] the VCAPCD recommends minimizing fugitive dust, especially during grading and excavation operations, rather than quantifying fugitive dust emissions. Control techniques for fugitive dust generally involve watering, chemical dust control agents for soil stabilization, scheduling of activities, and vehicle speed control. Therefore, such mitigation measures to reduce project related dust-generating operations and activities have been identified below in **MM AQ-1**.

In conclusion, the VCAPCD has not adopted quantitative thresholds of significance for construction emissions since such emissions are temporary. Rather, the VCAPCD recommends implementation of emission and dust control requirements for all construction projects with ROC or $NO_X$ emissions over 25 pounds per day. As shown above, construction emissions from the proposed Project would exceed 25 pounds per day for ROC and $NO_X$. Therefore, **Mitigation Measure MM AQ-1** is necessary to reduce the construction emissions. With implementation of **Mitigation Measure MM AQ-1** construction related impacts would be less than significant.

[6] Ventura County Air Quality Assessment Guidelines, October 2003; Ventura County Air Pollution Control District, http://www.vcapcd.org/pubs/Planning/VCAQGuidelines.pdf (accessed May 2016)

**Mitigation Measures**

MM AQ-1 The following control measures provided in the most recent version of the Ventura County Air Quality Assessment Guidelines (October 2003) pursuant to Mitigation Measure AQ-3 of the 2005 General Plan Final EIR would minimize the generation of fugitive dust ($PM_{10}$ and $PM_{2.5}$), ROC, and $NO_X$ during construction activities and shall be implemented during construction:

1. To reduce impacts associated with $NO_x$ emissions (a precursor to ozone) the following measures shall be implemented:
   a. Equipment idling time should be minimized;
   b. Equipment engines should be maintained in good condition and in proper tune, as per manufacture's specifications;
   c. During the smog seasons (May through October), the construction period should be lengthened so as to minimize the number of vehicles and equipment operating at the same time;
   d. Alternatively fueled construction equipment, such as compressed natural gas, liquefied natural gas, or electric, should be used if feasible.
2. During clearing, grading, earth moving, or excavation operation, excessive fugitive dust emissions shall be controlled by regular watering, paving construction roads, or other dust preventive measures using the following procedures:
   a. All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust. Watering shall occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day, so that water penetrates sufficiently to minimize fugitive dust during grading activities. Reclaimed water should be used if available;
   b. All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved roadways on-site, should be treated to prevent fugitive dust. Measures may include watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate;
   c. Graded and/or excavated inactive areas of the construction site should be monitored at least weekly for dust stabilization. If a portion of the site is inactive for over four days, soil on-site should be stabilized;
   d. Signs should be posted limiting on-site traffic to 15 miles per hour;
   e. All clearing, grading earth moving, or excavation activities shall cease during period of high winds (i.e., greater than 20 mph averaged over one hour) so as to prevent excessive amounts of dust;
   f. All material transported off site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust pursuant to California Vehicle Code §23114;
   g. Respiratory protection shall be used by all employees in accordance with California Division of Occupational Safety and Health regulations;
   h. Measures to reduce the fungus that causes Valley Fever should include the following:
      i. Facemasks should be worn on employees involved in grading or excavation operations during dry period to reduce inhalation of dust.
      ii. Employment should be restricted to persons with positive coccidioidin skin tests.
      iii. Crews should be hired from local populations where possible, since it is more likely that they have previously been exposed to the fungus and are therefore immune.

iv. Cabs of grading and construction equipment should be air-conditioned.
v. Crews should work upwind from excavation sites.
vi. Construction roads should be paved.
vii. Weed growth should be controlled by mowing instead of discing.
viii. The access way into the Project site should be paved or treated with environmentally-safe dust control agents during rough grading and construction.
ix. The area disturbed by clearing, grading, earth moving, or excavation operations should be minimized so as to prevent excessive amounts of dust.

3. After clearing, grading, earth moving, or excavation operations, and during construction activities, fugitive dust emissions shall be controlled using the following procedures:
   a. All inactive portions of the construction site shall be seeded and watered until grass cover is grown;
   b. All active portions of the construction site shall be sufficiently watered to prevent excessive amounts of dust.
4. At all times, fugitive dust emissions shall be controlled by assuring that streets adjacent to the project site shall be swept as needed to remove silt, which may be accumulated from construction activities so as to prevent excessive amounts of dust. Construction activities should utilize new technologies to control ozone precursor emissions as they become available and feasible. Streets must be swept at least once a day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

**Operational Emissions**

As discussed previously, the Project includes the development of medical office buildings on a site designated for industrial land uses in the City's General Plan. The Project's operational air quality emissions associated with area sources, energy demand, and mobile sources (motor vehicles) have been calculated with CalEEMod. These results are presented in **Table 2** below. According to the VCAPCD, a project's operational emissions are considered to cause a significant impact to air quality if ROC and $NO_X$ emissions exceed the 25 pounds per day threshold for the county areas not located in the Ojai Planning Area. As shown in **Table 2**, the Project would not exceed the thresholds of significance set by the VCAPCD for ROC or $NO_X$. Therefore, impacts associated with operational air quality emissions would be considered less than significant.

**Table 2. Estimated Daily Operational Emissions**

| | Emissions in Pounds per Day | | | | | |
|---|---|---|---|---|---|---|
| **Emissions Source** | **ROG** | **$NO_X$** | **CO** | **$SO_X$** | **$PM_{10}$** | **$PM_{2.5}$** |
| Summertime (Smog Season) Emissions | | | | | | |
| Area Sources | 5.25 | <0.01 | 0.05 | 0.00 | <0.01 | <0.01 |
| Energy Demand | 0.01 | 0.13 | 0.11 | <0.01 | 0.01 | 0.01 |
| Mobile (Motor Vehicles) | 8.21 | 16.35 | 72.68 | 0.15 | 10.93 | 3.04 |
| Total Project Emissions | 13.48 | 16.49 | 72.84 | 0.15 | 10.94 | 3.05 |
| Wintertime (Non-Smog Season) Emissions | | | | | | |
| Area Sources | 5.25 | <0.01 | 0.05 | 0.00 | <0.01 | <0.01 |
| Energy Demand | 0.01 | 0.13 | 0.11 | <0.01 | 0.01 | 0.01 |
| Mobile (Motor Vehicles) | 8.21 | 16.35 | 72.68 | 0.15 | 10.93 | 3.04 |
| Total Project Emissions | 13.48 | 16.49 | 72.84 | 0.15 | 10.94 | 3.05 |

Note: Column totals may not add due to rounding from the model results. Calculation sheets provided in Appendix III to this IS/MND.

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

A significant impact may occur if a project would add a considerable cumulative contribution to federal or state non-attainment pollutant.

As stated in the Ventura County Air Quality Assessment Guidelines,[7] a project with emissions of two pounds per day or greater of ROC, or two pounds per day or greater of $NO_X$ that is found to be inconsistent with the AQMP will have a significant cumulative adverse air quality impact. A project with emissions below two pounds per day of ROC, and below two pounds per day of NOx, is not required to assess consistency with the AQMP. Inconsistent projects are usually those that cause the existing population to exceed the population forecasts contained in the most recently adopted AQMP.

While the Project would exceed two pounds per day or greater of ROC and two pounds per day or greater of $NO_X$, the Project would be consistent with the AQMP as discussed previously. It should also be noted, as discussed previously, the Project's air quality emissions would be below the VCAPCD significance thresholds (25 pounds per day for ROC and $NO_X$) and mitigation measures have been identified where appropriate consistent with VCAPCD recommendations. As such, cumulative air quality impacts would be less than significant.

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

A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors.

**CO Hotspots**

As stated in the Ventura County Air Quality Assessment Guidelines,[7] a CO hotspot screening analysis using the screening procedure in Caltrans' CO Protocol should be conducted for any project with indirect emissions greater than the applicable ozone project significance thresholds discussed previously that may significantly impact roadway intersections that are currently operating at, or are expected to operate at, Levels of Service E or F. As discussed above, the Project would not exceed the thresholds of significance set by the VCAPCD for ROC or $NO_X$. In addition, based on a review of the Project's Traffic Impact Study, none of the analyzed intersections operate at LOS E or F under existing or future conditions. Therefore, according to the VCAPCD guidelines, none of the intersections qualified for a CO hotspot screening analysis and these impacts would be less than significant.

**TAC Impacts**

The Project would not include the operations of any land uses routinely involving the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants. Thus, no appreciable operational-related toxic airborne emissions would result from Project implementation. With respect to the Project's proximity to the 101 Freeway, please refer to the Land Use section herein for a land use consistency analysis. With respect to construction, the construction activities associated with the Project would be typical of other similar land use development projects in the region, and would be subject to the regulations and laws relating to toxic air pollutants at the regional, state, and federal level that would protect sensitive receptors from substantial concentrations of these emissions. Therefore, impacts associated with the release of toxic air contaminants would be less than significant.

[7] Ventura County Air Quality Assessment Guidelines, October 2003; Ventura County Air Pollution Control District, http://www.vcapcd.org/pubs/Planning/VCAQGuidelines.pdf (accessed May 2016)

**Health Risk Assessment**

The following is a summary of ambient air quality conditions in the Project Site vicinity as disclosed in the Freeway Adjacent Health Risk Assessment (HRA) prepared by Pomeroy Environmental Services in April 2016 (see Appendix III-B to this Draft IS/MND for the complete HRA). As illustrated in Figure 1 of the HRA (see Appendix III-B to this Draft IS/MND), the Project Site is located within 500 feet of the U.S. 101 Freeway.

Recent air pollution studies have shown an association between respiratory and other non-cancer health effects and proximity to high traffic roadways. Other studies have shown that diesel exhaust and other cancer-causing chemicals emitted from cars and trucks are responsible for much of the overall cancer risk from airborne toxics in California.[8] As such, the California Air Resources Board (CARB) recommends that lead agencies avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day.[8] In addition, the VCAPCD guidelines state lead agencies should consider limiting or avoiding the following types of potential land use conflicts: a development project near a congested intersection or roadway. High traffic volumes and congested conditions can lead to high but localized concentrations of CO, particulate matter (PM), or TACs; and, development projects close to a source of TACs or high traffic levels.

As discussed in detail in the HRA, the Project would accommodate same-day doctor visits and there are no plans for overnight or long-term patient stays. As such, long-term carcinogenic risks and chronic non-carcinogenic health risks have not been calculated in this assessment. This is due to the fact that OEHHA[9] recommends exposure durations of 9-, 30-, and 70-year exposures for chronic and carcinogenic risk scenarios. Based on the project's proposed uses, this assessment focuses on acute non-carcinogenic health risks (i.e., 1-hour and 8-hour exposures), and criteria pollutants for each applicable averaging time (i.e., 1-hour, 8-hour, and 24-hour averaging times due to the proposed uses).

The HRA concludes that acute non-carcinogenic health risk indices would be under the VCAPCD recommended threshold. Criteria pollutant concentrations at the worst-case location due to freeway emissions for CO (1-hour and 8-hour), $NO_2$ (1-hour), $PM_{10}$ (24-hour), and $PM_{2.5}$ (24-hour) would be below the ambient air quality state and national standards. Therefore, the future users of the proposed medical office building campus would not be exposed to acute non-carcinogenic health risks and exposure to criteria pollutants would be within the state and national standards. No mitigation is necessary and no further analysis is required.

*e) Would the project create objectionable odors affecting a substantial number of people?*

A project-related significant adverse effect could occur if construction or operation of the proposed project would result in generation of odors that would be perceptible in adjacent sensitive areas. The Project does not include any of the land uses identified by the VCAPCD as being associated with odors (such as wastewater treatment facilities, sanitary landfills, transfer stations, composting facilities, asphalt batch plants, painting and coating operations, fiberglass operations, food processing facilities, feed lots/dairies, petroleum facilities, chemical manufacturing operations and facilities, and rendering plants). Potential sources that may emit odors during construction activities include the use of architectural coatings and solvents as well as asphalt paving. However, the Project would be consistent with all applicable rules and regulations governing construction equipment and processes.

[8] For a detailed discussion of the various air pollution studies being referenced, see Air Quality And Land Use Handbook: A Community Health Perspective, California Air Resources Board, 2005. http://www.arb.ca.gov/ch/handbook.pdf

[9] Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk, February 2015; California Office of Environmental Health Hazard Assessment (OEHHA)

As such, the Project would not create objectionable odors affecting a substantial number of people during construction or long-term operation. Therefore, a less than significant impact would occur with respect to the creation of objectionable odors.

**Significance Determination**

Potentially significant.

**Mitigation Measure**

Implementation of Mitigation Measure **MM AQ-1** will reduce impacts to less than significant.

**Significance Determination After Mitigation**

Less than significant after mitigation

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

### Existing Setting

The Project site is located in an urbanized area, immediately adjacent to SR-101. The City's General Plan is predominantly focused on the intensification and reuse of previously developed areas, thereby limiting expansion into agricultural and/or relatively undisturbed areas. The Project site is bounded by industrial/office uses, agricultural uses and the SR-101. Policies and actions are put forth in the General Plan intended to decrease development pressure on more sensitive or biologically productive areas within the scope of the General Plan.

Existing development in the Project area has been modified from its natural state. Relevant actions to biological resources are found as Actions 1.22, 1.23 and 1.24, which require the preservation and requirements for native plants and trees

*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 Game 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, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?*

*c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) 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, such as a tree preservation policy or ordinance?*

*f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

The proposed Project is located between developed properties and the SR 101 freeway. There is little but weedy brush at the Project Site. The Project is not expected to have any adverse impacts on any candidate, sensitive, or special-status species or riparian species in any local, sensitive, or regional status species by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. No impacts are expected to vernal pools or impacts to the Clean Water Act as there appear to be no vernal pool habitat or waterways on the Project Site. Furthermore, there are no impacts to wildlife corridors, as the project site is adjacent to SR 101 and would not be suitable as a wildlife corridor. Tree preservation policies or ordinances would not be expected to be impacted nor would any Habitat Conservation, Natural Community Conservation Plan.

**Significance Determination**

No Impact based on review of the Ventura Municipal Code, General Plan, existing setting, and site plan.

**Mitigation Measures**

No mitigation is required.

**Significance Determination After Mitigation**

The proposed project would have no impact and mitigation is not required.

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

### Existing Setting

The diversity of natural resources, the temperate climate that allows for long growing seasons, proximity to the coast, and abundant natural materials available for tool manufacturing all combined to produce an archaeological record in Ventura of almost the entire chronological and cultural span of human activity in southern California. Prehistoric sites generally involve at least one of the following resources: middens, milling stone sites, large villages, cemeteries, hilltop bead shrines, flake scatters and camp workshops.[10]

Within the General Plan Area are 25 recorded archaeological sites and 96 historic landmarks or points of interest, at least 43 of which may also contain subsurface cultural resources.[10] None of these identified sites fall within the Project site area; however, the potential for archaeological discoveries during trenching and grading activities remains.

*a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

*b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

Currently, the entire extent the Project has been mass graded. The project site (site) would be subject to precise grading permit requirements by City of Ventura (City). No historical or archaeological resources were identified within the Project Area during previous investigations; however, unknown or unrecorded resources may potentially be revealed during precise grading activities. This may occur if ground disturbance activities penetrate deeper than previous work performed.

The City's Municipal Code requires the protection of natural, cultural, structural, and archaeological resources. *California Public Resources Code* (PRC) protects archeological, paleontological, and historical sites with a wide variety of state policies and regulations in conjunction with the California Environmental Quality Act (CEQA). Furthermore, all construction activities must comply with PRC §§21083.2-21084.1 and CEQA Guidelines §15064.5 and §15126.4(b), which address the protection of archeological and historical resources. California Assembly Bill 52 (AB 52) requires local government agencies to consult with Native American tribes in the land development process in order to preserve traditional tribal cultural places.

A request for a consultation list and a review of sacred lands file was sent to the Native American Heritage Commission. The request for consultation was sent on April 25, 2016 to the Barbareno/Ventureno Band of Mission Indians, Coastal Band of the Chumash Nation, and the Santa

[10] 2005 General Plan Final Environmental Impact Report, City of Ventura, August 2005; Section 4.5, Cultural and Historic Resources, page 4.5-1

Ynez Band of Mission Indians. The City was not requested to consult. Therefore, because no tribe requested consultation, no further action is required.

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

As previously mentioned in item a) above, the site and surrounding properties have already been graded. Previous grading activities were conducted in accordance with the City's Grading Code standards.

Although this project proposes grading activities, it is not anticipated to directly or indirectly destroy any paleontological resources or site or unique geologic feature since previous grading activities have yielded negativeresults.

In the unlikely event that a unique paleontological resource or unique geologic feature is discovered during precise grading activities, then *California Public Resources Code* requirements would become effective immediately. Therefore, with adherence to all applicable requirements, less than significant impacts would be anticipated.

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

As previously mentioned in item a) above, the Project area has been graded and the site would require grading permits from the City. During previous ground disturbance activities, no human remains were identified or recorded onsite. In the unlikely event that human remains are discovered, during precise grading or construction activities, the project would be subject to *California Health and Safety Code* §7050.5, CEQA §15064.5, and *California Public Resources Code* §5097.98.

*California Health and Safety Code* §7050.5 have procedures during the unlikely discovery of human remains. CEQA §15064.5 indicates the process for determining the significance of impacts to archeological and historical resources. *California Public Resources Code* §5097.98 stipulates the notification process during the discovery of Native American human remains, descendants, disposition of human remains, and associated artifacts. Therefore, adherence to all applicable codes and regulations would result in a less than significant impact.

**Significance Determination**

No Impact based on review of the Ventura Municipal Code, General Plan, existing setting, and site plan.

**Mitigation Measures**

No mitigation is required.

**Significance Determination After Mitigation**

The proposed project would have no impact and mitigation is not required.

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

**Existing Setting**

The City of Ventura is situated between the Pacific Ocean, the Ventura foothills, and the Ventura and Santa Clara rivers. The City is located at the western edge of the Oxnard Plain, an alluvial plain that covers over 200 square miles in the southern portion of Ventura County. Much of the City is on the relatively flat coastal plain, but steeply sloped hills abut the northern portion of the city.

The project site is generally level and slopes gently from north to south. No major drainages, wetlands, or waterways occur within the project area; however, drainage throughout the City of Ventura area is generally from the hillsides to the southwest toward the Pacific Ocean.

Similar to much of southern California, Ventura is located within a seismically active region and is crossed by several potentially active fault systems. Major fault zones in the General Plan Area include the Ventura-Foothill, Country Club, Oak Ridge, McGrath, and Red Mountain faults. The Victoria Avenue Corridor is susceptible to the effects of moderate to large earthquake events. The potentially or probably active Oak Ridge fault crosses through the Victoria Avenue Corridor area roughly parallel to Highway 126 south of Telephone Road.[11] This fault has thousands of feet of subsurface displacement, but is poorly defined at the surface.

A major earthquake event could potentially trigger liquefaction, a temporary, but substantial, loss of shear strength in granular solids, such as sand, silt, and gravel. An earthquake of sufficient magnitude and duration can create seismic waves that can shear soil deposits that have a tendency to decrease in volume. If drainage cannot occur, this reduction in soil volume will increase the pressure exerted on the water contained in the soil. This process can transform stable granular material into a fluid-like state. The potential for liquefaction to occur is greatest in areas with loose, granular, low-density soil, where the

[11] Westside Community Planning Project Draft EIR, 2011; Impact Sciences, Inc.

water table is within the upper 40 to 50 feet of the ground surface. Liquefaction can result in slope and/or foundation failure, and also post-liquefaction settlement. The southern portion of the Victoria Avenue Corridor area lies within liquefaction hazard zone.[12]

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

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

The Project site, like all of California, is considered an area of potential seismic activity as a result of numerous active fault systems. However, the Project area is not mapped within a designated Alquist-Priolo Earthquake Fault Zone for fault rupture hazard.[13] The Alquist-Priolo Earthquake Fault Zone Act (*California Public Resources Code* §2621, et seq.) limits development to areas outside of known surface traces of known active earthquake faults. The proposed Project would be constructed to comply with the grading code of the City of Ventura and City's Municipal Code, including Title 22 for excavation, grading, and placement of fill and would not increase risk of human health or safety related to fault rupture, ground shaking, ground failure, liquefaction, or landslides compared to existing conditions. As a result, the Project would result in a less than significant impact associated with fault rupture within an Alquist-Priolo Earthquake Fault Zone.

*ii) Strong seismic ground shaking?*

While the project site exists within a seismically active region, there are no active or potentially active faults in the immediate vicinity of the Project site. The Project would comply with grading code for the City of Ventura, and construction of the proposed Project would be built in conformance with City requirements outlined in the General Plan Safety Element and Title 22 of the municipal code which sets performance standards for excavation, grading, and filling. As a result, impacts resulting from strong seismic ground-shaking would be less than significant impact as a result of Project development.

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

Liquefaction is not a concern at this location.[14] Construction of the Project would continue to comply with development standards. Implementation of the proposed Project would have a less than significant impact on risks to human health or safety related to seismic-related ground failure, including liquefaction.

*iv) Landslides?*

The Project area is located on a relatively flat parcel and is not located immediately in a landslide hazard area. Construction of the Project will comply with development standards as discussed in response to a)iii, above. As a result, the potential for a landslide would be considered less than significant for the Project area.

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

Construction of the proposed Project would require soil disturbance during the construction period. But, inclusion of best management practices (BMPs) (i.e., erosion control measures) required by the City Municipal Section 8.600.410, Construction Project Erosion and Sediment Control Maintenance

[12] 2005 General Plan Final Environmental Impact Report, City of Ventura, August 2005; Figure 4.6-4, Liquefaction Hazard Areas
[13] 2005 General Plan Final Environmental Impact Report, City of Ventura, August 2005; Figure 4.6-1, Major Fault Systems
[14] 2005 Ventura General Plan, August 8, 2005; http://www.cityofventura.net/files/file/comm-develop/General%20Plan/General%20Plan.pdf (accessed May 2016)

Requirements, would limit the potential for soil erosion. In addition, all Ventura County Stormwater Management Plan (MS4) measures would be required.

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

According to the City of Ventura's Geologic Figure 7-1 Natural Hazards Map, the Project area is not located on unstable soil or geologic unit in terms of risk of landslide, surficial creep, or seismicity. Additionally, the Project refurbishment would be engineered to comply with California Building Code requirements as with the original construction. Expansive soils are not located on the project site.[15]

*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?*

The Project site contains existing compacted backfill material that was originally engineered to ensure stable foundation. Construction plans and geotechnical studies would dictate mitigation measures and requirements. The proposed Project would not be developed on expansive soil creating a risk to life or property and impacts are considered less than significant.

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

This Project does not involve the use of septic tanks or alternative waste disposal systems. Therefore, no impact related to incapability of soil to support the use of septic tanks or alternative wastewater disposal systems would occur.

**Significance Determination**

No Impact based on review of the Ventura Municipal Code, General Plan, existing setting, and site plan.

**Mitigation Measures**

No mitigation measures are required.

**Significance Determination After Mitigation**

No mitigation measures are required for a less than significant determination.

[15] 2005 General Plan Final Environmental Impact Report, City of Ventura, August 2005; Figure 4.6-5, Expansive Soil Areas.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **VII. Greenhouse Gas Emissions** | | | | |
| Would the project: | | | | |
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | ☐ | ☐ | ☒ | ☐ |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | ☐ | ☐ | ☒ | ☐ |

### Existing Setting

Global climate change can be measured by changes in wind patterns, storms, precipitation, and temperature. Scientific consensus has identified that human-related emissions of greenhouse gases (GHGs) above natural levels significantly contribute to global climate change. GHGs are emissions that trap heat in the atmosphere and regulate the Earth's temperature, and include water vapor, $CO_2$, methane ($CH_4$), nitrous oxide ($N_2O$), ground level ozone, and fluorinated gases, such as chlorofluorocarbons (CFCs), hydro chlorofluorocarbons (HCFCs), and halons. The potential impacts of climate change include severe weather patterns, flooding, reduced quality and availability of water, sea level rise, and beach erosion. Primary activities associated with GHG emissions include transportation, operation of utilities (e.g., power generation and transport), industrial activities, manufacturing, agriculture, and residential uses. End-use sector sources of GHG emissions in California are as follows: transportation (37 percent), industry (23 percent), electricity generation (20 percent), agriculture and forestry (8 percent), residential (7 percent) and other (5 percent).[16]

Assembly Bill (AB) 32 is a California law that establishes a comprehensive program to reduce GHG emissions from all sources throughout the state. AB 32 requires the California Air Resources Board (CARB) to develop regulations and market mechanisms to reduce California's GHG emissions to 1990 levels by 2020, representing a 25 percent reduction statewide, with mandatory caps beginning in 2012 for significant emissions sources.[17]

### GHG Emissions Thresholds

As mentioned in Section III, Air Quality (beginning on page 17), the Project site is located within the Central South Coast Air Basin. The VCAPCD has not yet approved a threshold of significance for GHG emissions. The significance threshold considered in this document is based on the work of the California Air Pollution Control Officers Association (CAPCOA). CAPCOA investigated a variety of analytical procedures and ranges of what would be considered significant for a project, and suggests a conservative screening criteria threshold of 900 million tons per year of $CO_2e$ (MT/yr $CO_2e$) for a development project to be considered potentially significant. CAPCOA notes that a zero threshold would be appropriate for global, cumulative effects from greenhouse gases. Due to the current global situation, any addition of greenhouse gas emissions could be considered significant. Other thresholds that could be used and have been considered outside of VCAPCD documentation include a 10,000 MT/yr $CO_2e$ measurement by the Market Advisory Committee, or the highest considered threshold of 50,000 MT/yr $CO_2e$ by CAPCOA for large-scale construction projects. As land uses within the Project site would be developed for community open space, the most conservative threshold option of 900 MT/yr $CO_2e$ is appropriate.[18]

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16 California Greenhouse Gas Emission Inventory – 2015 Edition; California Air Resources Board; http://www.arb.ca.gov/cc/inventory/data/data.htm (accessed May 2016)

17 Assembly Bill 32, California Air Resources Board; http://arb.ca.gov/cc/ab32/ab32.htm (accessed May 2016)

18 CEQA & Climate Change, January 2008; California Air Pollution Control Officers Association (CAPCOA); Table 1, page 18; http://www.capcoa.org/wp-content/uploads/downloads/2010/05/CAPCOA-White-Paper.pdf (accessed May 2016)

*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?*

A project's greenhouse gas (GHG) emissions typically are very small in comparison to state or global GHG emissions. In isolation, a Project may have no significant direct impact on climate change. However, the increased accumulation of GHGs from more than one project and many sources in the atmosphere may result in global climate change, which can cause the adverse environmental effects previously discussed. Accordingly, the threshold of significance for GHG emissions determines whether a project's contribution to global climate change is "cumulatively considerable." Many air quality agencies concur that GHG and climate change should be evaluated as a potentially significant cumulative impact, rather than a project-specific and direct impact.

**VCAPCD Draft Thresholds**

The VCAPCD staff prepared a report titled Greenhouse Gas Thresholds of Significance Options for Land Use Development Projects[19]. The report presents a number of options for setting GHG significance thresholds. Since 2008, the CARB and several larger local air districts (South Coast, Bay Area, and San Joaquin) have undertaken efforts to identify and adopt suitable GHG significance thresholds for land use development projects in their respective jurisdictions. Several other California air districts, including VCAPCD, are still looking into this complex matter as part of their CEQA implementing procedures (CEQA Guidelines §15022) or thresholds of significance development (CEQA Guidelines §15064.7). Such thresholds, however, would only be advisory and not regulatory directives. That is because, although California air districts have a vital role in the CEQA review process, and have authority to regulate emissions from indirect or areawide sources (*California Health & Safety Code* §40716(a)), they do not have authority over land use projects (*California Health & Safety Code* §40716(b)), and have not adopted control measures, rules, or regulations governing GHG emissions from land use projects.

Given that Ventura County is adjacent to the South Coast AQMD jurisdiction and is a part of the SCAG region, District staff believes it makes sense to set local GHG emission thresholds of significance for land use development projects at levels consistent with those set by the South Coast AQMD. While no conclusive threshold of significance has been adopted, the District staff will continue to evaluate and develop suitable interim GHG threshold options for Ventura County with preference for GHG threshold consistency with the South Coast AQMD and the SCAG region.

Based on VCAPCD staff recommendation summarized above, this analysis will rely in part on the draft thresholds of the SCAQMD. The SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds in 2008. In December 2008, the SCAQMD adopted an interim 10,000 metric tons $CO_2e$ ($MTCO_2e$) per year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency. The SCAQMD continues to consider adoption of significance thresholds for non-industrial development projects. The most recent proposal issued in September 2010 uses the following tiered approach to evaluate potential GHG impacts from various uses:

- Tier 1: Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.
- Tier 2: Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan (i.e., a Climate Action Plan) that has gone through public hearings and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.

[19] http://www.vcapcd.org/pubs/Planning/GHGThresholdReportRevised.pdf (accessed May 2016)

- Tier 3: Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 $MTCO_2e$/year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 $MTCO_2e$/year), commercial projects (1,400 $MTCO_2e$/year), and mixed-use projects (3,000 $MTCO_2e$/year). Under option 2 a single numerical screening threshold of 3,000 $MTCO_2e$/year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.
- Tier 4: Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. The 2020 efficiency targets are 4.8 $MTCO_2e$ per service population for project level analyses and 6.6 $MTCO_2e$ per service population for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.
- Tier 5: Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

The thresholds identified above are not adopted by the SCAQMD or VCAPCD, nor distributed for widespread public review and comment, and the working group tasked with developing the thresholds has not met since September 2010. The future schedule and likelihood of threshold adoption is uncertain. However, for the purpose of evaluating the GHG impacts associated with the Project, this analysis utilizes the Tier 3 threshold above. Under option 2, the proposed 3,000 $MTCO_2e$ per year Tier 3 threshold for non-industrial projects will be utilized to illustrate the scope of the Project's increase in GHG emissions. Tier 3 requires that a project's incremental increase in GHG emissions would be below or mitigated to less than the significance screening level. Proposed projects that do not exceed the thresholds would not be considered to have a cumulatively considerable increase in GHG emissions. This draft threshold has been used for other projects in the South Coast Air Basin, Ventura County, and the City of Ventura.

**Construction GHG Emissions**

Construction emissions represent an episodic, temporary source of GHG emissions. Emissions are generally associated with the operation of construction equipment and the disposal of construction waste. To be consistent with the methodology for calculating criteria pollutants from construction activities, only GHG emissions from on-site construction activities and off-site hauling and construction worker commuting are considered as Project-generated. As explained by California Air Pollution Controls Officers Association (CAPCOA) in its 2008 white paper,[20] the information needed to characterize GHG emissions from manufacture, transport, and end-of-life of construction materials would be speculative at the CEQA analysis level. CEQA does not require an evaluation of speculative impacts (CEQA Guidelines §15145). Therefore, the construction analysis does not consider such GHG emissions, but does consider non-speculative on-site construction activities and off-site hauling and construction worker trips. All GHG emissions are presented on an annual basis. Emissions of GHGs were calculated using CalEEMod 2013.2.2 for construction of the Project. As shown Appendix VII to this Draft IS/MND, the Project would generate a total of 578.33 metric tons of construction related GHG emissions. To ensure construction emissions are assessed in a quantitative sense, construction GHG emissions have

[20] CEQA & Climate Change, January 2008; California Air Pollution Control Officers Association (CAPCOA); page 65; http://www.capcoa.org/wp-content/uploads/downloads/2010/05/CAPCOA-White-Paper.pdf (accessed May 2016)

been amortized over a 30-year period and have been added to the annual operational GHG emissions of the Project identified in **Table 3**.

### Operational GHG Emissions

As discussed previously, the Project includes the development of medical office buildings on a site designated for industrial land uses in the City's General Plan. The operations of the Project would generate GHG emissions from the usage of on-road motor vehicles, electricity, natural gas, water, and generation of solid waste and wastewater. Emissions of operational GHGs are shown in **Table 3**. As shown, the GHG emissions generated by the Project would be approximately 2,092.43 $CO_2e$ MTY, which would be under the 3,000 $MTCO_2e$ per year threshold for non-industrial projects.

**Table 3. Project Operational GHG Emissions**

| Emissions Source | Estimated $CO_2e$ Emissions (Metric Tons per Year) |
|---|---|
| Energy Demand (Electricity and Natural Gas) | 313.14 |
| Mobile (Motor Vehicles) | 1,543.68 |
| Solid Waste Generation | 176.87 |
| Water Demand | 39.46 |
| Construction Emissions* | 19.28 |
| Project Total | 2,092.43 |

*The total construction GHG emissions were amortized over 30 years and added to the operation of the Project. Calculation sheets are provided in Appendix VII to this Draft IS/MND.

In addition, and separate from the quantitative analysis above, there is substantial evidence to support that the project is qualitatively consistent with statewide goals and policies in place for the reduction of greenhouse gas emissions, including AB 32 and the corresponding Scoping Plan. The Project intends to pursue a LEED Gold certification or equivalent. Thus, the Project would meet and exceed the 2013 Title 24 standards (effective as of January 1, 2014), which were revised and adopted in part to respond to the requirements of AB 32. Specifically, new development projects constructed within California after January 1, 2014 are subject to the mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures. As noted on page 37 in the First Update to the Scoping Plan (May 2014), building efficiency standards were updated in 2013 and are now 30 percent more efficient for non-residential construction.

Although the Project is expected to emit GHGs, the emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. As discussed in recent CEQA case law,[21] the global scope of climate change and the fact that carbon dioxide and other greenhouse gases, once released into the atmosphere, are not contained in the local area of their emission means that the impacts to be evaluated are also global rather than local. For many air pollutants, the significance of their environmental impact may depend greatly on where they are emitted; for greenhouse gases, it does not. For individual projects, like the Project, which are designed to accommodate long-term growth in California's population and economic activity, this fact gives rise to an argument that a certain amount of greenhouse gas emissions is as inevitable as population growth. Under this view, a significance criterion framed in terms of efficiency is superior to a simple numerical threshold because CEQA is not intended as a population control measure. These considerations militate in favor of consistency with meeting AB 32's statewide

[21] *Supreme Court of California, Center for Biological Diversity et al. v. California Department of Fish and Wildlife* (2015), S217763, 11-13.

goals as a permissible significance criterion for project emissions. Meeting our statewide reduction goals does not preclude all new development. Rather, the Scoping Plan - the state's roadmap for meeting AB 32's target - assumes continued growth and depends on increased efficiency and conservation in land use and transportation from all Californians. To the extent a project incorporates efficiency and conservation measures sufficient to contribute its portion of the overall greenhouse gas reductions necessary, one can reasonably argue that the project's impact is not cumulatively considerable, because it is helping to solve the cumulative problem of greenhouse gas emissions as envisioned by California law.[22]

As discussed above, the Project's total construction and operational GHG emissions would not exceed the 3,000 $MTCO_2e$/year threshold. In addition, the Project's goal for LEED Gold certification or equivalent and through required implementation of the 2013 Title 24 standards, the Project would be consistent with local and State-wide goals and policies aimed at reducing the generation of GHGs, including CARB's AB 32 Scoping Plan aimed at achieving 1990 GHG emission levels by 2020.

Therefore, based on the discussion above, the Project's generation of GHG emissions would not be considered cumulatively considerable because of the scope of the emissions (i.e., the Project would not exceed the 3,000 $MTCO_2e$/year threshold) and because the Project would not conflict with an applicable plan, policy or regulation for the purposes of reducing the emissions of greenhouse gasses. Therefore, the Project's cumulative impact would be less than significant.

**Significance Determination**

No impact based on review of the Ventura Municipal Code, General Plan, existing setting, and site plan.

**Mitigation Measures**

No mitigation is required.

**Significance Determination After Mitigation**

The proposed project would have impacts and mitigation is required.

[22] Addressing the Significance of Greenhouse Gas Emissions, supra, 4 Golden Gate U. Envtl. L.J. at p. 210.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **VIII. Hazards and Hazardous Materials** | | | | |
| Would the project: | | | | |
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | ☐ | ☐ | ☒ | ☐ |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | ☐ | ☐ | ☒ | ☐ |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | ☐ | ☐ | ☐ | ☒ |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | ☐ | ☐ | ☒ | ☐ |
| 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 for people residing or working in the project area? | ☐ | ☐ | ☐ | ☒ |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | ☐ | ☐ | ☐ | ☒ |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☐ | ☒ |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | ☐ | ☒ | ☐ | ☐ |

### Existing Setting

The Project is vacant and has not been previously developed. Nonetheless, hazardous materials include medical and industrial wastes, pesticides, herbicides, radioactive materials, and combustible fuels. Improper use, storage, transport, or disposal of these materials may result in harm to humans, surface or ground water degradation, air pollution, or fire and explosion.

The Ventura County Sheriff Office of Emergency Services (OES) is responsible for countywide disaster planning, mitigation, response, and recovery activities. Disaster planning, training and exercises, public education, emergency alert and warning, and disaster assistance coordination are all included within OES activities. Ready Ventura County is the governmental entity that provides disaster information for the City of Ventura.[23] The 2015 Ventura County Multi-Hazard Mitigation Plan (MHMP), prepared for Ventura County, gives guidance for emergencies including hazards and threats such as a major earthquake, hazardous material incident, wildland fire, flooding, landslide, civil unrest, transportation, and terrorism threat, among other local hazards. The MHMP additionally outlines planning, hazards and vulnerability analysis, capability assessment, mitigation strategies, and plan maintenance ensuring future implementation of the plan.[24]

[23] Office of Emergency Services, Ventura County Sheriff's Office; http://www.vcsd.org/oes.php (accessed May 2016)
[24] Ventura County Multi-Hazard Mitigation Plan, September 2015; http://readyventuracounty.org/images/pdf/ventura%20hmp_main%20body_september%202015.pdf (accessed May 2016)

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

Construction activities associated with the proposed Project would use small quantities of hazardous and flammable substances routinely utilized in the operation of equipment and vehicles, including but not limited to, oil, diesel fuel, and transmission fluid. Transport, use, or disposal of these hazardous substances during construction would occur according to instructions provided by the product manufacturer, including proper methods of storage and disposal. Operation of the water pipeline would only involve maintenance activity on a periodic basis and would not require the use of substances beyond the small amount discussed above for construction. The potential for the release of these materials is considered low and, even if a release were to occur it would not result in a significant hazard to the public, surrounding uses, or the environment due to the small quantities of these materials associated with construction vehicles.

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

As discussed above, in item a) above, the potential for the release of hazardous substances during construction or operation is considered low, and, even if a release were to occur, it would not result in a significant hazard to the public, surrounding uses, or the environment due to the small quantities of these materials associated with construction vehicles.

*c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

The Proposed Project is not located within one-quarter mile of an existing or proposed school.

*d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

A Phase I and Phase II report were prepared for the site to determine if there were any pesticide or hazardous materials associated with the Proposed Project. The Phase I Environmental Site Assessment was prepared by Partner on June 2, 2014. The report indicates that further study was needed to: assess environmental conditions.

This assessment has revealed evidence of recognized environmental conditions and environmental issues in connection with the subject property. Based on the conclusions of this assessment, it is recommended the following:

- A limited surface investigation should be conducted in order to determine the presence or absence of surface soil contamination due to the historical agricultural use of the subject property, and the potential ADL impacts on the subject property from the adjacent freeway.
- A limited subsurface investigation of the groundwater well should be conducted to determine the presence or absence of groundwater contamination at the subject property.
- An additional radon assessment should be conducted at the subject property.
- Proper handling and disposal of the hazardous materials located at the gated storage area (i.e. paint container and 55-gallon drum containing diesel fuel) shall be undertaken.

Subsequent to this report a Phase II report prepared by Partner on July 25, 2014 in response to the recommendations of the Phase I report. The Phase II report concluded the following findings:

**Surface Investigation**

A total of 20 discreet soil samples, including four duplicate samples, were collected and select samples were analyzed for arsenic, lead, and organochlorine pesticides (OCP). The analytical results were compared to the United States Environmental Protection Agency (USEPA) Regional Screening Levels (RSLs) for residential and industrial exposures and lead was compared to residential and industrial RSLs and California Human Health Screening Levels (CHHSLs).

- Arsenic concentrations in soil exceeded its residential and industrial RSL; however, DTSC established a regional background screening concentration of 12 mg/kg for arsenic in Southern California. The highest detected arsenic concentration (6.3 mg/kg) was less than half the DTSC arsenic screening concentration.
- Lead was present at concentrations below its respective residential and industrial RSLs and CHHSLs.
- Pesticides 4,4-DDE, 4,4-DDT, and toxaphene were detected in the four composite soil samples and the four discreet duplicate samples. The highest detected 4,4-DDE and the highest detected 4,4-DDT concentration were below its residential and industrial RSL values. The highest detected toxaphene concentration was lower than its industrial RSL but greater than the residential RSL. However, these concentrations were well below the industrial RSL of 2,100 µg/kg.

Based on the findings, the potential environmental risk from arsenic, lead, and OCP in soil is considered minimal.

**Subsurface Investigation**

Tetra Tech determined the three surface features located at the Site are standpipes not water wells as previously thought and may contain ancillary piping as part of the former irrigation system. No groundwater monitoring wells were found on the property. Based on emails with the County, these three standpipes are typically only used to contain water and the standpipes and any associated irrigation piping do not require well decommissioning permits from the County.

**Radon Evaluation**

Based on the radon potential map and report for Ventura County, it is unlikely for radon levels to exceed the USEPA radon action level (4.0 pCi/L) for a building constructed at the Site.

No irrigations wells were found or believed to exist on the Site and no signs of environmental contamination (i.e., spills, stains, or odors) were noted at the Site. Consequently, potential environmental risk from arsenic, lead, and OCP in surface soil, as well as impacts from the irrigation features are considered minimal and no further action is recommended.

*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 for people residing or working in the project area?*

The Proposed Project is not located within an airport land use plan or within two miles of a public airport or public use airport. Therefore there are no impacts.

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

The proposed Project is not located within a vicinity of a private airstrip and therefore there are no impacts.

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

The proposed Project would not conflict with emergency response access or procedures associated with an emergency response plan or evacuation plan in within the City of Ventura. In addition, the Project would comply with fire codes and regulations.

Impacts are considered less than significant.

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

The potential for a severe wildfire to occur is increased if dense vegetation growth and accumulations of dead plant material are present. Weather conditions and steep terrain also increase the hazardous wildfire potential; however, these conditions do not cause wildfires. Human error, arson, high-voltage lines, vehicles, and lightning are the primary causes of wildfires. In order to ensure that the Project does not result in a fire hazard, Mitigation Measure **MM Haz-1,** described below, will be implemented to reduce the potential for impacts resulting from wildlands fires to less than significant with mitigation incorporated.

**Significance Determination**

Potential impacts based on review of the Ventura Municipal Code, General Plan, existing setting, and site plan.

**Mitigation Measures**

MM Haz-1 **Fire Prevention Best Management Practices**. To reduce the potential for a wildfire during construction, LBCWD will implement the following best management practices.

1. **Comply with Applicable Laws.** Comply with all applicable laws of the State of California.
2. **Confine Welding Activity.** Confine welding activity to areas having a minimum radius of ten feet cleared to mineral soil, wet down an area within 25 feet in all directions from welding operations with a 0.3 percent Class A Foam Solution, and utilize a welding tentor metal shield where possible to deflect sparks. Include one shovel and one backpack five- gallon water-filled tank with pump with each welder.
3. **Prevent Fire and Extinguish Fires**. Be responsible for preventing the escape of fires as a result of project construction and have a fully charged fire extinguisher (U.L. rated at 2- A: 10-B: C, or larger) on each truck, personnel vehicle, tractor, grader and other heavy equipment, at all times.
4. **Prohibit Smoking.** Under no circumstances shall smoking be permitted while employees are operating light or heavy equipment, or walking or working.
5. **Clear Key Areas of Flammable Material.** Equipment service areas, parking areas, and gas and oil storage areas shall be cleared of all flammable material for a radius of at leastten feet. Small mobile or stationary internal combustion engine sites shall be cleared of flammable material for a slope distance of at least ten feet from such engine.
6. **Use Spark Arrestors**. Equip all diesel and/or gasoline-operated engines with spark arresters that meet standards set forth in the National Wildfire Coordinating Group publication for Multi-position Small Engines, #430-1, or General Purpose and Locomotive, #430-2. Spark arrestors are not required on equipment powered by exhaust-driven turbo charged engines or motor vehicles equipped with a maintained muffler.

| | |
|---|---|
| • | 7. **Use Water Tank**. A water tank truck, or a water buffalo attachment with a pick-up truck, shall supply water at the staging area during construction. |

**Significance Determination After Mitigation**

After Mitigation, impacts will be less than significant.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **IX. Hydrology and Water Quality** | | | | |
| Would the project: | | | | |
| a) Violate any water quality standards or waste discharge requirements? | ☐ | ☐ | ☒ | ☐ |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | ☐ | ☐ | ☒ | ☐ |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | ☐ | ☐ | ☒ | ☐ |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | ☐ | ☐ | ☒ | ☐ |
| e) 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? | ☐ | ☐ | ☒ | ☐ |
| f) Otherwise substantially degrade water quality? | ☐ | ☐ | ☒ | ☐ |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | ☐ | ☐ | ☐ | ☒ |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | ☐ | ☐ | ☐ | ☒ |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | ☐ | ☐ | ☐ | ☒ |
| j) Inundation by seiche, tsunami, or mudflow? | ☐ | ☐ | ☐ | ☒ |

### Existing Setting

Regarding water quality, the federal Clean Water Act establishes the framework for regulating discharges to waters of the U.S. in order to protect their beneficial uses. The Porter-Cologne Water Quality Act (Division 7 of the California Water Code) regulates water quality within California and establishes the authority of the State Water Resources Control Board and the nine regional water boards. For storm water, development projects are required by the State Board to provide careful management and close monitoring or runoff during construction, including onsite erosion protection, sediment management and prevention of non-storm discharges. The Regional and State Boards issue National Pollution Discharge Elimination System (NPDES) permits to regulate specific discharges. The NPDES permit requires that development projects provide for ongoing treatment of storm water within the site, using low-impact design (LID), infiltration, or onsite reuse, to address project runoff using specific design criteria.

Rainfall in the City of Ventura generally drains from the hills to the north and terminates in the Ventura River, Santa Clara River or the Pacific Ocean.[25]. The Ventura County Watershed Protection District (VCWPD) has jurisdiction over and maintains approximately 20 natural barrancas and concrete channels that serve as major drainages in the city. There are no VCWPD controlled water courses within the Victoria

[25] 2005 General Plan Final Environmental Impact Report, City of Ventura, August 2005; Section 4.8, Hydrology and Water Quality

Avenue Corridor. The Project area is just outside the Federal Emergency Management Agency (FEMA) designated 500-year floodplain and is not anticipated to be subject to major flood hazards.[26]

The City owns and/or maintains local drainage facilities in the City. Most City drainage facilities are designed to convey runoff generated from a 10-year storm event within the storm drain, while city streets convey flows above the 10-year storm. The General Plan has adopted actions 5.14 and 5.15 to assess and replace failing and/or deficient storm drain systems in areas of new development or where deficiencies or failures exist.[27]

According to the Los Angeles Regional Water Quality Control Board (RWQCB) Clean Water Act (CWA) 303(d) List of Water Quality Limited Segments, there are no areas within the project area where water quality is a concern. Water quality is subject to seasonal variation. Common sources of water quality degradation in the Ventura area include surface runoff from oil fields, agricultural areas, urban land uses, and natural sedimentation. Best Management Practices (BMPs) are typically employed during construction to maintain water quality and must be consistent with anticipated pollutant loads and water quality objectives.

If the Castaic and/or Pyramid dams were to fail, they would have the potential to flood the project site.[28] Castaic dam is approximately 47 miles to the northeast of the City of Ventura and Pyramid dam is an additional 15 miles north of Castaic. Both dams meet applicable safety requirements and are inspected by the Division of Dam Safety and the California Department of Water Resources twice per year to ensure compliance and that any necessary maintenance is performed.[29]

*a) Violate any water quality standards or waste discharge requirements?*

Potential short-term surface water quality impacts related to Project construction activities include runoff of loose soils and/or construction wastes and fuels that could potentially percolate into the vacant land areas. To standards, the proposed Project would be required to implement water quality best management practices (BMPs) outlined in the County of Ventura's Drainage Area Management Plan and the Municipal Code Title 16, Water Quality Control Ordinance (requiring adherence to the City's Standard Urban Storm Water Plan). The Regional and State Boards issue National Pollution Discharge Elimination System (NPDES) permits and MS4 permits to regulate specific discharges. The NPDES permit requires that development projects provide for ongoing treatment of storm water within the site, using low-impact design (LID), infiltration, or onsite reuse, to address project runoff using specific design criteria.

Consequently, implementation of MS4 permits would reduce impacts on water quality standards to less than significant. As a result, impacts on water quality standards would be less than significant with mitigation incorporated.

[26] 2005 General Plan Final Environmental Impact Report, City of Ventura, August 2005; Figure 4.8-4, FEMA Flood Zones
[27] 2005 General Plan Final Environmental Impact Report, City of Ventura, August 2005; Appendix A, Summary of Actions, page A-19
[28] 2005 General Plan Final Environmental Impact Report, City of Ventura, August 2005; Figure 4.8-5, Dam Inundation Areas
[29] 2005 General Plan Final Environmental Impact Report, City of Ventura, August 2005; Section 4.8, Hydrology and Water Quality, page 4.8-8

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

The proposed Project is approximately 7.58 acres in area and Proposed 56,000 square feet of medical office, 288 parking spaces, and 30 bicycle spaces. Phase 2 consists of a 16,000 medical office building and 132 additional parking spaces.

The proposed Project submitted a water study[30] indicating that the Project does not involve any activity that would alter or deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. No impact would occur.

*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 which would result insubstantial erosion or siltation on- or off-site?*

The existing site drainage on the parcels involves sheet flow and percolation. The project site is not developed; therefore, drainage patterns of the site would be modified. However, since the Project site is fairly level, no substantive alteration of the drainage pattern would occur as a result of the Project, and implementation of the MS4 requirements would reduce the potential for substantial erosion or siltation during construction to less than.

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

No stream or river occurs in the immediate area. The Project involves the addition of pervious surface, and the existing site drainage patterns would be slightly altered. The Proposed Project would not substantively the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. As described in question a) above, implementation of the SWPPP and MS4 requirements would reduce the potential for surface runoff during construction to less than significant with mitigation incorporated.

*e) Would the project 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?*

The Project would involve the addition of pervious surface and would contribute to an increase in volume and velocity of storm flows or polluted runoff under normal operating conditions. The proposed Project would be required to implement BMPs to comply with the County of Ventura Drainage Area Management Plan and the Municipal Code Title 16, Water Quality Control Ordinance, requiring adherence to the City's Standard Urban Storm Water Plan. Consequently, the Project Proponent would implement MS4 and SWPPP requirements. Impacts to runoff would be less than significant with mitigation incorporated.

*f) Would the project otherwise substantially degrade water quality?*

Potential short-term surface water quality impacts related to Project construction activities include runoff of loose soils and/or construction wastes and fuels that could potentially percolate into the

[30] Water System Hydraulic Evaluation and Supply Discussion for the Kaiser Permanente Medical Office Building in the City of Ventura, prepared by Michael Baker International, dated September 11, 2015

adjacent properties. Regulations under the Federal Clean Water Act (CWA) require compliance with the National Pollutant Discharge Elimination System (NPDES) general construction storm water permit for projects that would disturb an area greater than one acre. Compliance with the NPDES permit requires preparation of a Storm Water Pollution Prevention Plan (SWPPP) that contains BMPs to control discharge of pollutants including sediment into local surface water drainage. In addition, the Ventura County Stormwater Quality Urban Impact Mitigation Plan (SQUIMP) requires new development and redevelopment projects to implement various BMPs to minimize the amount of pollutants entering surface waters. Implementation of these standards and adherence to and implementation of adopted policies and actions would ensure that impacts to drainage, surface runoff, erosion, siltation, flooding, and water quality would be less than significant.

*g) Would the project place housing within 100 –year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

The project is not a residential project; therefore, there would be no impacts.

*h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

The Project area is not located within a FEMA 100-year flood zone. No impact would occur.

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

The Project would not be constructed near a levee or dam. No impact would occur.

*j) Would the project inundation by seiche, tsunami or mudflow?*

The proposed project would not be inundated by a seiche, tsunami or mudflow.

**Significance Determination**

No Impact based on review of the Ventura Municipal Code, General Plan, existing setting, and site plan.

**Mitigation Measures**

No mitigation is required.

**Significance Determination After Mitigation**

After mitigation, impacts will be less than significant.

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

### Existing Regulatory Setting

The MPD (Manufacturing Planned Development) District contains standards similar to the CPD Zone (Commercial Planned Development) and MXD (Mixed Use) Districts. The parameters to which the proposed Project must adhere can be found in b) below. Not only are the standards presented but also how the Project meets those standards. The Land Use designation for the site is Industrial. This use allows for Industry – (T2 Rural through T6 Urban Core), encourages intensive manufacturing, processing, warehousing and similar uses, as well as light, clean industries and support offices; and also encourages workplace-serving retail functions and work-live residences where such secondary functions would complement and be compatible with industrial uses. Buildings are primarily large-scale but can be developed as Transit Oriented Development, employment center or working village with a mix of uses.

### Physical Setting

The project area is characterized by 2- and 3-story industrial tilt-up buildings. The proposed new construction would allow for a medical office building campus to be constructed in two phases, and outdoor community spaces including a community garden, a nature walk, and an amphitheater on 7.58 acres of vacant property located at Valentine Road and Market Street. The site is immediately adjacent to SR-101. A significant vacant parcel, the 75-acre McGrath property offers great economic opportunity to attract new industry that provides high value, high wage jobs to the City.

*a) Would the project physically divide an established community?*

The proposed project would not physically divide a property or an established community.

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

The Project site is located within the Arundell district and community, which is described as an industrial center with a mix of small scale industrial uses, business park development, and limited retail services. Callens Road, the historic center of this community, has great potential to expand and increase the mix of uses it contains, including residential.

The subject site has a General Plan Land Use designation of Industry, which is defined as encouraging intensive manufacturing, processing warehouses, and similar uses, as well as light, clean industries and support offices, also encouraging workplace-serving retail functions and work-live residences where such secondary functions would complement and be compatible with industrial uses. Buildings are primarily large-scale but can be developed as Transit Oriented Development, employment center or working village with a mix of uses.

The proposed Project is a clean industry with supporting offices and will certainly become an employment center. There is no conflict with any land use plan, policy, or regulations of any jurisdiction.

**M-P-D Manufacturing Planning Development Standards**

| | Required/Allowed | Proposed Project |
|---|---|---|
| Front setback | • No less than 20 feet | • 121 feet 1 inch |
| Side yard setback | • 10 feet on interior sides, 20 feet on street sides of corner lots | • 56 feet 7 inches |
| Rear yard setback | • Not less than 20 feet | • 82 feet 4 inches |
| Height | • 6 stories not to exceed 75 feet | • 3 stories, 61 feet 11 inches |
| Lot coverage | • 50% of total lot area | • 13.51% |
| Parking | • Office: 1 space per 300 gross sq. ft of floor areas<br>• Manufacturing: 1 space per 500 gross sq. ft. of floor area<br>• Warehouse: 1 space per 1,000 sq. ft. of floor area<br>• Other uses (e.g. commercial: Ordinance Code, Section 24.415 | • 1 space per 300 feet<br>• 324 parking spaces provided |
| Parking - Other | • Bicycle<br>  • Residential: Multi-Family: 10% of required vehicle spaces. No less than 5 spaces<br>  • All other: none<br>• General Use:<br>  • 10% minimum of required vehicle spaces<br>  • Educational Services: Same number of bicycle spaces as vehicle spaces<br>  • Recreational Services: 30% minimum of required vehicle spaces<br>• Carpool/Vanpool<br>  • 10% minimum of required vehicle spaces for non-residential uses with an employment of 100 or more persons at a particular site | • 30 bicycle spaces<br>• 23 carpool/vanpool spaces |

*c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?*

The project site does not contain any applicable habitat conservation plan or natural community conservation plan.

No land use and planning impacts would impact the Proposed Project.

**Significance Determination**

No Impact based on review of the Ventura Municipal Code, General Plan, existing setting, and site plan.

**Mitigation Measures**

None required.

**Significance Determination After Mitigation**

The proposed project would not have impacts and mitigation is not required

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

### Existing Setting

There are no Mineral Resource Zones (MRZ) that impact the project site.[31] The nearest known mine is the Rocklite quarry. The quarry, operated by the County of Ventura, is currently idle.[32] Additionally, no oil or gas wells are located within or near the Project site, although there are a number of wells covering an oil and gas field with a multitude of wells mapped in the northwestern part of the City.[33] This stretch of oil fields is part of the southern boundary of the Ventura Oil Field, with the nearest abandoned oil well, Victory Oil Foster No. 4, located in this region.[34]

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

No records of any protected mineral resources on the Project site exist. The proposed Project would be located within a current easement dedicated to use of the existing water pipeline but will not be constructed over the pipeline. The Project alignment is composed of fill material from original construction of the Project. The Project would have no impact on protected mineral resources.

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

No records of mineral resource recovery at the Project site exist, according to the City of Ventura General Plan.

### Significance Determination

No impact based on review of the Ventura Municipal Code, General Plan, existing setting, and site plan.

### Mitigation Measures

None required.

### Significance Determination After Mitigation

No impact to mineral resource recovery would occur as a result of implementing the Project.

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31 2005 General Plan Final Environmental Impact Report, City of Ventura, August 2005; Figure 4.9-2, Aggregate Resources

32 Mine List Search; Office of Mine Reclamation, Mines On Line (MOL), California Department of Conservation; http://maps.conservation.ca.gov/mol/mol-app.html (accessed May 2016)

33 Well Finder; California Department of Conservation, Division of Oil, Gas & Geothermal Resources (DOGGR); http://maps.conservation.ca.gov/doggr/#close (accessed May 2016)

34 Phase I Environmental Site Assessment – 2.41 Acre Kellogg Street Property, 2012; West Coast Environmental and Engineering

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XII. Noise** | | | | |
| Would the project result in: | | | | |
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | ☐ | ☐ | ☒ | ☐ |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | ☐ | ☐ | ☒ | ☐ |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | ☐ | ☐ | ☒ | ☐ |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | ☐ | ☐ | ☒ | ☐ |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☐ | ☒ |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☐ | ☒ |

### Existing Setting

The Ventura General Plan 2005 indicated that major exterior noise in the vicinity of the proposed project site is vehicle traffic. The nearest measurement taken was located at Highway 101/Main St and Arundell[35] - 60 feet from freeway, 16 feet from Arundell centerline. The equivalent Noise level (Leq[3]) at this location was 69 dBA over a 20-minute averaging period. It should be noted that the sound level measured at any one location fluctuates during the day. As provided in the General Plan EIR, normally accepted levels for Industrial uses are 75 dBA which is within the 69 dBA measured. Therefore, this measurement is not necessarily indicative of long-term average daily noise exposure at this location.[36]

*a) Would the project result in exposure of persons to or generation of noise in levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*
*c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*
*d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

A significant impact may occur if the project would generate excess noise that would cause the ambient noise environment at the Project Site to exceed noise level standards set forth in the City's General Plan and/or the City's Noise Ordinance.

### Fundamentals of Sound and Environmental Noise

Sound is technically described in terms of amplitude (i.e., loudness) and frequency (i.e., pitch). The standard unit of sound amplitude measurement is the decibel (dB). The dB scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the

[35] 2005 General Plan Final Environmental Impact Report, City of Ventura, August 2005; Table 4.10-2, Noise Survey Results
[36] 2005 General Plan Final Environmental Impact Report, City of Ventura, August 2005; Section 4.10.1.c, Existing Noise Environment, page 4.10-4

human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted dB scale (dBA) provides this compensation by emphasizing frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound audible at such a level that the sound becomes an undesirable by-product of society's normal day-to-day activities. Sound becomes unwanted when it interferes with normal activities, causes actual physical harm, or results in adverse health effects. The definition of noise as unwanted sound implies that it has an adverse effect, or causes a substantial annoyance, to people and their environment. However, not every unwanted audible sound interferes with normal activities, causes harm, or has adverse health effects. For unwanted audible sound (i.e., noise) to be considered adverse, it must occur with sufficient frequency and at such a level that these adverse impacts are reasonably likely to occur. Thresholds of significance, set forth below, are established to differentiate between benign, unwanted audible sound and potentially significant and adverse unwanted audible sound.

A typical noise environment consists of a base of steady ambient noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise, such as traffic on a major highway. Several rating scales have been developed to analyze the adverse effects of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effects of noise on people are largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

- Leq: An Leq, or equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the Leq of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- Lmax: The maximum instantaneous noise level experienced during a given period of time.
- Lmin: The minimum instantaneous noise level experienced during a given period of time.
- CNEL: The Community Noise Equivalent Level (CNEL) is a 24-hour average Leq with a 5 dBA "weighting" during the hours of 7:00 P.M. to 10:00 P.M. and a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a constant 60 dBA 24 hour Leq would result in a CNEL of 66.7 dBA.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. For residential uses, environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60- to 70-dBA range, and high above 70 dBA. Frequent exposure to noise levels greater than 85 dBA over time can cause temporary or permanent hearing loss. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet suburban residential streets with noise levels around 40 dBA.

It is widely accepted that in the community noise environment the average healthy ear can barely perceive CNEL noise level changes of 3 dBA. CNEL changes from 3 to 5 dBA may be noticed by some individuals who are extremely sensitive to changes in noise. A 5 dBA CNEL increase is readily noticeable to most people, while the human ear perceives a 10 dBA CNEL increase as a doubling of sound. However, there is no direct correlation between increasing or even doubling noise-generating uses and what is detectable by the human ear as an increase in noise level.

The human ear perceives a 10 dB(A) increase in sound level to be a doubling of sound volume, but doubling the sound energy (i.e., the noise-generating activity) only results in a 3 dB(A) increase in sound. This means that a doubling of sound wave energy (e.g., doubling the volume of traffic on a roadway) would result in a barely perceptible change in sound level to the human ear. Thus, relatively sizeable increases in baseline noise generation are not necessarily perceived as significant noise increases by the human ear.

Noise levels from a particular source generally decline as distance to the receptor increases. Other factors, such as the weather and reflective barriers, also help intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source (assume a starting point of 50 feet), the noise level is reduced by about 3 dBA at acoustically "hard" locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically "soft" locations (i.e., the area between the source and receptor is normal earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. Noise levels are also generally reduced by about 1 dBA for each 1,000 feet of distance due to air absorption. Noise levels may also be reduced by intervening structures. Generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm can reduce noise levels by 5 to 10 dBA. The normal noise attenuation within residential structures with open windows is about 17 dBA, while the noise attenuation with closed windows is about 25 dBA. The exterior-to-interior reduction of newer homes and office buildings can be more than 30 dBA, depending on construction materials and methods used.

### Regulatory Framework

The City's General Plan includes noise compatibility guidelines based on various land uses. For office buildings like the proposed Project, noise levels up to 70 dBA CNEL are considered normally acceptable. The City Noise Ordinance provides exterior noise standards within the City. The following references are those portions of the Noise Ordinance that may be applicable to the Project.

The City of Ventura Municipal Code has issued standards in regard to noise levels at receiving properties within a City-designated noise zone, as shown in **Table 4** below. Section 10.650.130 of the Municipal Code prohibits unnecessary, excessive, or annoying noise in the City. The ordinance does not control traffic noise, but applies to all noise sources located on private property including traffic noise. As part of this ordinance, properties within the City are assigned a noise zone based on their corresponding land use. "Noise-sensitive" properties are designated as Noise Zone I; residential properties are designated Noise Zone II; commercial properties are included in Noise Zone III, and industrial/agricultural districts are designated as Noise Zone IV. The Ordinance also limits the amount of noise generated by uses during normal operation that may affect the surrounding areas.

**Table 4. Exterior Noise Levels**

| Time Interval | Noise Sensitive Properties* (Zone I) | Residential Properties (Zone II) | Commercial Properties (Zone III) | Industrial and Agricultural Properties (Zone IV) |
|---|---|---|---|---|
| 7:00 a.m. – 10:00 p.m. | 50 dB(A) | 50 dB(A) | 60 dB(A) | 70 dB(A) |
| 10:00 p.m. – 7:00 a.m. | 45 dB(A) | 45 dB(A) | 55 dB(A) | 70 dB(A) |

*Noise sensitive properties include schools, hospitals, convalescent care, boarding, and rest homes.
Source: City of Ventura, Designated Noise Zones, Section 10.650.130(B).
Note: dB(A) = decibels

The noise standards shown in **Table 4** apply to any noise-generating activity that exceeds the applicable level for a cumulative period of more than 30 minutes in any hour. For noise levels that last less than 30 minutes, the following standards apply: maximum noise levels equal to the value of the noise standard plus 5 dB(A) for a cumulative period of no more than 15 minutes in any hour; 10 dB(A) for a cumulative period of no more than 5 minutes in any hour; 15 dB(A) for a cumulative period of no more than 1 minute in any hour; or 20 dB(A) for any period of time. If the ambient sound level exceeds the allowable exterior standard, the ambient levels become the standard. The noise ordinance does not identify interior noise limits for office uses.

To abate the potential nuisance from construction noise, the City of Ventura Construction Noise Regulations (Section 10.650.150(D) of the City's Municipal Code) regulates construction and building noise in several ways. The applicable noise regulations are described below:

> ***Section 10.650.150(D(1)) Construction of Buildings and Structures –*** Between the hours of 8:00 p.m. of one day and 7:00 a.m. of the next, no person adjacent to or within any residential zone in the city shall operate power construction equipment or tools or perform any outside construction or repair work on buildings or structures, or operate any pile driver, steam shovel, pneumatic hammer, steam or electric hoist or other construction device so as to create any noise which exceeds the noise level limits of this article. These specified construction activities are permitted between the hours of 7:00 a.m. and 8:00 p.m. The performance of emergency work is exempt from the provisions of this section.
>
> ***Section 10.650.150(D(3)) Construction of Buildings and Structures –*** The planning commission and city council shall retain the right to impose more restrictive hours of construction upon any projects involving construction activity by adding appropriate conditions to the city's approval of subdivisions, planned development permits, conditional use permits, variances and other projects.

### Existing Noise Levels

To identify the existing ambient noise levels in the general vicinity of the Project Site, noise measurements were taken with a 3M SoundPro SP DL-1 sound level meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2006) – Specification for Sound Level Meters/Type 1. This noise meter also meets and exceeds the requirements of a sound level meter defined in Section 10.650.120 of the Municipal Code. This instrument was calibrated and operated according to the manufacturer's written specifications. At the measurement sites, the microphone was placed at a height of approximately five feet above grade. The measured noise levels are shown in **Table 5**, Existing Ambient Daytime Noise Levels. See Appendix XII to this Draft IS/MND for a graphic illustrating the noise measurement locations. The measured noise levels are consistent with the General Plan's normally acceptable range for office uses.

**Table 5. Existing Ambient Daytime Noise Levels**

| No. | Location | Primary Noise Sources | Noise (dBA)[a] | | |
|---|---|---|---|---|---|
| | | | $L_{eq}$ | $L_{min}$ | $L_{max}$ |
| 1 | Near the southeast corner of the Project Site, fronting Valentine Rd. and Market Street | Traffic from the 101 Freeway and Valentine Road | 68.2 | 61.4 | 76.2 |
| 2 | Near the northwest corner of the Project Site, fronting Valentine Rd. and the 101 Freeway | Traffic from the 101 Freeway | 69.2 | 61.0 | 84.0 |

Noise measurements were taken on March 14, 2016 at each location for a duration of 15 minutes.
See Appendix XII to this Draft IS/MND for noise measurement data.

### Construction Noise Impacts

Construction of the Project would require the use of heavy equipment for grading and site preparation, the installation of utilities, architectural coatings, paving, and building construction.

During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity. The U.S. Environmental Protection Agency (EPA) has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. The data pertaining to the types of construction equipment and activities that would occur at the Project Site are presented in **Table 6** and **Table 7**, respectively, at a distance of 50 feet from the noise source (i.e., reference distance).

The noise levels shown in **Table 7** represent composite noise levels associated with typical construction activities, which take into account both the number of pieces and spacing of heavy construction equipment that are typically used during each phase of construction. As shown, construction noise during the heavier initial periods of construction is presented as 86 dBA Leq when measured at a reference distance of 50 feet from the center of construction activity. These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA Leq measured at 50 feet from the noise source to the receptor would reduce to 78 dBA Leq at 100 feet from the source to the receptor, and reduce by another 6 dBA Leq to 72 dBA Leq at 200 feet from the source to the receptor. Thus, construction activities associated with the Project would be expected to generate noise levels consistent with these estimates at the surrounding uses. However, there no noise sensitive receptors within proximity of the site that would have a direct line-of-sight to construction activities. It should also be noted that any increase in noise levels at off-site receptors during construction of the Project would be temporary in nature, and would not generate continuously high noise levels, although occasional single-event disturbances from construction are possible. In addition, the construction noise during the heavier initial periods of construction (i.e., grading work) would typically be reduced in the later construction phases (i.e., interior building construction at the proposed buildings) as the physical structure of the proposed structures would break the line-of-sight noise transmission from the construction areas to the nearby receptors.

**Table 6. Noise Range of Typical Construction Equipment**

| Construction Equipment | Noise Level in dBA $L_{eq}$ at 50 Feet* |
|---|---|
| Front Loader | 73-86 |
| Trucks | 82-95 |
| Cranes (moveable) | 75-88 |
| Cranes (derrick) | 86-89 |
| Vibrator | 68-82 |
| Saws | 72-82 |
| Pneumatic Impact Equipment | 83-88 |
| Jackhammers | 81-98 |
| Pumps | 68-72 |
| Generators | 71-83 |
| Compressors | 75-87 |
| Concrete Mixers | 75-88 |
| Concrete Pumps | 81-85 |
| Back Hoe | 73-95 |
| Tractor | 77-98 |
| Scraper/Grader | 80-93 |
| Paver | 85-88 |

*Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.
Source: USEPA, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

**Table 7. Typical Outdoor Construction Noise Levels**

| Construction Phase | Noise Levels at 50 Feet with Mufflers (dBA $L_{eq}$) | Noise Levels at 60 Feet with Mufflers (dBA $L_{eq}$) | Noise Levels at 100 Feet with Mufflers (dBA $L_{eq}$) | Noise Levels at 200 Feet with Mufflers (dBA $L_{eq}$) |
|---|---|---|---|---|
| Ground Clearing | 82 | 80 | 76 | 70 |
| Excavation, Grading | 86 | 84 | 80 | 74 |
| Foundations | 77 | 75 | 71 | 65 |
| Structural | 83 | 81 | 77 | 71 |
| Finishing | 86 | 84 | 80 | 74 |

Source: United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

The City does not have specific limitation on construction noise levels. Instead, construction noise is regulated by limiting construction activity to the less noise sensitive daytime hours. Specifically, Project construction, including ground clearing, grading, structural, and other noise-generating activities would occur at the project site between the hours of 7:00 AM and 8:00 PM in accordance with the City's Noise Ordinance (Section 10.650.150(D)). As the City permits construction related noise to occur during these hours, for the purpose of this analysis, the proposed project's construction activities are assumed to result in less than significant impacts if construction related activities occur between 7:00 AM and 8:00 PM. The Project would comply with the City's Noise Ordinance and therefore impacts with respect to construction noise would be less than significant.

### Operational Noise Impacts

With respect to the Project's stationary noise sources, mechanical HVAC equipment would be installed for the proposed structures at the Project Site. These noise sources would be generally consistent with existing mechanical and HVAC units operating in the vicinity of the Project Site. Furthermore, Section 10.650.150(C) (machinery, equipment, fans and air-conditioning) of the Municipal Code states that no person shall operate any machinery, equipment, pump, fan, air-conditioning apparatus or tool of any nature or similar mechanical device so as to create any noise which exceeds the noise level limits. As such, compliance with Section 10.650.150(C) of the Municipal Code would ensure noise from stationary sources would be less than significant.

With respect to the Project's parking, noise would be generated by activities within the parking areas associated with the Project. Sources of noise within the parking areas would include engines accelerating, doors slamming, car alarms, and people talking. Noise levels within the parking areas would fluctuate with the amount of automobile and human activity. It is anticipated that parking related noise would be substantially similar to the existing noise generated by existing roadway activity (and the 101 Freeway), street parking, and parking associated with the existing adjacent uses. As such, noise impacts associated with the Project's surface parking areas would be less than significant.

With respect to existing noise sources in the vicinity of the Project Site, the measured noise levels ranged from 68.2 to 69.2 dBA in the vicinity of the Project Site, which is consistent with the normally acceptable noise level range identified in the General Plan for office uses. As such, impacts with respect to exposure to ambient noise levels would be less than significant.

With respect to the Project's generation of traffic noise, for purposes of defining a "substantial" increase in traffic noise see **Table 8**. The evaluation of roadway noise levels with and without the proposed project were addressed using the FHWA-RD-77-108 model, which calculates the CNEL noise level for a particular reference set of input conditions, based on site-specific traffic volumes, distances, speeds and/or noise barriers. Based on the traffic analysis prepared for the project in combination with an analysis of the surrounding land uses, roadway noise levels were forecasted

to determine if the project's vehicular traffic would result in a significant impact at off-site locations. Roadway noise levels were calculated for primary roadway segments located in proximity to the project site. The roadway segments selected for analysis are considered to be those that are expected to be most directly impacted by project-related traffic, which, for the purpose of this analysis, include the roadways that are nearest to the project site and had the most project-generated trips. These roadways, when compared to roadways located farther away from the Project site, would experience the greatest percentage increase in traffic generated by the Project. Thus, this analysis represents the worst-case net increase in project-related traffic noise increases.

**Table 8. General Plan Noise Element EIR Thresholds for Substantial Traffic Noise Increase**

| Ambient Noise Levels (CNEL) | Threshold (CNEL) |
|---|---|
| <60 dBA | +5.0 dBA or more |
| 60-65 dBA | +3.0 dBA or more |
| >65 dBA | +1.5 dBA or more |

The project-related increases in noise levels at the primary roadway segments located in proximity to the project site are identified in **Table 9** below. The table identifies the change in noise levels along the study-area roadway segments between the existing scenario and the existing plus project scenario. As shown, the project would increase local noise levels by a maximum of 1.1 dBA CNEL. This increase, along with all other roadway noise increases, would be below the applicable significance thresholds identified. Therefore, operation of the proposed project would not generate a substantial permanent increase in ambient noise levels on nearby roadways. The operational noise impact of the proposed project would be less than significant.

**Table 9. Project Roadway Noise Impacts**

| Roadway | Roadway Segment | Noise Levels in dBA CNEL | | | | Significant Impact? |
|---|---|---|---|---|---|---|
| | | Existing Traffic Volumes | Existing + Project Traffic Volumes | Increase | Significance Threshold | |
| Market Street | Between Eastman Ave. & Palma Dr. | 64.9 | 66.0 | 1.1 | 3.0 | No |
| | Between Palma Dr. & Portola Rd. | 64.9 | 66.0 | 1.1 | 3.0 | No |
| | East of Portola Rd. | 65.9 | 66.8 | 0.9 | 1.5 | No |

Traffic data: Project's Traffic Impact Study, Linscott Law & Greenspan, May 11, 2015.
Noise modeling data provided in Appendix XII to this Draft IS/MND.

*b) A significant impact may occur if a project were to generate excessive vibration during construction or operation.*

**Construction Vibration**

Construction activities for the project have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibrations that propagate though the ground and diminishes in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels. The construction activities could have an adverse impact on both sensitive structures (i.e., building damage) and people (i.e., annoyance).

In terms of construction impacts on buildings, the City has not adopted policies or guidelines relative to groundborne vibration. Consequently, the Federal Transit Administration (FTA) and California Department of Transportation's (Caltrans) vibration standards for buildings which are used to

evaluate potential construction impacts. Based on the FTA and Caltrans criteria, construction impacts relative to groundborne vibration would be significant if the following were to occur:[37]

- Project construction activities would cause a PPV groundborne vibration level to exceed 0.5 inches per second at any building that is constructed with reinforced-concrete, steel, or timber;
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.3 inches per second at any engineered concrete and masonry buildings;
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.2 inches per second at any non-engineered timber and masonry buildings; or
- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.12 inches per second at any historical building or building that is extremely susceptible to vibration damage.

In addition, the City has not adopted any thresholds associated with human annoyance for groundborne vibration impacts. Therefore, this analysis uses the FTA's vibration impact thresholds for human annoyance. These thresholds include 80 VdB at residences and buildings where people normally sleep (e.g., nearby residences) and 83 VdB at institutional buildings, which includes schools and churches. No thresholds have been adopted or recommended for commercial and office uses.

**Table 10**, Vibration Source Levels for Construction Equipment, identifies various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate at the Project Site during construction. As shown in **Table 10**, vibration velocities could range from 0.003 to 0.089 inch/sec PPV at 25 feet from the source activity, with corresponding vibration levels ranging from 58 VdB to 87 VdB at 25 feet from the source activity, depending on the type of construction equipment in use.

**Table 10. Vibration Source Levels for Construction Equipment**

| | Approximate PPV (inches per second) | | | | | Approximate RMS (velocity decibels - VdB) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Equipment | 25 feet | 50 feet | 60 feet | 75 feet | 100 feet | 25 feet | 50 feet | 60 feet | 75 feet | 100 feet |
| Large bulldozer | 0.089 | 0.031 | 0.024 | 0.017 | 0.011 | 87 | 78 | 76 | 73 | 69 |
| Caisson drilling | 0.089 | 0.031 | 0.024 | 0.017 | 0.011 | 87 | 78 | 76 | 73 | 69 |
| Loaded trucks | 0.076 | 0.027 | 0.020 | 0.015 | 0.010 | 86 | 77 | 75 | 72 | 68 |
| Jackhammer | 0.035 | 0.012 | 0.009 | 0.007 | 0.004 | 79 | 70 | 68 | 65 | 61 |
| Small bulldozer | 0.003 | 0.001 | 0.0008 | 0.0006 | 0.0004 | 58 | 49 | 47 | 44 | 40 |

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, 2006.

With respect to construction vibration impacts upon existing off-site structures, there are no historical buildings or buildings that are extremely susceptible to vibration damage within 25 feet of proposed heavy construction activity. As shown in **Table 10**, at distances beyond 25 feet from the Project Site boundary, construction vibration levels would not exceed 0.089 PPV. As previously discussed, the most restrictive threshold for building damage from vibration is 0.12 PPV for historic buildings and buildings that are extremely susceptible to vibration damage, and the least restrictive threshold is 0.5 PPV at any building that is constructed with reinforced-concrete, steel, or timber. As maximum off-site vibration levels at existing structures would not have the potential to exceed 0.089 PPV, the project's construction activities would not exceed the thresholds of significance for building damage from vibration. As such, impacts with respect to building damage upon off-site structures would be less than significant.

[37] Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006; and California Department of Transportation, Transportation- and Construction-Induced Vibration Guidance Manual, June 2004.

In terms of human annoyance resulting from vibration generated during construction, no known vibration-sensitive receptors are located in the vicinity of the Project site with a line-of-sight to the proposed construction activities. In addition, as shown in **Table 10**, at 50 feet from the Project Site vibration levels would be less than 78 VdB. These vibration levels would be below the 80 VdB residential annoyance threshold and the 83 VdB institutional annoyance threshold. Furthermore, Project construction, including ground clearing, grading, structural, and other vibration-generating activities would occur at the project site between the hours of 7:00 AM and 8:00 PM in accordance with the City's Noise Ordinance (Section 10.650.150(D)). As the City permits construction to occur during these hours, for the purpose of this analysis, the proposed project's construction activities are assumed to result in less than significant impacts if construction related activities occur between 7:00 a.m. and 8:00 p.m. The Project would comply with the City's Noise Ordinance and therefore impacts with respect to construction vibration would be less than significant.

**Operational Vibration**

The project involves the construction and operation of medical office uses and would not involve the use of stationary equipment that would result in high vibration levels, which are more typical for large commercial and industrial projects. Groundborne vibrations at the Project Site and immediate vicinity currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) on the nearby local roadways, and the proposed land uses at the Project Site would not result in a substantive increase of these heavy-duty vehicles on the public roadways. While refuse trucks would be used for the removal of solid waste at the Project Site, these trips would typically only occur once a week and would not be any different than those presently occurring in the vicinity of the Project Site. As such, vibration impacts associated with operation of the project would be less than significant and no mitigation measures are required.

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

*e) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

The nearest airport is the Oxnard Airport, located approximately 3.8 miles south of the Project Site. The Project Site is not located within an airport land use plan area, and is also not located in the vicinity of any private airstrips. Thus, the Project would not expose people to excessive aircraft noise levels. Therefore, no impact would occur.

**Significance Determination**

No impact based on review of the Ventura Municipal Code, General Plan, existing setting, and site plan.

**Mitigation Measures**

None required.

**Significance Determination After Mitigation**

No impact to noise would occur as a result of implementing the Project.

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

**Existing Setting**

Using 2014 U.S. Census Bureau data, the population estimate for the City of Ventura is 109,484, making up about 13 percent of Ventura County's population of 846,178 (U.S. Census Bureau 2015). There are no large scale planned housing or commercial developments within the immediate area. The roads and parking lots adjacent to the Project site are used for thoroughfare travel and access to residential neighborhoods and some commercial businesses. Although residential properties are located near the Project site and one parcel is zoned for residential development, there are no existing residential structures within the Project site.

*a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

The proposed project consists of the development of two medical office buildings totaling approximately 72,000 gross square feet of building area. The proposed medical office buildings will be located in the central portion of the site and will include a public square connecting both buildings. The proposed project will be constructed in two development phases as outlined below:

- Phase I: 56,000 gross square feet of MOB
- Phase II: 16,000 gross square feet of MOB

This Project is considered infill and would not be considered growth inducing because it utilizes a 7.58 acre site that is surrounded by SR 101, industrial structures and agriculture. Ventura today is the product of decades of earlier growth and development. These patterns have largely established our community's character and will continue to do so in the future. The passage of SOAR, the Hillside Voter Protection Area, and other land-use constraints, along with natural boundaries, such as the ocean and the rivers, make it abundantly clear that before we expand outward any further, we must pursue an "Infill First" strategy. Such a strategy will help avoid sacrificing farmland and sensitive areas in our hillsides and along our rivers. By utilizing the project site, it accommodates the "Infill First" strategy.

Valentine Road will be located on the south/east side of Valentine Road at the southwest corner of the project site off the existing cul-de-sac. The Valentine Road project driveway is planned to accommodate inbound and outbound access traffic movements at the easterly end of the existing cul-de-sac. The Valentine Road project site driveway will provide access to the proposed medical buildings and associated parking spaces, service area as well as the internal roadway that runs along the northerly boundary of the project site. The Valentine Road project site driveway will be constructed to City of Ventura design standards. The extension of this road will only provide access for the Proposed Project. The extension will not attract or induce traffic that was not previously planned.

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

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

The proposed project does not propose any housing.

**Significance Determination**

No Impact based on review of the Ventura Municipal Code, General Plan, existing setting, and site plan.

**Mitigation Measures**

None required.

**Significance Determination After Mitigation**

The proposed project would not have impacts and mitigation is not required.

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

**Existing Setting**

The Ventura City Fire Department (VFD), which operates under cooperative initiatives with the Ventura County Fire Protection District, provides fire protection services and emergency medical (paramedic) services within the City. The City has six stations that provide the community with emergency response services. The VFD has approximately 70 firefighter personnel. Approximately 11,500 calls for service are responded to annually, among which approximately 75 percent are for medical emergency services. Ventura Fire Department Station No. 5 is the first-response station as it is located nearest to the Project site, located at address 4225 E. Main Street. The VFD has a response time goal of 5 minutes, and manages a Fire Hazard Reduction Program to assist with fire prevention and reduce the risk of wildfire in vegetated hillsides.[38]

The Ventura Police Department (VPD) provides police protection services within the City. The Project site is located in Beat 4, Reporting District 80 for the VPD. The VPD employs approximately 172 employees, with 127 officers and 42 civilians. Approximately 88,000 calls for service are responded to annually, with nearly 40,000 processed.[39] The VPD's Strategic Plan: A Crime Fighting Blueprint for Our Community 2015-2018 provides goals and strategies for crime control, team development, active partnerships, safe neighborhood maintenance, and efficiency and accountability. Measures include arriving to emergencies and crimes within 5 minutes or less and reducing Ventura's per capita crime rate from previous years.[40] The 180 Day calls for service heat map does not indicate a higher amount of crime within the Project site vicinity. Some calls for service including "Shots fired; Shots heard" and "Parole; Probation" are indicated more often in the Westside Community area along North Ventura Avenue than other areas of the City. However, the number of police calls for service within the downtown Ventura area surpasses every measure compared to the Project site vicinity within the heat map.[41]

The City of Ventura Department of Parks, Recreation & Community Partnerships, located at 501 Poli Street, Room 226, provides a variety of programs, services and activities for City residents and communities. The

[38] About Us, City of Ventura Fire Department; http://www.cityofventura.net/fire/about (accessed May 2016)
[39] About Us, City of Ventura Police Department; http://www.cityofventura.net/pd/about (accessed May 2016)
[40] VPD's Strategic Plan: A Crime Fighting Blueprint for Our Community; City of Ventura; http://www.cityofventura.net/pd/about/strategicplan#goals (accessed May 2016
[41] Police Calls for Service – Public Version; City of Ventura GIS; http://maps.cityofventura.net/menu/flex/policemap/ (accessed May 2016)

City contains at least 27 parks covering more than 800 acres of land consisting of beaches, recreation facilities, and senior services.[42]

The Ventura Unified School District (VUSD) provides public school education to the neighborhoods adjacent to the Project site. The VUSD has approximately 19 elementary schools, 7 middle schools, 5 high schools, and a variety of additional programs. The nearest public schools are Montalvo Elementary school located at 2050 Grand Avenue, approximately 1.4 miles of the Project site, and Elmhurst Elementary school located approximately 3.5 miles west at 5080 Elmhurst. The Project site does not have any development, and so does not directly support population that uses VUSD schools.

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

*i) Fire protection?*

Fire Station 5, located at Station 5 4225 E. Main Street, Ventura, CA 93003. The Ventura Fire Department (VFD) has a response time goal of 4 minutes (for at least 90 percent of responses); however, response times in the Montalvo area currently exceed 4 minutes, and therefore do not meet VFD standards. However, the General Plan Policy 7C for optimizing firefighting and emergency response capabilities and Actions 7.12, and 7.13, ensure adequate structural fire protection, access, water supply, vegetation clearance, and measures that resolve extended response time problems. Therefore, no change in required equipment type would be expected. No new fire protection facilities would be needed to serve the Project Site. Neither schools nor parks or other public facilities would be generated by the proposed Project.

*ii) Police protection?*

The General Plan accounts for growth in its assessment of police needs. There is no identified need for new police facilities within the Project Area (Ventura, City of, 2005a). The proposed use would not increase demand for police protection service or create the need for new or expanded facilities.

*iii) Schools?*

The proposed Project would not result in the generation of any new students in the Ventura Unified School District because allowing medical facilities zone would not result in an increase in population.

*iv) Parks?*

The Project would not generate population; therefore, it would not generate the need for parkland. However, the facility will have outdoor community spaces including a community garden, nature walk and amphitheater. Therefore, there are no anticipated significant impacts to parks as a result of the implementation of the proposed Project would occur.

[42] City of Ventura, Parks, Recreation & Community Partnerships; http://cityofventura.net/prcp (accessed May 2016)

*v) Other public facilities?*

There are no anticipated significant impacts to public facilities as a result of the implementation of the medical center.

**Significance Determination**

No Impact based on review of the Ventura Municipal Code, General Plan, existing setting, and site plan.

**Mitigation Measures**

None required.

**Significance Determination After Mitigation**

The proposed project would not have impacts and mitigation is not required.

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

**Existing Setting**

No natural undeveloped open space is located in close proximity to the Project area. The closest parks outside of the Project Area include Camino Real Park. Camino Real Park contains 38 acres. There are, of course, the sporting arenas, but there are also offerings for those supporting the players, such as picnic facilities and children's play areas. The many trees provide much needed shade and a rustic feel to this busy sports complex.

Amenities include 8 tennis courts, two softball fields, a regulation softball/baseball diamond (all lighted), two youth baseball fields, basketball and sand volleyball courts, snack bar and concession buildings, and three children's play areas. A soccer/football field, group and picnic areas and restrooms round out their offerings.

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

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

No parks or regional facilities would be generated by the project as only residential units would create a demand for recreational facilities. Nonetheless, the proposed Project will have outdoor community spaces including a community garden, nature walk, outdoor movie projection, and amphitheater. Therefore, there are no anticipated significant impacts to parks as a result of the implementation of the proposed Project would occur.

**Significance Determination**

No Impact based on review of the Ventura Municipal Code, General Plan, existing setting, and site plan.

**Mitigation Measures**

None required.

**Significance Determination After Mitigation**

The proposed project would not have impacts and mitigation is not required.

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

### Existing Setting

Linscott, Law & Greenspan Engineers prepared a Traffic and Circulation Analysis of the proposed amendments. That analysis is included in its entirety in Appendix XVI. The analysis in this Initial Study relies in part on the findings of the Linscott, Law & Greenspan analysis.

As the site is currently undeveloped, no formal paved access points (i.e., driveways) are provided for the site along the Market Street or Valentine Road project frontages. It is important to note that just east of the existing north-south private internal roadway for the adjacent mini storage facility, Valentine Road transitions to an existing cul-de-sac, since portions of the road were vacated (i.e., the portion of roadway bordering the project site to the north.

Bicycle access to the project site is facilitated by the City of Ventura bicycle roadway network. Existing or proposed bicycle facilities (e.g., Class I Bicycle Path, Class II Bicycle Lanes, Class III Bicycle Routes, Proposed Bicycle Routes, Bicycle Friendly Streets) in the City's 2005 Bicycle Plan.

Three bicycle facilities in the City's bicycle network are located within an approximate one-mile radius from the project site:

North-South Routes

- Telephone Road: Class II Bike Lane
- Victoria Avenue: Class II Bike Lane

East-West Routes

- Market Street: Class II Bike Lane

Existing roadways are provided in Table 11.

**Table 11. Existing Roadway Descriptions**

| Roadway | Classification[1] | Travel Lanes | | Median Types[4] | Speed Limit[5] |
|---|---|---|---|---|---|
| | | Direction[2] | Number of Lanes[3] | | |
| Telephone Road | Primary Arterial | NB-SB | 6 | RMI | 40 to 45 |
| Goodyear Avenue | Local | NB-SB | 2 | 2WLT | |
| Eastman Avenue | Local | NB-SB | 2 | 2WLT | |
| Palma Drive | Local | NB-SB | 2 | 2WLT | |
| Portola Road | Collector – north of US 101 | NB-SB | 2 to 4[6] | RMI – N/A | |
| | Local – south of US 101 | | 2 | N/A | |
| Victoria Avenue | Primary arterial | NB-SB | 2 to 8[7] | RMI | 40 to 55 |
| Main Street | Primary arterial | EB-WB | 6 | RMI | 40 |
| Valentine Road | Local – east of Telephone Road and east of Victoria Avenue | NEB/SWB | 2 | N/A | 45 |
| | Collector – between Market Street and Victoria Avenue | | 4 | N/A | |
| Copeland Circle | Local | EB-WB | 2 | N/A | |
| Market Street | Collector | EB-WB | 2 | 2WLT | 35 |

Notes:
[1] Roadway classifications obtained from the *2005 City of Ventura General Plan* .
[2] Direction of roadways in the project area: NB-SB - north and southbound; and EB-WB - east and westbound. [3] Number of lanes in both directions on the roadway. Variations in number of travel lanes are noted below.
[4] Median type of the road: RMI - Raised Median Island; 2WLT - 2-Way Left-Turn Lane; and N/A-Not Applicable.
[5] Roadways with no reported Speed Limit did not have posted speed limits in the vicinity of the project study locations. [6] Two lanes in each direction north of Telephone Road, one lane in each direction south of Telephone Road.
[7] Four lanes in each direction north of US-101, two lanes in each direction south of US-101.

Public bus and rail transit service is provided within the Kaiser Permanente Market Street project study area. Public bus transit service is currently provided by Gold Coast Transit (formerly South Coast Area Transit).

The existing average daily trips (ADT) along Victoria Avenue range between a low of US 101 NB Off-Ramp-Copland Road/Telephone Rd=16 to Victoria Avenue/Valentine Road=2,875 PM.

The Traffic Impact Study was prepared for the Medical-Office Building Project on May 11, 2015 and is found in Appendix XVI to this IS/MND. All conclusions made in the Transportation/Traffic Section are based upon the Traffic Impact Study. This study: 1) presents existing traffic volumes, 2) includes existing traffic volumes with the forecast traffic volumes from the proposed project, 3) recommends mitigation measures, where necessary, 4) forecasts future baseline traffic volumes, 5) forecasts future traffic volumes with the proposed project, 6) determines forecast future with project-related impacts, and 7) recommends mitigation measures, where necessary.

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

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

Upon coordination with City of Ventura staff, 11 study intersections were identified for evaluation during the weekday morning and afternoon peak hours (**Figure 8, Study Intersections**). The 11 study intersections provide local access to the study area and define the extent of the boundaries for this traffic impact analysis. The proposed site access scheme for the Kaiser Permanente Market Street MOB project is displayed in **Figure 9** (page 79). Access to the proposed project site will be provided via a total of three driveways including the two driveways on Market Street and one driveway off of the existing cul-de-sac of Valentine Road. A description of the planned project site driveways are provided in the following paragraphs.

**Market Street Westerly Project Driveway**

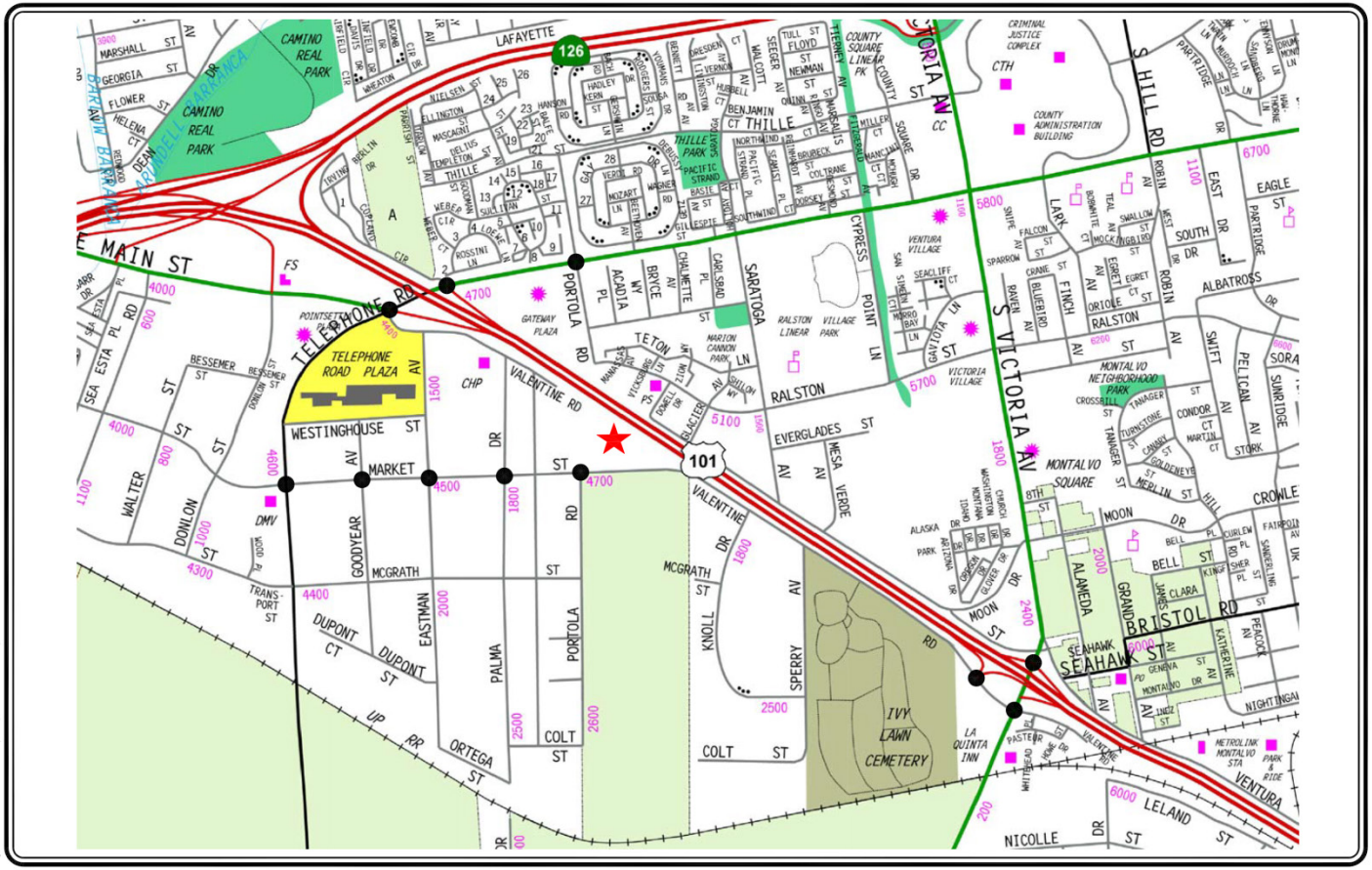
This project driveway will be located on the north side of Market Street along the southerly property frontage. The westerly project driveway will be located at the southwest corner of the project site and is planned to accommodate right-turn ingress and egress turning movements only due to the close proximity to the Portola Road/Market Street intersection. The westerly project site driveway will provide access to the surface parking spaces and would serve as an exit from the proposed service yard area planned to be located along the west side of the medical office building. The westerly project site driveway will be constructed to City of Ventura design standards.

**Market Street Easterly Project Driveway**

This project driveway will be located on the north side of Market Street approximately mid- way between Portola Road and the portion of Valentine Road east of the project site. The easterly project site driveway will provide access to the planned drop-off/pick-up area for the medical office buildings. Full access will be provided (i.e., right-turn and left-turn ingress and egress turning movements) at this project driveway. It is anticipated that an exclusive left-turn lane will be provided on Market Street in order to accommodate eastbound left-turn movements into this project driveway. The easterly project site driveway will be constructed to City of Ventura design standards

**Valentine Road Project Driveway**

This project driveway will be located on the south/east side of Valentine Road at the southwest corner of the project site off the existing cul-de-sac. The Valentine Road project driveway is planned to accommodate inbound and outbound access traffic movements at the easterly end of the existing cul-de-sac. The Valentine Road project site driveway will provide access to the proposed medical buildings and associated parking spaces, service area as well as the internal roadway that runs along the northerly boundary of the project site. The Valentine Road project site driveway will be constructed to City of Ventura design standards.




NOT TO SCALE

MAP SOURCE: RAND MCNALLY & COMPANY

★ PROJECT SITE

● STUDY INTERSECTION

FIGURE 1-1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

KAISER PERMANENTE MARKET STREET MOB PROJECT

**Figure 8. Study Intersections**

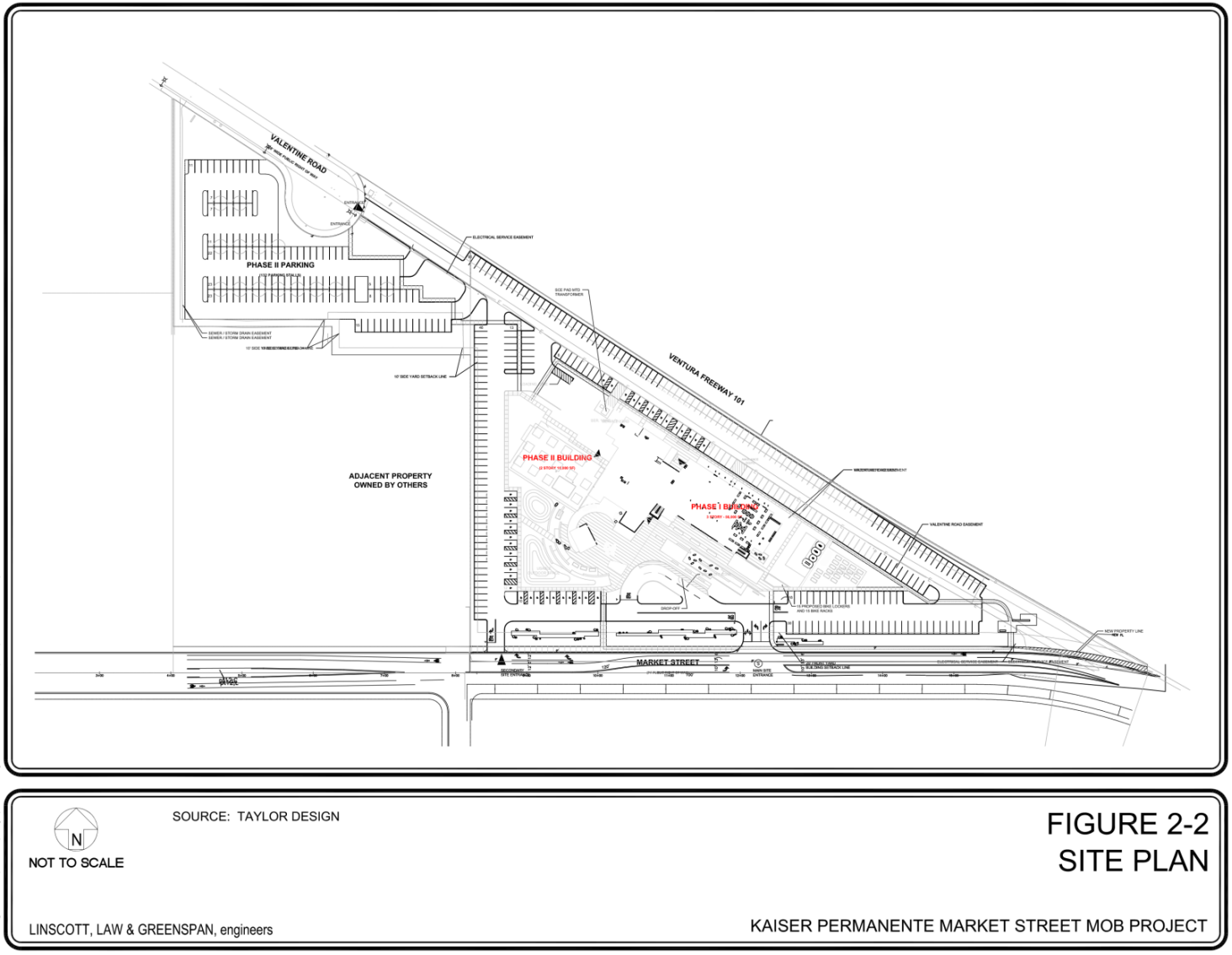



**Figure 9. Site Plan**

### Local Street System

Immediate access to the Kaiser Permanente Market Street MOB project and associated parking facilities will be provided via Market Street and Valentine Road. The following 11 study intersections were selected for analysis by City staff in order to determine potential impacts related to the proposed project:

1. Telephone Road/Market Street
2. Goodyear Avenue/Market Street
3. Telephone Road/Main Street-US-101 Freeway Southbound On-Ramps-Valentine Road
4. Eastman Avenue/Market Street
5. US-101 Freeway Northbound Off-Ramp-Copland Circle/Telephone Road
6. Palma Drive/Market Street
7. Portola Road/Telephone Road
8. Portola Road/Market Street
9. US-101 Freeway Southbound Ramps/Valentine Road
10. Victoria Avenue/ US-101 Freeway Northbound Ramps
11. Victoria Avenue/Valentine Road

Nine of the 11 study intersections selected for analysis are presently controlled by traffic signals. The remaining two intersections (Intersection No. 2, Goodyear Avenue/Market Street and Intersection No. 8, Portola Road/Market Street) are stop-sign controlled.

**Table 12. Existing Traffic Volumes**

| | | | | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|---|---|
| No. | Intersection | Date | Dir | Began | Volume | Began | Volume |
| 1 | Telephone Road/ Market Street | 08/27/2014 | NB | 8:00 | 492 | 4:45 | 711 |
| | | | SB | | 606 | | 616 |
| | | | EB | | 320 | | 425 |
| | | | WB | | 242 | | 632 |
| 2 | Goodyear Avenue/ Market Street | 08/27/2014 | NB | 8:00 | 41 | 4:15 | 83 |
| | | | SB | | 90 | | 60 |
| | | | EB | | 293 | | 262 |
| | | | WB | | 247 | | 577 |
| 3 | Telephone Road/ Main Street-US-101 SB On-Ramp- Valentine Road | 08/27/2014 | NB | 7:45 | 542 | 4:30 | 1,499 |
| | | | SB | | 1,966 | | 1,661 |
| | | | EB | | 2,052 | | 2,483 |
| | | | WB | | 0 | | 0 |
| 4 | Eastman Avenue/ Market Street | 08/27/2014 | NB | 7:45 | 52 | 4:15 | 235 |
| | | | SB | | 313 | | 189 |
| | | | EB | | 294 | | 244 |
| | | | WB | | 219 | | 443 |
| 5 | US-101 NB Off-Ramp-Copland Circle/ Telephone Road | 08/27/2014 | NB | 7:45 | 695 | 4:30 | 599 |
| | | | SB | | 16 | | 16 |
| | | | EB | | 535 | | 1,274 |
| | | | WB | | 1,321 | | 1,213 |
| 6 | Palma Drive/ Market Street | 08/27/2014 | NB | 7:45 | 65 | 4:30 | 213 |
| | | | SB | | 171 | | 125 |
| | | | EB | | 262 | | 282 |
| | | | WB | | 256 | | 345 |
| 7 | Portola Road/ Telephone Road | 08/27/2014 | NB | 7:30 | 244 | 5:00 | 300 |
| | | | SB | | 368 | | 214 |
| | | | EB | | 526 | | 1,315 |
| | | | WB | | 716 | | 709 |

| No. | Intersection | Date | Dir | AM Peak Hour Began | AM Peak Hour Volume | PM Peak Hour Began | PM Peak Hour Volume |
|---|---|---|---|---|---|---|---|
| 8 | Portola Road/ Market Street | 08/27/2014 | NB | 7:45 | 41 | 4:15 | 211 |
| | | | SB | | 0 | | 0 |
| | | | EB | | 250 | | 399 |
| | | | WB | | 383 | | 337 |
| 9 | US-101 SB Ramps/ Valentine Road | 08/27/2014 | NB | 7:45 | 0 | 4:30 | 0 |
| | | | SB | | 566 | | 612 |
| | | | EB | | 311 | | 986 |
| | | | WB | | 1,881 | | 1,334 |
| 10 | Victoria Avenue/ US-101 NB Ramps | 08/27/2014 | NB | 7:15 | 1,104 | 4:30 | 1,701 |
| | | | SB | | 2,686 | | 2,839 |
| | | | EB | | 0 | | 0 |
| | | | WB | | 1,175 | | 1,029 |
| 11 | Victoria Avenue/ Valentine Road | 08/27/2014 | NB | 7:30 | 2,010 | 4:30 | 1,936 |
| | | | SB | | 2,703 | | 2,875 |
| | | | EB | | 540 | | 1,093 |
| | | | WB | | 116 | | 149 |

Counts conducted by The Traffic Solution and City Traffic Counters

Traffic volumes expected to be generated by the proposed project during the weekday AM and PM peak hours, as well as on a daily basis, were estimated using rates published in the ITE *Trip Generation Manual*. ITE Land Use Code 720 (Medical-Dental Office) trip generation average rates were used to forecast the traffic volumes expected to be generated by the proposed Kaiser Permanente Market Street MOB project.

**Table 13. Project Trip Generation**

| Land Use | Size | Daily Trip Ends[1] Volumes | Am Peak Hour Volumes[1] In | Am Peak Hour Volumes[1] Out | Am Peak Hour Volumes[1] Total | Pm Peak Hour Volumes[1] In | Pm Peak Hour Volumes[1] Out | Pm Peak Hour Volumes[1] Total |
|---|---|---|---|---|---|---|---|---|
| Phase I Project Medical Office[2] | 56,000 GSF | 2,023 | 106 | 28 | 134 | 56 | 144 | 200 |
| Subtotal Phase I Project | | 2,023 | 106 | 28 | 134 | 56 | 144 | 200 |
| Phase II Project Medical Office[2] | 16,000 GSF | 578 | 30 | 8 | 38 | 16 | 41 | 57 |
| Subtotal Phase II Project | | 578 | 30 | 8 | 38 | 16 | 41 | 57 |
| Total Trips (Phases I and II) | | 2,601 | 136 | 36 | 172 | 72 | 185 | 257 |

Source: ITE "Trip Generation", 9th Edition, 2012.
1 Trips are one-way traffic movements, entering or leaving.
2 ITE Land Use Code 720 (Medical-Dental Office Building) trip generation average rates.
Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
PM Peak Hour Trip Rate: 3.57 trips/1,000 SF of floor area; 28% inbound/72% outbound

The proposed Phase I project is expected to generate 134 vehicle trips (106 inbound trips and 28 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate 200 vehicle trips (56 inbound trips and 144 outbound trips). Over a 24-hour period, the proposed project is forecast to generate 2,023 daily trip ends during a typical weekday (approximately 1,012 inbound trips and 1,012 outbound trips).

The proposed Phase II project is forecast to generate 38 vehicle trips (30 inbound trips and 8 outbound trips) during the weekday AM peak hour and 57 vehicle trips (16 inbound trips and 41 outbound trips) during the weekday PM peak hour. Over a 24-hour period, the proposed Phase II project is forecast to generate 578 daily trip ends during a typical weekday (approximately 289 inbound trips and 289 outbound trips).

**Table 14. Summary of Volume to Capacity Ratios And Levels of Services**

| No. | Intersection | Peak Hour | [1] Existing V/C | [1] Existing LOS | [2] Future General Plan Without Project V/C | [2] Future General Plan Without Project LOS | [3] Future Year 2025 With Project V/C | [3] Future Year 2025 With Project LOS | Change V/C [(3)-(2)] | Signif. Impact [A] |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Telephone Road/ | AM | 0.31 | A | 0.60 | B | 0.67 | B | 0.06 | NO |
| | Market Street | PM | 0.55 | A | 0.81 | D | 0.90 | D | 0.09 | NO |
| 2 | Goodyear Avenue/ | AM | 0.25 | A | 0.58 | A | 0.65 | B | 0.07 | NO |
| | Market Street | PM | 0.40 | A | 0.73 | C | 0.82 | D | 0.10 | NO |
| 3 | Telephone Road/ | AM | 0.71 | C | 0.67 | B | 0.69 | B | 0.02 | NO |
| | Main Street-US-101 SB On-Ramp | PM | 0.75 | C | 0.87 | D | 0.88 | D | 0.02 | NO |
| 4 | Eastman Avenue/ | AM | 0.37 | A | 0.75 | C | 0.82 | D | 0.07 | NO |
| | Market Street | PM | 0.40 | A | 0.77 | C | 0.86 | D | 0.10 | NO |
| 5 | Copland Circle-US-101 NB Off-Ramp/ | AM | 0.48 | A | 0.62 | B | 0.63 | B | 0.01 | NO |
| | Telephone Road | PM | 0.40 | A | 0.79 | C | 0.80 | C | 0.01 | NO |
| 6 | Palma Drive/ | AM | 0.27 | A | 0.56 | A | 0.64 | B | 0.07 | NO |
| | Market Street | PM | 0.31 | A | 0.67 | B | 0.76 | C | 0.10 | NO |
| 7 | Portola Road/ | AM | 0.43 | A | 0.48 | A | 0.48 | A | 0.00 | NO |
| | Telephone Road | PM | 0.37 | A | 0.54 | A | 0.54 | A | 0.01 | NO |
| 8 | Portola Road/ | AM | 0.27 | A | 0.56 | A | 0.64 | B | 0.07 | NO |
| | Market Street | PM | 0.41 | A | 0.66 | B | 0.76 | C | 0.10 | NO |
| 9 | US-101 SB Ramps/ | AM | 0.49 | A | 0.50 | A | 0.50 | A | 0.01 | NO |
| | Valentine Road | PM | 0.55 | A | 0.52 | A | 0.56 | A | 0.04 | NO |
| 10 | Victoria Avenue/ | AM | 0.61 | B | 0.81 | D | 0.81 | D | 0.00 | NO |
| | US-101 NB Ramps | PM | 0.66 | B | 0.79 | C | 0.80 | C | 0.00 | NO |
| 11 | Victoria Avenue/ | AM | 0.64 | B | 0.69 | B | 0.69 | B | 0.00 | NO |
| | Valentine Road | PM | 0.76 | C | 0.81 | D | 0.81 | D | 0.00 | NO |

The City of Ventura intersection impact threshold criteria is as follows:
Change in v/c >= 0.01 and LOS F (v/c >= 1.00) for freeway ramp intersections
Change in v/c >= 0.01 and LOS E (v/c >= 0.90) for all other Principal intersections

The Future With Proposed Project/General Plan Conditions scenario includes City Traffic Model cumulative traffic volumes with the proposed project site-related traffic (i.e., increase from General Plan traffic) and projected intersection improvements. The forecast traffic volumes analyzed in this scenario are the City's Traffic Model cumulative traffic volumes, including project-related traffic volumes.

Application of the City's threshold criteria to the "With Proposed Project" scenario indicates that the proposed project is not expected to create significant impacts at the 11 study intersections. Incremental, but not significant, impacts are noted at the study intersections.

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

The Proposed Project does not have access to air traffic patterns. No changes would occur to air traffic patterns.

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

The proposed project does not propose any increased hazards as a result of design features. No sharp curves are proposed adjacent or internal to the site.

*e) Would the project result in inadequate emergency access? As discussed in a) and b) above the Project will have three access routes to the site. Two will be provided from Market and one will be an extension of Valentine Road. The project will have emergency access to SR-101. No impacts will result from inadequate emergency access.*

Public bus and rail transit service is provided within the Kaiser Permanente Market Street MOB project study area. Public bus transit service is currently provided by Gold Coast Transit (formerly South Coast Area Transit). Metrolink also operates one commuter rail transit line which stop and service the East Ventura Station. The Ventura County Line runs east-west from Montalvo to the Los Angeles Union Station. The existing public transit routes in the Kaiser Permanente Market Street MOB project site vicinity are illustrated in **Figure 10**.

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

Three bicycle facilities in the City's bicycle network are located within an approximate one-mile radius from the project site (**Figure 11**).

- North-South Routes
  - Telephone Road: Class II Bike Lane
  - Victoria Avenue: Class II Bike Lane
- East-West Routes
  - Market Street: Class II Bike Lane

Use of bicycles as a transportation mode to and from the project site should be encouraged by the provision of ample and safe parking. The type of spaces and dimensions will be provided based on City Code requirements (refer to City of Ventura Municipal Code Chapter 24.415.140). The number of required bicycle parking spaces must be no less than 10 percent of the number of spaces required for motor vehicle parking for commercial. The bicycle spaces should be provided in a readily accessible location(s).

Listed below are transit routes and destinations.

| Route | Destinations | Roadway(s) Near Site | Number of Buses/Trains During Peak Hour | | |
|---|---|---|---|---|---|
| | | | Dir | AM | PM |
| GCT 11 | Pacific View Mall - Telephone - Wells Center | Telephone Road, Market Street, Portola Road | EB WB | 1<br>2 | 2<br>2 |
| GCT 21 | Pacific View Mall - Victoria - C Street Transfer Center | Victoria Avenue, Valentine Road | NB SB | 2<br>2 | 2<br>2 |
| Metrolink Ventura County Line* | Los Angeles Union Station to East Ventura via Glendale, Burbank, Van Nuys, Northridge, Chatsworth, Simi Valley, Moorpark, Camarillo, Oxnard | East Ventura Station | NB SB | 0<br>2 | 2<br>0 |
| | | | Total | 9 | 10 |

*Although Metrolink runs to and from Los Angeles, it operates outside of the 7-9
Sources: Gold Coast Transit (GCT), and Metrolink Transit websites, 2014.

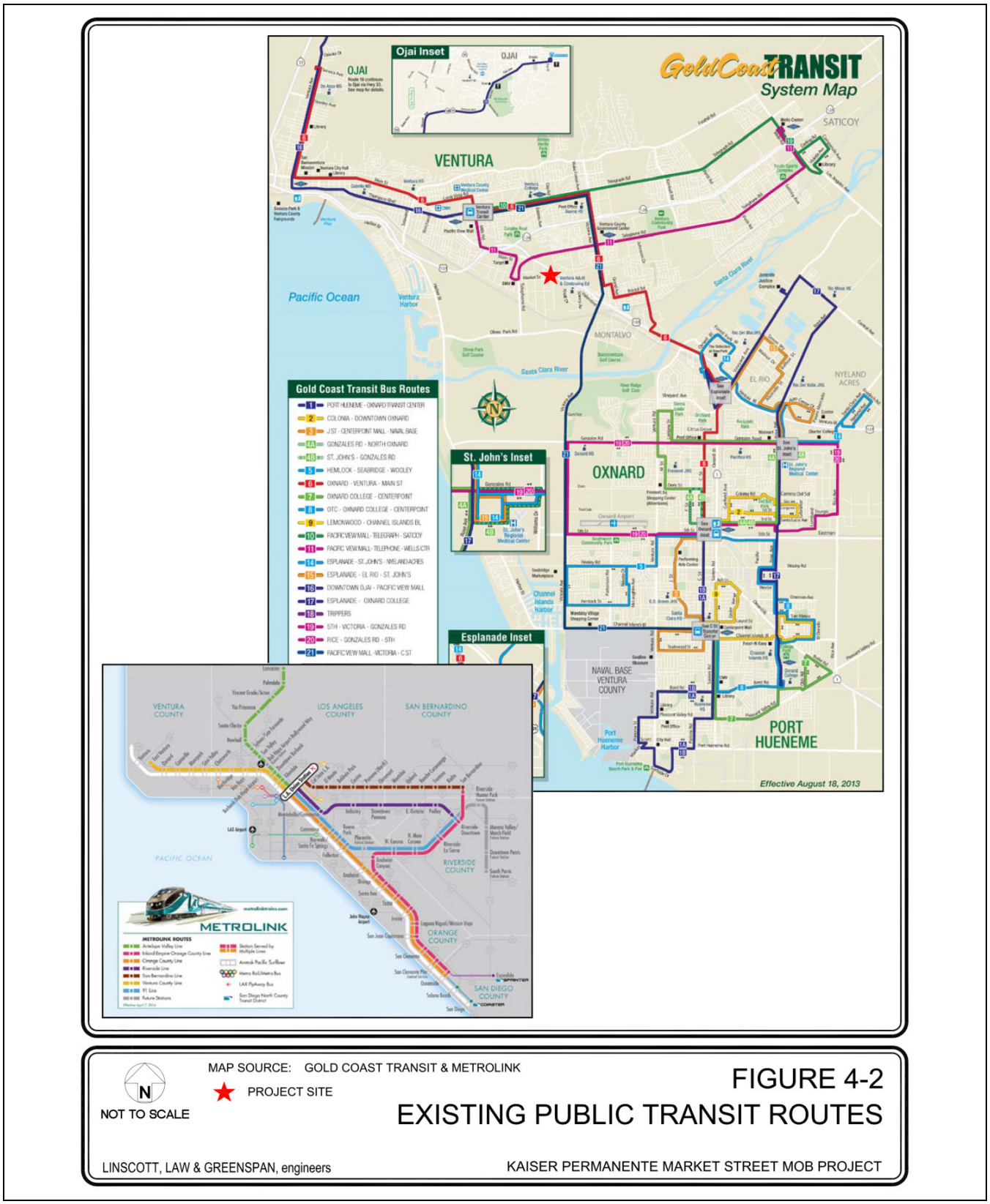



**Figure 10. Existing Public Transit Routes**

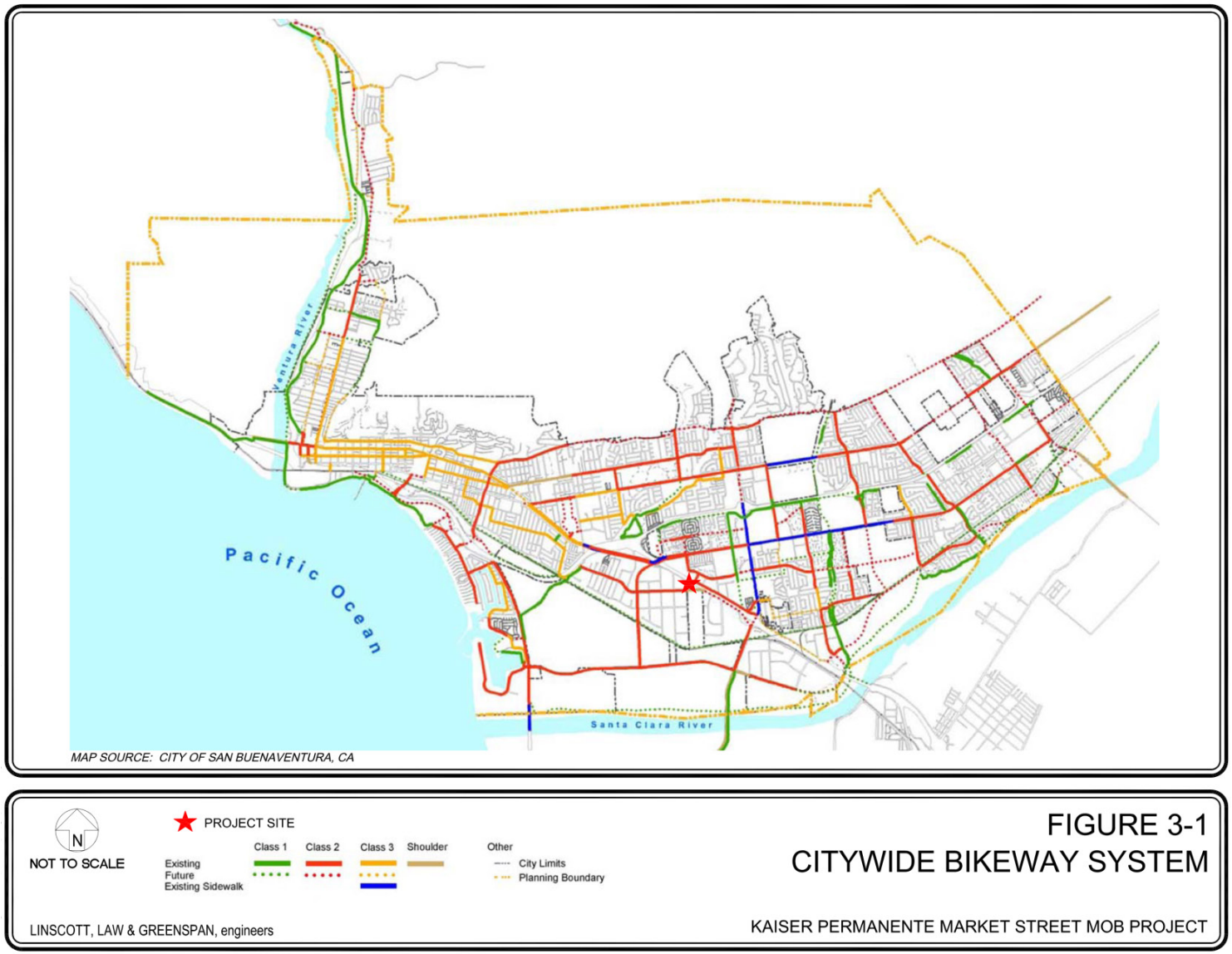



**Figure 11. Citywide Bikeway System**

A review of the project site location and pedestrian walkway network indicates that these five primary characteristics are accommodated as part of the proposed project. The project site is accessible from nearby public bus and rail transit stops as well as other amenities along nearby major corridors. The majority of pedestrian access to the project site is envisioned to occur via the existing and future public sidewalks provided along streets in the study area. In addition, the site's internal pedestrian walkways and adjacent sidewalks will be appropriately landscaped and adorned to provide a friendly walking environment.

Existing or proposed bicycle facilities (e.g., Class I Bicycle Path, Class II Bicycle Lanes, Class III Bicycle Routes, Proposed Bicycle Routes, Bicycle Friendly Streets) in the City's 2005 Bicycle Plan are located within an approximate one mile radius from the site. The proposed project will not impact transit systems.

**Significance Determination**

No Impact based on review of the Ventura Municipal Code, General Plan, existing setting, and site plan.

**Mitigation Measures**

None required.

**Significance Determination After Mitigation**

The proposed project would not have impacts and mitigation is not required.

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

### Existing Setting

Water service to the Project site is provided primarily from the Casitas Municipal Water District (CMWD) via Lake Casitas and the Ventura River diversion near Foster Park north of the City, and does not use groundwater resources to supply water within the district. The water supply from Casitas has historically ranged from 4,960 to 8,000 acre-feet per year (AFY) with the amount of water historically supplied from the Ventura River ranging from 4,200 to 6,700 AFY.[43]

Due to an agreement between the CMWD and the U.S. Bureau of Reclamation and the Lake Casitas project financing, water from Lake Casitas is not permitted to be used outside CMWD boundaries. The Project site is located within the CMWD service area and would receive water provided by CMWD. In district supply available to the CMWD is approximately 8,000 AFY, and the annual supply used has averaged approximately around 5,000 AFY. Drought conditions have led the CMWD to review their Drought Program which may lead to changes in the near future.[44] The safe yield for Lake Casitas is estimated to be 21,920 AFY, which represents the quantity of water that can be removed from the lake each year without excessive risk to the lake's capacity. This safe yield is based on the historical critical dry period between 1944 and 1965, which represents the most critical dry spell within the lake watershed's history where data is available.[45] Wastewater treatment is primarily handled by the Ventura Water Reclamation Facility (VWRF) located in the harbor area. The Los Angeles Regional Water Quality Control Board (RWQCB) in connection with the implementation of the National Pollutant Discharge Elimination System (NPDES) program, imposes requirements on the treatment of wastewater and its discharge into local water bodies.

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43 City of San Buenaventura Water Master Plan, March 2011; Table ES-2, Summary of Current Water Supply

44 2015 Comprehensive Water Resources Report, Final Report; May 18, 2015; http://www.cityofventura.net/files/file/2015%20Comprehensive%20Water%20Resources%20Report.pdf (accessed May 2016)

45 2010 Urban Water Management Plan; June 2011; City of Ventura; http://www.cityofventura.net/files/file/public-works/water/UWMP_Ventura_DRAFT_5-24-11.pdf (accessed May 2016)

Average flows to the VWRF consist of approximately 8 to 9 million gallons of daily flow, with a design capacity of 14 million gallons per day[46] The City aims to reduce VWRF energy demand by approximately 373 kilowatts.[47]

Solid waste disposal services are provided by the City's Environmental Sustainability Division of the Public Works Department. Waste is sorted at the Gold Coast Recycling Facility, where approximately 70 percent is diverted from landfills, exceeding the state mandate of 50 percent diversion. [47] Approximately 88 percent of the remaining waste is sent to Toland Road Landfill, 11 percent is sent to the Simi Valley Landfill, and 1 percent shipped to Azusa Land Reclamation Company, Inc., Chiquita Canyon Sanitary Landfill, or Nu-Way Live Oak Landfill. The two primary landfills have estimated closure dates in 2027, with over 40,000,000 cubic yards of remaining capacity.[48]

Electric power and natural gas services are provided by Southern California Edison (SCE) and Southern California Gas Company (SCGC), respectively. SCE prepares ten-year preliminary forecasts for California energy demand, and implements facilities to provide for the demand.[49] According to the 2014-2024 preliminary forecast, demand is projected to reach between 23,499 and 26,602 megawatts.[50] Surface SCE utility access is located at the western edge of the Project site, and overhead powerlines border along the southern extent of the Project site. City goals to conserve energy include switching to LED street lighting.[47]

No existing storm drains are associated with the Project. The City's General Plan (Policy 5A) encourages the use of bioswales, and wildlife ponds for flood and water quality control when feasible, and (Action 5.2) to incorporate storm water treatment practices that allow percolation and minimize off-site runoff. City goals to improve storm water quality include installing screens in storm drain inlets near high litter areas to keep trash out of coastal waters. [47]

*a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

The City employs conservation measures and emerging technology in its effort to achieve a high standard for wastewater treatment while protecting natural systems. As a result, treatment capability historically has outpaced community needs,. Treatment plant flows are closely monitored as the City's NPDES permit for the plan requires the City to complete a report once the 20 day (monthly) average daily dry weather flow equals or exceeds 75% if the plants design capacity.

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

The City provides drinking water, and water for fire protection, to households and businesses in Ventura through a complex system with more than 500 miles of distribution mains, 3 water treatment plants, 22 booster pump stations, 25 treated water reservoirs, and 13 wells. Five distinct sources provide surface and ground water to the City supply system:

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46 Ventura Wastewater Reclamation Facility Recycled Water Project Initial Study and Negative Declaration, October 2015; City of Ventura; http://www.cityofventura.net/files/file/VenturaWater/Ventura%20Wastewater%20Reclamation%20Facility%20Recycled%20Water%20Project.pdf (accessed May 2016)

47 About Sustainable Ventura, City of Ventura; http://sustainableventura.tv/about/ (accessed May 2016)

48 CalRecycle; http://calrecycle.ca.gov/swfacilities/directory/19-aa-0012/detail (accessed May 2016)

49 Rules of Practice and Procedure 11, California Public Utilities Commission; http://docs.cpuc.ca.gov/published/rules_prac_proc/70731.htm#p323_46666 (accessed May 2016)

50 California Energy Demand, 2014-2024 Final Forecast; California Energy Commission; http://www.energy.ca.gov/2013publications/CEC-200-2013-004/CEC-200-2013-004-V1-CMF.pdf (accessed May 2016)

Casitas Municipal Water District

- Ventura River surface water intake, subsurface water and wells (Foster Park)
- Mound groundwater basin
- Oxnard Plain groundwater basin (Fox Canyon Aquifer)
- Santa Paula groundwater basin

The City of San Buenaventura is considering a Water Resource Net Zero Policy to apply to future development and/or apply retroactively to development. Because adequate water rights are not available to offset the projected water demand of 28.30 AFY, if the City Council adopts a Water Resource Net Zero Policy that applies retroactively to planning permit entitled development, then the Applicant/Developer shall be subject to compliance with the Water Resource Net Zero Policy, which would include implementation of conservation offsets and/or payment of a Water Resources Net Zero Fee.

Meeting future water demands requires saving and reusing every drop possible. The City utilizes recycled water from its reclamation facility (a tertiary wastewater treatment plant) near the Harbor to augment the municipal water supply. Recycled water is used to irrigate City and private landscaping in the area and the Buenaventura and Olivas Park municipal golf courses. The remaining effluent is discharged to the Santa Clara River Estuary. Largely as a result of conservation efforts, water consumption per city resident has generally declined.

The proposed Project would not exceed any wastewater treatment standards of the Regional Water Quality Control Board nor would it require the construction of any new wastewater facilities.

*c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Large storm water drainage facilities will not be needed for the proposed project as the parcel is fairly flat and the project incorporates storm water mechanism's that will mitigate any impacts

*d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? Please see Item b) above. No new or expanded facilities are needed.*

A Water System Hydraulic and Supply Discussion was prepared by Michael Baker International On September 11, 2015 and was used in the preparation of this analysis. A water demand factor of 265 gallons per day per thousand square feet (gpd/ksf), was estimated, while the 3.09 acres of landscaped area was classified in the "Park/Landscape/Irrigation" land use category, with a water demand factor of 2,000 gallons per day per acre (gpd/acre). Multiplying these factors by the total areas results in a total average day demand of 17.54 gpm, or 28.30 acre-feet per year (AFY). Based on peaking factors demands totals of 26.66 gpm and 69.64 gpm have been calculated for maximum day and peak hour demand, respectively.

The Project is located in the central-western area of the 330 Zone, which serves the southern area of the City's distribution system. The current water supply sources for the 330 Zone include the following:

- 330 Booster Pump Station
- Golf Course Booster Pump Station
- Bailey Conditioning Facility
- Telegraph & Mills PRV (Emergency)
- Petit PRV (Emergency

Supply is taken from the 330 Zone by the following facilities:

- Mariano Booster Pump Station
- Bailey Booster Pump Station
- Palma PRV
- Main & Mills PRV (Emergency)

Storage for the 330 Zone is provided by the following water storage facilities:

- Bailey Reservoir

Based on the hydraulic model results, all pressures were found to be acceptable within the immediate Project area. Pressures below the minimum criteria were identified among a series junctions located along the top of the 330 Zone boundary near Telephone Road and Johnson Drive. These deficiencies were already identified as deficient in the 2011 WMP – primarily due to their relatively high elevations for the 330 Zone and hence, low static pressures (ranging from 38 to 48 psi). While the proposed Project did not cause any new deficiencies, several borderline-acceptable pressures dropped below the minimum criteria as all Planning Projects are built out. Overall, the additional Project demand had essentially no impact on 330 Zone pressures, and decreased local pressures by less than 0.5 psi. Under Planning Project buildout, model results indicate service pressures as low as 28 psi. It is recommended to investigate converting the portion of 330 Zone between Telephone Road and Albatross Street to the north and south, and South Hill Road/Robin Avenue and Johnson Drive to the west and east to 430 Zone.

For all scenarios, all pipeline internal velocities were found to be acceptable within the immediate Project area, with a maximum pipeline velocity of approximately 10.5 feet per second under fire flow conditions. The additional demand of the Project had a minor impact on pipe velocities within the immediate Project area, increasing by a maximum of 0.2 feet per second, and did not create any new deficiencies. The water study review is a part of standard conditions for the project. All recommendations shall be included in the final design.

*e) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

See Item a above. No additional facilities are needed for capacity.

Kennedy/Jenks Consultants, November 10, 2015 prepared a Sewer Infrastructure Review for the Kaiser Project. The conclusions and recommendation of this report are included herein. The wastewater from the Project will connect to the City's sewer collection system at one location. The connection point is at the intersection of Market Street and Portola Road. The connection will be to an existing 8" sewer. From here, the wastewater flows south along Portola Road in 8" sewer lines, west along McGrath Street in 8" sewer lines, south along Palma Drive in 8", 10" and 21" sewer lines, continuing south of Olivas Park Drive in an easement where it connects to a 36" sewer line. The wastewater then flows west in 33" and 36" sewer lines in an easement until it reaches the Ventura Water Reclamation Facility (WRF).

The current plan for the Project estimates an average day water demand of 13.25 gpm, based on a draft Water System Hydraulic Evaluation and Supply report dated August 4, 2015. This water flow was converted to a wastewater flow using the return-to-sewer methodology described in Section 2.2 of the Master Plan (Master Plan 2010). A return-to-sewer ratio of 80%, associated with the Services category, was assigned to the project which yielded an average day wastewater demand of 10.6 gpm. Flows from other projects do not affect the collection system network along the flow path from the Project until the intersection of Palma Drive and Ortega Street, where the pipeline diameters increase to 21". Therefore, it was determined that no flow adjustments for other pending projects would be made to the hydraulic model.

Modeling was prepared for the site and for each pipe in which a deficiency was identified. A diameter for a replacement pipe was proposed and shown in the report. The diameter represents the minimum diameter of replacement pipe that would decrease the d/D ratio sufficiently for the pipe to meet the criteria for ultimate flow conditions. The sewer infrastructure review is a part of standard conditions for the project. All recommendations shall be included in the final design.

*f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

Construction of the Project would result in the need for solid waste disposal at the County's landfills. Additionally, Project construction activities would generate construction waste such as asphalt, concrete, and wood. However, the construction activities would not place a large demand on the landfill. Additionally, implementation of trash receptacles within the park would create a long-term source but negligible increase of solid waste, given the existing City's solid waste disposal remaining capacity at the existing landfills. The Project would not impact the ability of these landfills to accommodate solid waste generated. Therefore, the Project would be served by a landfill with sufficient capacity and would result in a less than significant impact.

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

The Project would be served by several landfills with sufficient capacity to accommodate the Project's needed. All waste generated by construction and operation of the Project would comply with applicable federal, state, and local statutes and regulations related to solid waste. In line with City goals and policies, the Project would require that waste is handled, disposed, and recycled following all applicable policies and guidelines, and disposed of at an appropriate facility. If the demand for solid waste processing substantially increases, changes to the City's existing operations would comply with applicable federal, state, and local statutes and regulations related to solid waste. Therefore, the impact to solid waste regulations is less than significant.

**Significance Determination**

No Impact based on review of the Ventura Municipal Code, General Plan, existing setting, and site plan.

**Mitigation Measures**

None required.

**Significance Determination After Mitigation**

The proposed project would not have impacts and mitigation is not required

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

## Discussion

*a) The project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal as the project can be considered infill and is immediately adjacent to SR-101 which would not provide for suitable habitat for endangered species. There are no indications that the site has the potential to eliminate important examples of the major periods of California history or prehistory.*

No past, current, or probable future projects were identified in the project vicinity that, when added to project-related impacts, would result in significant cumulative impacts on any other environmental resources. Based on the analysis provided in this Initial Study, the proposed project would not make a cumulatively considerable incremental contribution to any significant cumulative adverse impact.

*b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?*

The proposed project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals. The proposed project would not conflict with City's General Plan policies or land use designations. The proposed project would construct on approximately 7.58 acres a 3-story-56,000 square-foot medical building and Phase 2 16,000-square foot 2-story medical building. This use would be consistent with Industry land use designation.

The proposed project would not conflict with zoning for the project site.

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

As discussed in this Initial Study, the proposed project would result in less-than-significant impacts with incorporation of standard permit conditions and mitigation measures, and would not cause substantial adverse effects on human beings, either directly or indirectly. Mitigation measures would be implemented to reduce the proposed project's potential significant effects on air quality, hazards and hazardous materials to less-than-significant levels.

Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; *Sundstrom v. County of Mendocino,*(1988) 202 Cal. App. 3d 296; *Leonoff v. Monterey Board of Supervisors,* (1990) 222 Cal. App. 3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal. App. 4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal. App. 4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal. App .4th 656.

# Appendix III-A
# Air Quality Emissions

# Air Quality Emissions

## Project Construction and Operation

# Kaiser Ventura

**Ventura County, Winter**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Medical Office Building | 72.00 | 1000sqft | 3.58 | 72,000.00 | 0 |
| Parking Lot | 420.00 | Space | 4.00 | 168,000.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.6 | **Precipitation Freq (Days)** | 31 |
| **Climate Zone** | 8 | | | **Operational Year** | 2017 |
| **Utility Company** | Southern California Edison | | | | |
| **CO2 Intensity (lb/MWhr)** | 630.89 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - site is 7.58 acres

Construction Phase - custom project schedule to target worst-case.

Grading - import 4,662 cy of soil

Construction Off-road Equipment Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstructionPhase | NumDays | 20.00 | 33.00 |
| tblConstructionPhase | NumDays | 230.00 | 260.00 |
| tblConstructionPhase | NumDays | 20.00 | 22.00 |
| tblConstructionPhase | NumDays | 20.00 | 21.00 |
| tblConstructionPhase | PhaseEndDate | 2/14/2018 | 12/30/2017 |
| tblConstructionPhase | PhaseEndDate | 12/29/2017 | 12/30/2017 |
| tblConstructionPhase | PhaseEndDate | 1/29/2018 | 12/30/2017 |
| tblConstructionPhase | PhaseStartDate | 12/31/2017 | 11/15/2017 |
| tblConstructionPhase | PhaseStartDate | 12/31/2016 | 1/1/2017 |
| tblConstructionPhase | PhaseStartDate | 12/31/2017 | 12/1/2017 |
| tblGrading | AcresOfGrading | 11.00 | 10.00 |
| tblGrading | MaterialImported | 0.00 | 4,662.00 |
| tblLandUse | LotAcreage | 1.65 | 3.58 |
| tblLandUse | LotAcreage | 3.78 | 4.00 |
| tblProjectCharacteristics | OperationalYear | 2014 | 2017 |

## 2.0 Emissions Summary

## 2.1 Overall Construction (Maximum Daily Emission)

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2016 | 4.2097 | 46.5869 | 33.3195 | 0.0503 | 7.1167 | 2.3170 | 9.4337 | 3.5252 | 2.1316 | 5.6568 | 0.0000 | 5,133.2215 | 5,133.2215 | 0.9513 | 0.0000 | 5,153.1989 |
| 2017 | 60.7370 | 52.8693 | 44.8689 | 0.0726 | 1.3081 | 3.1549 | 4.4630 | 0.3519 | 2.9507 | 3.3025 | 0.0000 | 7,011.6665 | 7,011.6665 | 1.4314 | 0.0000 | 7,041.7251 |
| **Total** | **64.9467** | **99.4562** | **78.1884** | **0.1229** | **8.4248** | **5.4719** | **13.8967** | **3.8770** | **5.0823** | **8.9593** | **0.0000** | **12,144.8880** | **12,144.8880** | **2.3827** | **0.0000** | **12,194.9239** |

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2016 | 4.2097 | 46.5869 | 33.3195 | 0.0503 | 3.5231 | 2.3170 | 5.8401 | 1.6734 | 2.1316 | 3.8050 | 0.0000 | 5,133.2215 | 5,133.2215 | 0.9513 | 0.0000 | 5,153.1989 |
| 2017 | 60.7370 | 52.8693 | 44.8689 | 0.0726 | 1.3081 | 3.1549 | 4.4630 | 0.3519 | 2.9507 | 3.3025 | 0.0000 | 7,011.6665 | 7,011.6665 | 1.4314 | 0.0000 | 7,041.7251 |
| **Total** | **64.9467** | **99.4562** | **78.1884** | **0.1229** | **4.8312** | **5.4719** | **10.3031** | **2.0253** | **5.0823** | **7.1075** | **0.0000** | **12,144.8880** | **12,144.8880** | **2.3827** | **0.0000** | **12,194.9239** |

| | **ROG** | **NOx** | **CO** | **SO2** | **Fugitive PM10** | **Exhaust PM10** | **PM10 Total** | **Fugitive PM2.5** | **Exhaust PM2.5** | **PM2.5 Total** | **Bio- CO2** | **NBio-CO2** | **Total CO2** | **CH4** | **N20** | **CO2e** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **42.66** | **0.00** | **25.86** | **47.76** | **0.00** | **20.67** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 5.6301 | 4.9000e-004 | 0.0512 | 0.0000 | | 1.8000e-004 | 1.8000e-004 | | 1.8000e-004 | 1.8000e-004 | | 0.1077 | 0.1077 | 3.0000e-004 | | 0.1140 |
| Energy | 0.0204 | 0.1855 | 0.1558 | 1.1100e-003 | | 0.0141 | 0.0141 | | 0.0141 | 0.0141 | | 222.5560 | 222.5560 | 4.2700e-003 | 4.0800e-003 | 223.9104 |
| Mobile | 8.2164 | 16.3541 | 72.6775 | 0.1451 | 10.7447 | 0.1861 | 10.9308 | 2.8643 | 0.1713 | 3.0356 | | 12,290.6738 | 12,290.6738 | 0.5110 | | 12,301.4038 |
| **Total** | **13.8668** | **16.5400** | **72.8845** | **0.1462** | **10.7447** | **0.2004** | **10.9450** | **2.8643** | **0.1856** | **3.0498** | | **12,513.3375** | **12,513.3375** | **0.5155** | **4.0800e-003** | **12,525.4282** |

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 5.2461 | 4.9000e-004 | 0.0512 | 0.0000 | | 1.8000e-004 | 1.8000e-004 | | 1.8000e-004 | 1.8000e-004 | | 0.1077 | 0.1077 | 3.0000e-004 | | 0.1140 |
| Energy | 0.0146 | 0.1330 | 0.1117 | 8.0000e-004 | | 0.0101 | 0.0101 | | 0.0101 | 0.0101 | | 159.6184 | 159.6184 | 3.0600e-003 | 2.9300e-003 | 160.5898 |
| Mobile | 8.2164 | 16.3541 | 72.6775 | 0.1451 | 10.7447 | 0.1861 | 10.9308 | 2.8643 | 0.1713 | 3.0356 | | 12,290.6738 | 12,290.6738 | 0.5110 | | 12,301.4038 |
| **Total** | **13.4771** | **16.4876** | **72.8404** | **0.1459** | **10.7447** | **0.1964** | **10.9410** | **2.8643** | **0.1816** | **3.0459** | | **12,450.3998** | **12,450.3998** | **0.5143** | **2.9300e-003** | **12,462.1075** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Percent Reduction | 2.81 | 0.32 | 0.06 | 0.21 | 0.00 | 1.99 | 0.04 | 0.00 | 2.15 | 0.13 | 0.00 | 0.50 | 0.50 | 0.23 | 28.19 | 0.51 |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Grading | Grading | 12/1/2016 | 12/30/2016 | 5 | 22 | |
| 2 | Building Construction | Building Construction | 1/1/2017 | 12/30/2017 | 5 | 260 | |
| 3 | Architectural Coating | Architectural Coating | 11/15/2017 | 12/30/2017 | 5 | 33 | |
| 4 | Paving | Paving | 12/1/2017 | 12/30/2017 | 5 | 21 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 10**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 115,560; Non-Residential Outdoor: 38,520 (Architectural Coating – sqft)**

**OffRoad Equipment**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| Grading | Excavators | 1 | 8.00 | 162 | 0.38 |
| Building Construction | Cranes | 1 | 7.00 | 226 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Paving | Pavers | 2 | 8.00 | 125 | 0.42 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 255 | 0.40 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Grading | Graders | 1 | 8.00 | 174 | 0.41 |
| Grading | Tractors/Loaders/Backhoes | 3 | 8.00 | 97 | 0.37 |
| Paving | Paving Equipment | 2 | 8.00 | 130 | 0.36 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Grading | 6 | 15.00 | 0.00 | 583.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 94.00 | 39.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 19.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

## 3.2 Grading - 2016

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 6.5339 | 0.0000 | 6.5339 | 3.3668 | 0.0000 | 3.3668 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.6669 | 38.4466 | 26.0787 | 0.0298 | | 2.1984 | 2.1984 | | 2.0225 | 2.0225 | | 3,093.7889 | 3,093.7889 | 0.9332 | | 3,113.3860 |
| **Total** | **3.6669** | **38.4466** | **26.0787** | **0.0298** | **6.5339** | **2.1984** | **8.7323** | **3.3668** | **2.0225** | **5.3893** | | **3,093.7889** | **3,093.7889** | **0.9332** | | **3,113.3860** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.4852 | 8.0746 | 6.5898 | 0.0191 | 0.4596 | 0.1176 | 0.5772 | 0.1257 | 0.1082 | 0.2339 | | 1,922.6132 | 1,922.6132 | 0.0121 | | 1,922.8662 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0575 | 0.0657 | 0.6510 | 1.4000e-003 | 0.1232 | 9.5000e-004 | 0.1242 | 0.0327 | 8.8000e-004 | 0.0336 | | 116.8194 | 116.8194 | 6.0600e-003 | | 116.9467 |
| **Total** | **0.5428** | **8.1403** | **7.2408** | **0.0205** | **0.5828** | **0.1186** | **0.7014** | **0.1584** | **0.1091** | **0.2674** | | **2,039.4326** | **2,039.4326** | **0.0181** | | **2,039.8128** |

## 3.2 Grading - 2016

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 2.9403 | 0.0000 | 2.9403 | 1.5151 | 0.0000 | 1.5151 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.6669 | 38.4466 | 26.0787 | 0.0298 | | 2.1984 | 2.1984 | | 2.0225 | 2.0225 | 0.0000 | 3,093.7889 | 3,093.7889 | 0.9332 | | 3,113.3860 |
| **Total** | **3.6669** | **38.4466** | **26.0787** | **0.0298** | **2.9403** | **2.1984** | **5.1387** | **1.5151** | **2.0225** | **3.5376** | **0.0000** | **3,093.7889** | **3,093.7889** | **0.9332** | | **3,113.3860** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.4852 | 8.0746 | 6.5898 | 0.0191 | 0.4596 | 0.1176 | 0.5772 | 0.1257 | 0.1082 | 0.2339 | | 1,922.6132 | 1,922.6132 | 0.0121 | | 1,922.8662 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0575 | 0.0657 | 0.6510 | 1.4000e-003 | 0.1232 | 9.5000e-004 | 0.1242 | 0.0327 | 8.8000e-004 | 0.0336 | | 116.8194 | 116.8194 | 6.0600e-003 | | 116.9467 |
| **Total** | **0.5428** | **8.1403** | **7.2408** | **0.0205** | **0.5828** | **0.1186** | **0.7014** | **0.1584** | **0.1091** | **0.2674** | | **2,039.4326** | **2,039.4326** | **0.0181** | | **2,039.8128** |

## 3.3 Building Construction - 2017

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.1024 | 26.4057 | 18.1291 | 0.0268 | | 1.7812 | 1.7812 | | 1.6730 | 1.6730 | | 2,639.8053 | 2,639.8053 | 0.6497 | | 2,653.4490 |
| **Total** | **3.1024** | **26.4057** | **18.1291** | **0.0268** | | **1.7812** | **1.7812** | | **1.6730** | **1.6730** | | **2,639.8053** | **2,639.8053** | **0.6497** | | **2,653.4490** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.3505 | 3.4778 | 5.1703 | 8.6500e-003 | 0.2566 | 0.0541 | 0.3107 | 0.0729 | 0.0498 | 0.1227 | | 851.2152 | 851.2152 | 5.5600e-003 | | 851.3319 |
| Worker | 0.3248 | 0.3704 | 3.6530 | 8.7500e-003 | 0.7722 | 5.7600e-003 | 0.7780 | 0.2048 | 5.3100e-003 | 0.2101 | | 703.6334 | 703.6334 | 0.0349 | | 704.3656 |
| **Total** | **0.6753** | **3.8482** | **8.8233** | **0.0174** | **1.0288** | **0.0599** | **1.0887** | **0.2778** | **0.0551** | **0.3329** | | **1,554.8486** | **1,554.8486** | **0.0404** | | **1,555.6975** |

## 3.3 Building Construction - 2017

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.1024 | 26.4057 | 18.1291 | 0.0268 | | 1.7812 | 1.7812 | | 1.6730 | 1.6730 | 0.0000 | 2,639.8053 | 2,639.8053 | 0.6497 | | 2,653.4490 |
| **Total** | **3.1024** | **26.4057** | **18.1291** | **0.0268** | | **1.7812** | **1.7812** | | **1.6730** | **1.6730** | **0.0000** | **2,639.8053** | **2,639.8053** | **0.6497** | | **2,653.4490** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.3505 | 3.4778 | 5.1703 | 8.6500e-003 | 0.2566 | 0.0541 | 0.3107 | 0.0729 | 0.0498 | 0.1227 | | 851.2152 | 851.2152 | 5.5600e-003 | | 851.3319 |
| Worker | 0.3248 | 0.3704 | 3.6530 | 8.7500e-003 | 0.7722 | 5.7600e-003 | 0.7780 | 0.2048 | 5.3100e-003 | 0.2101 | | 703.6334 | 703.6334 | 0.0349 | | 704.3656 |
| **Total** | **0.6753** | **3.8482** | **8.8233** | **0.0174** | **1.0288** | **0.0599** | **1.0887** | **0.2778** | **0.0551** | **0.3329** | | **1,554.8486** | **1,554.8486** | **0.0404** | | **1,555.6975** |

## 3.4 Architectural Coating - 2017

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 54.1031 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.3323 | 2.1850 | 1.8681 | 2.9700e-003 | | 0.1733 | 0.1733 | | 0.1733 | 0.1733 | | 281.4481 | 281.4481 | 0.0297 | | 282.0721 |
| **Total** | **54.4354** | **2.1850** | **1.8681** | **2.9700e-003** | | **0.1733** | **0.1733** | | **0.1733** | **0.1733** | | **281.4481** | **281.4481** | **0.0297** | | **282.0721** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0657 | 0.0749 | 0.7384 | 1.7700e-003 | 0.1561 | 1.1600e-003 | 0.1572 | 0.0414 | 1.0700e-003 | 0.0425 | | 142.2238 | 142.2238 | 7.0500e-003 | | 142.3718 |
| **Total** | **0.0657** | **0.0749** | **0.7384** | **1.7700e-003** | **0.1561** | **1.1600e-003** | **0.1572** | **0.0414** | **1.0700e-003** | **0.0425** | | **142.2238** | **142.2238** | **7.0500e-003** | | **142.3718** |

## 3.4 Architectural Coating - 2017

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 54.1031 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.3323 | 2.1850 | 1.8681 | 2.9700e-003 | | 0.1733 | 0.1733 | | 0.1733 | 0.1733 | 0.0000 | 281.4481 | 281.4481 | 0.0297 | | 282.0721 |
| **Total** | **54.4354** | **2.1850** | **1.8681** | **2.9700e-003** | | **0.1733** | **0.1733** | | **0.1733** | **0.1733** | **0.0000** | **281.4481** | **281.4481** | **0.0297** | | **282.0721** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0657 | 0.0749 | 0.7384 | 1.7700e-003 | 0.1561 | 1.1600e-003 | 0.1572 | 0.0414 | 1.0700e-003 | 0.0425 | | 142.2238 | 142.2238 | 7.0500e-003 | | 142.3718 |
| **Total** | **0.0657** | **0.0749** | **0.7384** | **1.7700e-003** | **0.1561** | **1.1600e-003** | **0.1572** | **0.0414** | **1.0700e-003** | **0.0425** | | **142.2238** | **142.2238** | **7.0500e-003** | | **142.3718** |

## 3.5 Paving - 2017

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.9074 | 20.2964 | 14.7270 | 0.0223 | | 1.1384 | 1.1384 | | 1.0473 | 1.0473 | | 2,281.0588 | 2,281.0588 | 0.6989 | | 2,295.7360 |
| Paving | 0.4991 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **2.4064** | **20.2964** | **14.7270** | **0.0223** | | **1.1384** | **1.1384** | | **1.0473** | **1.0473** | | **2,281.0588** | **2,281.0588** | **0.6989** | | **2,295.7360** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0518 | 0.0591 | 0.5829 | 1.4000e-003 | 0.1232 | 9.2000e-004 | 0.1241 | 0.0327 | 8.5000e-004 | 0.0335 | | 112.2819 | 112.2819 | 5.5600e-003 | | 112.3988 |
| **Total** | **0.0518** | **0.0591** | **0.5829** | **1.4000e-003** | **0.1232** | **9.2000e-004** | **0.1241** | **0.0327** | **8.5000e-004** | **0.0335** | | **112.2819** | **112.2819** | **5.5600e-003** | | **112.3988** |

## 3.5 Paving - 2017

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.9074 | 20.2964 | 14.7270 | 0.0223 | | 1.1384 | 1.1384 | | 1.0473 | 1.0473 | 0.0000 | 2,281.0588 | 2,281.0588 | 0.6989 | | 2,295.7360 |
| Paving | 0.4991 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **2.4064** | **20.2964** | **14.7270** | **0.0223** | | **1.1384** | **1.1384** | | **1.0473** | **1.0473** | **0.0000** | **2,281.0588** | **2,281.0588** | **0.6989** | | **2,295.7360** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0518 | 0.0591 | 0.5829 | 1.4000e-003 | 0.1232 | 9.2000e-004 | 0.1241 | 0.0327 | 8.5000e-004 | 0.0335 | | 112.2819 | 112.2819 | 5.5600e-003 | | 112.3988 |
| **Total** | **0.0518** | **0.0591** | **0.5829** | **1.4000e-003** | **0.1232** | **9.2000e-004** | **0.1241** | **0.0327** | **8.5000e-004** | **0.0335** | | **112.2819** | **112.2819** | **5.5600e-003** | | **112.3988** |

## 4.0 Operational Detail - Mobile

## 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 8.2164 | 16.3541 | 72.6775 | 0.1451 | 10.7447 | 0.1861 | 10.9308 | 2.8643 | 0.1713 | 3.0356 | | 12,290.6738 | 12,290.6738 | 0.5110 | | 12,301.4038 |
| Unmitigated | 8.2164 | 16.3541 | 72.6775 | 0.1451 | 10.7447 | 0.1861 | 10.9308 | 2.8643 | 0.1713 | 3.0356 | | 12,290.6738 | 12,290.6738 | 0.5110 | | 12,301.4038 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Medical Office Building | 2,601.36 | 645.12 | 111.60 | 3,848,378 | 3,848,378 |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Total | 2,601.36 | 645.12 | 111.60 | 3,848,378 | 3,848,378 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Medical Office Building | 9.50 | 7.30 | 7.30 | 29.60 | 51.40 | 19.00 | 60 | 30 | 10 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

| LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0.474465 | 0.063133 | 0.180505 | 0.158349 | 0.070139 | 0.010387 | 0.013452 | 0.017129 | 0.000779 | 0.000670 | 0.005599 | 0.000320 | 0.005072 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.0146 | 0.1330 | 0.1117 | 8.0000e-004 | | 0.0101 | 0.0101 | | 0.0101 | 0.0101 | | 159.6184 | 159.6184 | 3.0600e-003 | 2.9300e-003 | 160.5898 |
| NaturalGas Unmitigated | 0.0204 | 0.1855 | 0.1558 | 1.1100e-003 | | 0.0141 | 0.0141 | | 0.0141 | 0.0141 | | 222.5560 | 222.5560 | 4.2700e-003 | 4.0800e-003 | 223.9104 |

### 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Medical Office Building | 1891.73 | 0.0204 | 0.1855 | 0.1558 | 1.1100e-003 | | 0.0141 | 0.0141 | | 0.0141 | 0.0141 | | 222.5560 | 222.5560 | 4.2700e-003 | 4.0800e-003 | 223.9104 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **0.0204** | **0.1855** | **0.1558** | **1.1100e-003** | | **0.0141** | **0.0141** | | **0.0141** | **0.0141** | | **222.5560** | **222.5560** | **4.2700e-003** | **4.0800e-003** | **223.9104** |

## 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Medical Office Building | 1.35676 | 0.0146 | 0.1330 | 0.1117 | 8.0000e-004 | | 0.0101 | 0.0101 | | 0.0101 | 0.0101 | | 159.6184 | 159.6184 | 3.0600e-003 | 2.9300e-003 | 160.5898 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **0.0146** | **0.1330** | **0.1117** | **8.0000e-004** | | **0.0101** | **0.0101** | | **0.0101** | **0.0101** | | **159.6184** | **159.6184** | **3.0600e-003** | **2.9300e-003** | **160.5898** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

Use Low VOC Cleaning Supplies

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 5.2461 | 4.9000e-004 | 0.0512 | 0.0000 | | 1.8000e-004 | 1.8000e-004 | | 1.8000e-004 | 1.8000e-004 | | 0.1077 | 0.1077 | 3.0000e-004 | | 0.1140 |
| Unmitigated | 5.6301 | 4.9000e-004 | 0.0512 | 0.0000 | | 1.8000e-004 | 1.8000e-004 | | 1.8000e-004 | 1.8000e-004 | | 0.1077 | 0.1077 | 3.0000e-004 | | 0.1140 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.4892 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 5.1360 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 4.9400e-003 | 4.9000e-004 | 0.0512 | 0.0000 | | 1.8000e-004 | 1.8000e-004 | | 1.8000e-004 | 1.8000e-004 | | 0.1077 | 0.1077 | 3.0000e-004 | | 0.1140 |
| **Total** | **5.6301** | **4.9000e-004** | **0.0512** | **0.0000** | | **1.8000e-004** | **1.8000e-004** | | **1.8000e-004** | **1.8000e-004** | | **0.1077** | **0.1077** | **3.0000e-004** | | **0.1140** |

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.4892 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 4.7520 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 4.9400e-003 | 4.9000e-004 | 0.0512 | 0.0000 | | 1.8000e-004 | 1.8000e-004 | | 1.8000e-004 | 1.8000e-004 | | 0.1077 | 0.1077 | 3.0000e-004 | | 0.1140 |
| **Total** | **5.2461** | **4.9000e-004** | **0.0512** | **0.0000** | | **1.8000e-004** | **1.8000e-004** | | **1.8000e-004** | **1.8000e-004** | | **0.1077** | **0.1077** | **3.0000e-004** | | **0.1140** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

Apply Water Conservation Strategy

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

## 9.0 Operational Offroad

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

## 10.0 Vegetation

# Kaiser Ventura

**Ventura County, Summer**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Medical Office Building | 72.00 | 1000sqft | 3.58 | 72,000.00 | 0 |
| Parking Lot | 420.00 | Space | 4.00 | 168,000.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.6 | **Precipitation Freq (Days)** | 31 |
| **Climate Zone** | 8 | | | **Operational Year** | 2017 |
| **Utility Company** | Southern California Edison | | | | |
| **CO2 Intensity (lb/MWhr)** | 630.89 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - site is 7.58 acres

Construction Phase - custom project schedule to target worst-case.

Grading - import 4,662 cy of soil

Construction Off-road Equipment Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstructionPhase | NumDays | 20.00 | 33.00 |
| tblConstructionPhase | NumDays | 230.00 | 260.00 |
| tblConstructionPhase | NumDays | 20.00 | 22.00 |
| tblConstructionPhase | NumDays | 20.00 | 21.00 |
| tblConstructionPhase | PhaseEndDate | 2/14/2018 | 12/30/2017 |
| tblConstructionPhase | PhaseEndDate | 12/29/2017 | 12/30/2017 |
| tblConstructionPhase | PhaseEndDate | 1/29/2018 | 12/30/2017 |
| tblConstructionPhase | PhaseStartDate | 12/31/2017 | 11/15/2017 |
| tblConstructionPhase | PhaseStartDate | 12/31/2016 | 1/1/2017 |
| tblConstructionPhase | PhaseStartDate | 12/31/2017 | 12/1/2017 |
| tblGrading | AcresOfGrading | 11.00 | 10.00 |
| tblGrading | MaterialImported | 0.00 | 4,662.00 |
| tblLandUse | LotAcreage | 1.65 | 3.58 |
| tblLandUse | LotAcreage | 3.78 | 4.00 |
| tblProjectCharacteristics | OperationalYear | 2014 | 2017 |

## 2.0 Emissions Summary

## 2.1 Overall Construction (Maximum Daily Emission)

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2016 | 4.1513 | 46.2897 | 31.8791 | 0.0504 | 7.1167 | 2.3166 | 9.4333 | 3.5252 | 2.1312 | 5.6564 | 0.0000 | 5,143.7839 | 5,143.7839 | 0.9511 | 0.0000 | 5,163.7574 |
| 2017 | 60.6524 | 52.6982 | 43.3485 | 0.0733 | 1.3081 | 3.1543 | 4.4624 | 0.3519 | 2.9501 | 3.3019 | 0.0000 | 7,067.0160 | 7,067.0160 | 1.4312 | 0.0000 | 7,097.0707 |
| **Total** | **64.8038** | **98.9879** | **75.2276** | **0.1236** | **8.4248** | **5.4709** | **13.8957** | **3.8770** | **5.0813** | **8.9583** | **0.0000** | **12,210.7999** | **12,210.7999** | **2.3823** | **0.0000** | **12,260.8282** |

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2016 | 4.1513 | 46.2897 | 31.8791 | 0.0504 | 3.5231 | 2.3166 | 5.8397 | 1.6734 | 2.1312 | 3.8047 | 0.0000 | 5,143.7839 | 5,143.7839 | 0.9511 | 0.0000 | 5,163.7574 |
| 2017 | 60.6524 | 52.6982 | 43.3485 | 0.0733 | 1.3081 | 3.1543 | 4.4624 | 0.3519 | 2.9501 | 3.3019 | 0.0000 | 7,067.0160 | 7,067.0160 | 1.4312 | 0.0000 | 7,097.0707 |
| **Total** | **64.8038** | **98.9879** | **75.2276** | **0.1236** | **4.8312** | **5.4709** | **10.3020** | **2.0253** | **5.0813** | **7.1066** | **0.0000** | **12,210.7999** | **12,210.7999** | **2.3823** | **0.0000** | **12,260.8281** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **42.66** | **0.00** | **25.86** | **47.76** | **0.00** | **20.67** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 5.6301 | 4.9000e-004 | 0.0512 | 0.0000 | | 1.8000e-004 | 1.8000e-004 | | 1.8000e-004 | 1.8000e-004 | | 0.1077 | 0.1077 | 3.0000e-004 | | 0.1140 |
| Energy | 0.0204 | 0.1855 | 0.1558 | 1.1100e-003 | | 0.0141 | 0.0141 | | 0.0141 | 0.0141 | | 222.5560 | 222.5560 | 4.2700e-003 | 4.0800e-003 | 223.9104 |
| Mobile | 7.5723 | 15.1396 | 64.5926 | 0.1508 | 10.7447 | 0.1848 | 10.9295 | 2.8643 | 0.1701 | 3.0344 | | 12,772.5959 | 12,772.5959 | 0.5105 | | 12,783.3173 |
| **Total** | **13.2228** | **15.3256** | **64.7996** | **0.1519** | **10.7447** | **0.1991** | **10.9437** | **2.8643** | **0.1844** | **3.0487** | | **12,995.2596** | **12,995.2596** | **0.5151** | **4.0800e-003** | **13,007.3417** |

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 5.2461 | 4.9000e-004 | 0.0512 | 0.0000 | | 1.8000e-004 | 1.8000e-004 | | 1.8000e-004 | 1.8000e-004 | | 0.1077 | 0.1077 | 3.0000e-004 | | 0.1140 |
| Energy | 0.0146 | 0.1330 | 0.1117 | 8.0000e-004 | | 0.0101 | 0.0101 | | 0.0101 | 0.0101 | | 159.6184 | 159.6184 | 3.0600e-003 | 2.9300e-003 | 160.5898 |
| Mobile | 7.5723 | 15.1396 | 64.5926 | 0.1508 | 10.7447 | 0.1848 | 10.9295 | 2.8643 | 0.1701 | 3.0344 | | 12,772.5959 | 12,772.5959 | 0.5105 | | 12,783.3173 |
| **Total** | **12.8330** | **15.2731** | **64.7555** | **0.1516** | **10.7447** | **0.1951** | **10.9397** | **2.8643** | **0.1804** | **3.0447** | | **12,932.3219** | **12,932.3219** | **0.5139** | **2.9300e-003** | **12,944.0210** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Percent Reduction | 2.95 | 0.34 | 0.07 | 0.20 | 0.00 | 2.00 | 0.04 | 0.00 | 2.16 | 0.13 | 0.00 | 0.48 | 0.48 | 0.23 | 28.19 | 0.49 |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Grading | Grading | 12/1/2016 | 12/30/2016 | 5 | 22 | |
| 2 | Building Construction | Building Construction | 1/1/2017 | 12/30/2017 | 5 | 260 | |
| 3 | Architectural Coating | Architectural Coating | 11/15/2017 | 12/30/2017 | 5 | 33 | |
| 4 | Paving | Paving | 12/1/2017 | 12/30/2017 | 5 | 21 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 10**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 115,560; Non-Residential Outdoor: 38,520 (Architectural Coating – sqft)**

**OffRoad Equipment**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| Grading | Excavators | 1 | 8.00 | 162 | 0.38 |
| Building Construction | Cranes | 1 | 7.00 | 226 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Paving | Pavers | 2 | 8.00 | 125 | 0.42 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 255 | 0.40 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Grading | Graders | 1 | 8.00 | 174 | 0.41 |
| Grading | Tractors/Loaders/Backhoes | 3 | 8.00 | 97 | 0.37 |
| Paving | Paving Equipment | 2 | 8.00 | 130 | 0.36 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Grading | 6 | 15.00 | 0.00 | 583.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 94.00 | 39.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 19.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

## 3.2 Grading - 2016

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 6.5339 | 0.0000 | 6.5339 | 3.3668 | 0.0000 | 3.3668 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.6669 | 38.4466 | 26.0787 | 0.0298 | | 2.1984 | 2.1984 | | 2.0225 | 2.0225 | | 3,093.7889 | 3,093.7889 | 0.9332 | | 3,113.3860 |
| **Total** | **3.6669** | **38.4466** | **26.0787** | **0.0298** | **6.5339** | **2.1984** | **8.7323** | **3.3668** | **2.0225** | **5.3893** | | **3,093.7889** | **3,093.7889** | **0.9332** | | **3,113.3860** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.4311 | 7.7870 | 5.1558 | 0.0191 | 0.4596 | 0.1172 | 0.5768 | 0.1257 | 0.1078 | 0.2335 | | 1,927.2906 | 1,927.2906 | 0.0119 | | 1,927.5397 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0534 | 0.0561 | 0.6446 | 1.4700e-003 | 0.1232 | 9.5000e-004 | 0.1242 | 0.0327 | 8.8000e-004 | 0.0336 | | 122.7044 | 122.7044 | 6.0600e-003 | | 122.8317 |
| **Total** | **0.4844** | **7.8431** | **5.8004** | **0.0206** | **0.5828** | **0.1182** | **0.7010** | **0.1584** | **0.1087** | **0.2671** | | **2,049.9950** | **2,049.9950** | **0.0179** | | **2,050.3714** |

## 3.2 Grading - 2016

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 2.9403 | 0.0000 | 2.9403 | 1.5151 | 0.0000 | 1.5151 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.6669 | 38.4466 | 26.0787 | 0.0298 | | 2.1984 | 2.1984 | | 2.0225 | 2.0225 | 0.0000 | 3,093.7889 | 3,093.7889 | 0.9332 | | 3,113.3860 |
| **Total** | **3.6669** | **38.4466** | **26.0787** | **0.0298** | **2.9403** | **2.1984** | **5.1387** | **1.5151** | **2.0225** | **3.5376** | **0.0000** | **3,093.7889** | **3,093.7889** | **0.9332** | | **3,113.3860** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.4311 | 7.7870 | 5.1558 | 0.0191 | 0.4596 | 0.1172 | 0.5768 | 0.1257 | 0.1078 | 0.2335 | | 1,927.2906 | 1,927.2906 | 0.0119 | | 1,927.5397 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0534 | 0.0561 | 0.6446 | 1.4700e-003 | 0.1232 | 9.5000e-004 | 0.1242 | 0.0327 | 8.8000e-004 | 0.0336 | | 122.7044 | 122.7044 | 6.0600e-003 | | 122.8317 |
| **Total** | **0.4844** | **7.8431** | **5.8004** | **0.0206** | **0.5828** | **0.1182** | **0.7010** | **0.1584** | **0.1087** | **0.2671** | | **2,049.9950** | **2,049.9950** | **0.0179** | | **2,050.3714** |

## 3.3 Building Construction - 2017

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.1024 | 26.4057 | 18.1291 | 0.0268 | | 1.7812 | 1.7812 | | 1.6730 | 1.6730 | | 2,639.8053 | 2,639.8053 | 0.6497 | | 2,653.4490 |
| **Total** | **3.1024** | **26.4057** | **18.1291** | **0.0268** | | **1.7812** | **1.7812** | | **1.6730** | **1.6730** | | **2,639.8053** | **2,639.8053** | **0.6497** | | **2,653.4490** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.2965 | 3.3804 | 3.6689 | 8.6900e-003 | 0.2566 | 0.0535 | 0.3101 | 0.0729 | 0.0492 | 0.1221 | | 858.2327 | 858.2327 | 5.3700e-003 | | 858.3456 |
| Worker | 0.3024 | 0.3163 | 3.6391 | 9.1900e-003 | 0.7722 | 5.7600e-003 | 0.7780 | 0.2048 | 5.3100e-003 | 0.2101 | | 739.1272 | 739.1272 | 0.0349 | | 739.8594 |
| **Total** | **0.5989** | **3.6967** | **7.3080** | **0.0179** | **1.0288** | **0.0593** | **1.0880** | **0.2778** | **0.0545** | **0.3323** | | **1,597.3599** | **1,597.3599** | **0.0402** | | **1,598.2050** |

## 3.3 Building Construction - 2017

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.1024 | 26.4057 | 18.1291 | 0.0268 | | 1.7812 | 1.7812 | | 1.6730 | 1.6730 | 0.0000 | 2,639.8053 | 2,639.8053 | 0.6497 | | 2,653.4490 |
| **Total** | **3.1024** | **26.4057** | **18.1291** | **0.0268** | | **1.7812** | **1.7812** | | **1.6730** | **1.6730** | **0.0000** | **2,639.8053** | **2,639.8053** | **0.6497** | | **2,653.4490** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.2965 | 3.3804 | 3.6689 | 8.6900e-003 | 0.2566 | 0.0535 | 0.3101 | 0.0729 | 0.0492 | 0.1221 | | 858.2327 | 858.2327 | 5.3700e-003 | | 858.3456 |
| Worker | 0.3024 | 0.3163 | 3.6391 | 9.1900e-003 | 0.7722 | 5.7600e-003 | 0.7780 | 0.2048 | 5.3100e-003 | 0.2101 | | 739.1272 | 739.1272 | 0.0349 | | 739.8594 |
| **Total** | **0.5989** | **3.6967** | **7.3080** | **0.0179** | **1.0288** | **0.0593** | **1.0880** | **0.2778** | **0.0545** | **0.3323** | | **1,597.3599** | **1,597.3599** | **0.0402** | | **1,598.2050** |

## 3.4 Architectural Coating - 2017

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 54.1031 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.3323 | 2.1850 | 1.8681 | 2.9700e-003 | | 0.1733 | 0.1733 | | 0.1733 | 0.1733 | | 281.4481 | 281.4481 | 0.0297 | | 282.0721 |
| **Total** | **54.4354** | **2.1850** | **1.8681** | **2.9700e-003** | | **0.1733** | **0.1733** | | **0.1733** | **0.1733** | | **281.4481** | **281.4481** | **0.0297** | | **282.0721** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0611 | 0.0639 | 0.7356 | 1.8600e-003 | 0.1561 | 1.1600e-003 | 0.1572 | 0.0414 | 1.0700e-003 | 0.0425 | | 149.3981 | 149.3981 | 7.0500e-003 | | 149.5461 |
| **Total** | **0.0611** | **0.0639** | **0.7356** | **1.8600e-003** | **0.1561** | **1.1600e-003** | **0.1572** | **0.0414** | **1.0700e-003** | **0.0425** | | **149.3981** | **149.3981** | **7.0500e-003** | | **149.5461** |

## 3.4 Architectural Coating - 2017

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 54.1031 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.3323 | 2.1850 | 1.8681 | 2.9700e-003 | | 0.1733 | 0.1733 | | 0.1733 | 0.1733 | 0.0000 | 281.4481 | 281.4481 | 0.0297 | | 282.0721 |
| **Total** | **54.4354** | **2.1850** | **1.8681** | **2.9700e-003** | | **0.1733** | **0.1733** | | **0.1733** | **0.1733** | **0.0000** | **281.4481** | **281.4481** | **0.0297** | | **282.0721** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0611 | 0.0639 | 0.7356 | 1.8600e-003 | 0.1561 | 1.1600e-003 | 0.1572 | 0.0414 | 1.0700e-003 | 0.0425 | | 149.3981 | 149.3981 | 7.0500e-003 | | 149.5461 |
| **Total** | **0.0611** | **0.0639** | **0.7356** | **1.8600e-003** | **0.1561** | **1.1600e-003** | **0.1572** | **0.0414** | **1.0700e-003** | **0.0425** | | **149.3981** | **149.3981** | **7.0500e-003** | | **149.5461** |

## 3.5 Paving - 2017

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.9074 | 20.2964 | 14.7270 | 0.0223 | | 1.1384 | 1.1384 | | 1.0473 | 1.0473 | | 2,281.0588 | 2,281.0588 | 0.6989 | | 2,295.7360 |
| Paving | 0.4991 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **2.4064** | **20.2964** | **14.7270** | **0.0223** | | **1.1384** | **1.1384** | | **1.0473** | **1.0473** | | **2,281.0588** | **2,281.0588** | **0.6989** | | **2,295.7360** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0483 | 0.0505 | 0.5807 | 1.4700e-003 | 0.1232 | 9.2000e-004 | 0.1241 | 0.0327 | 8.5000e-004 | 0.0335 | | 117.9458 | 117.9458 | 5.5600e-003 | | 118.0627 |
| **Total** | **0.0483** | **0.0505** | **0.5807** | **1.4700e-003** | **0.1232** | **9.2000e-004** | **0.1241** | **0.0327** | **8.5000e-004** | **0.0335** | | **117.9458** | **117.9458** | **5.5600e-003** | | **118.0627** |

## 3.5 Paving - 2017

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.9074 | 20.2964 | 14.7270 | 0.0223 | | 1.1384 | 1.1384 | | 1.0473 | 1.0473 | 0.0000 | 2,281.0588 | 2,281.0588 | 0.6989 | | 2,295.7360 |
| Paving | 0.4991 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **2.4064** | **20.2964** | **14.7270** | **0.0223** | | **1.1384** | **1.1384** | | **1.0473** | **1.0473** | **0.0000** | **2,281.0588** | **2,281.0588** | **0.6989** | | **2,295.7360** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0483 | 0.0505 | 0.5807 | 1.4700e-003 | 0.1232 | 9.2000e-004 | 0.1241 | 0.0327 | 8.5000e-004 | 0.0335 | | 117.9458 | 117.9458 | 5.5600e-003 | | 118.0627 |
| **Total** | **0.0483** | **0.0505** | **0.5807** | **1.4700e-003** | **0.1232** | **9.2000e-004** | **0.1241** | **0.0327** | **8.5000e-004** | **0.0335** | | **117.9458** | **117.9458** | **5.5600e-003** | | **118.0627** |

## 4.0 Operational Detail - Mobile

## 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 7.5723 | 15.1396 | 64.5926 | 0.1508 | 10.7447 | 0.1848 | 10.9295 | 2.8643 | 0.1701 | 3.0344 | | 12,772.5959 | 12,772.5959 | 0.5105 | | 12,783.3173 |
| Unmitigated | 7.5723 | 15.1396 | 64.5926 | 0.1508 | 10.7447 | 0.1848 | 10.9295 | 2.8643 | 0.1701 | 3.0344 | | 12,772.5959 | 12,772.5959 | 0.5105 | | 12,783.3173 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Medical Office Building | 2,601.36 | 645.12 | 111.60 | 3,848,378 | 3,848,378 |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Total | 2,601.36 | 645.12 | 111.60 | 3,848,378 | 3,848,378 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Medical Office Building | 9.50 | 7.30 | 7.30 | 29.60 | 51.40 | 19.00 | 60 | 30 | 10 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

| LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0.474465 | 0.063133 | 0.180505 | 0.158349 | 0.070139 | 0.010387 | 0.013452 | 0.017129 | 0.000779 | 0.000670 | 0.005599 | 0.000320 | 0.005072 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.0146 | 0.1330 | 0.1117 | 8.0000e-004 | | 0.0101 | 0.0101 | | 0.0101 | 0.0101 | | 159.6184 | 159.6184 | 3.0600e-003 | 2.9300e-003 | 160.5898 |
| NaturalGas Unmitigated | 0.0204 | 0.1855 | 0.1558 | 1.1100e-003 | | 0.0141 | 0.0141 | | 0.0141 | 0.0141 | | 222.5560 | 222.5560 | 4.2700e-003 | 4.0800e-003 | 223.9104 |

### 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Medical Office Building | 1891.73 | 0.0204 | 0.1855 | 0.1558 | 1.1100e-003 | | 0.0141 | 0.0141 | | 0.0141 | 0.0141 | | 222.5560 | 222.5560 | 4.2700e-003 | 4.0800e-003 | 223.9104 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **0.0204** | **0.1855** | **0.1558** | **1.1100e-003** | | **0.0141** | **0.0141** | | **0.0141** | **0.0141** | | **222.5560** | **222.5560** | **4.2700e-003** | **4.0800e-003** | **223.9104** |

## 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Medical Office Building | 1.35676 | 0.0146 | 0.1330 | 0.1117 | 8.0000e-004 | | 0.0101 | 0.0101 | | 0.0101 | 0.0101 | | 159.6184 | 159.6184 | 3.0600e-003 | 2.9300e-003 | 160.5898 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **0.0146** | **0.1330** | **0.1117** | **8.0000e-004** | | **0.0101** | **0.0101** | | **0.0101** | **0.0101** | | **159.6184** | **159.6184** | **3.0600e-003** | **2.9300e-003** | **160.5898** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

Use Low VOC Cleaning Supplies

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 5.2461 | 4.9000e-004 | 0.0512 | 0.0000 | | 1.8000e-004 | 1.8000e-004 | | 1.8000e-004 | 1.8000e-004 | | 0.1077 | 0.1077 | 3.0000e-004 | | 0.1140 |
| Unmitigated | 5.6301 | 4.9000e-004 | 0.0512 | 0.0000 | | 1.8000e-004 | 1.8000e-004 | | 1.8000e-004 | 1.8000e-004 | | 0.1077 | 0.1077 | 3.0000e-004 | | 0.1140 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.4892 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 5.1360 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 4.9400e-003 | 4.9000e-004 | 0.0512 | 0.0000 | | 1.8000e-004 | 1.8000e-004 | | 1.8000e-004 | 1.8000e-004 | | 0.1077 | 0.1077 | 3.0000e-004 | | 0.1140 |
| **Total** | **5.6301** | **4.9000e-004** | **0.0512** | **0.0000** | | **1.8000e-004** | **1.8000e-004** | | **1.8000e-004** | **1.8000e-004** | | **0.1077** | **0.1077** | **3.0000e-004** | | **0.1140** |

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.4892 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 4.7520 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 4.9400e-003 | 4.9000e-004 | 0.0512 | 0.0000 | | 1.8000e-004 | 1.8000e-004 | | 1.8000e-004 | 1.8000e-004 | | 0.1077 | 0.1077 | 3.0000e-004 | | 0.1140 |
| **Total** | **5.2461** | **4.9000e-004** | **0.0512** | **0.0000** | | **1.8000e-004** | **1.8000e-004** | | **1.8000e-004** | **1.8000e-004** | | **0.1077** | **0.1077** | **3.0000e-004** | | **0.1140** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

Apply Water Conservation Strategy

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

## 9.0 Operational Offroad

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

## 10.0 Vegetation

# Appendix III-B
# Freeway Adjacent Health Risk Assessment

# Freeway Adjacent Health Risk Assessment
# Kaiser Permanente Market Street
# Medical Office Building Project
# San Buenaventura, California

**Prepared by:**

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## INTRODUCTION & PROJECT OVERVIEW

The City of San Buenaventura is located in Ventura County, California. The Project is a request for a new Conceptual Design Review (CDRC-8-14- 23895) for the proposed new construction of a medical office building campus. The Project would accommodate same-day doctor visits and there are no plans for overnight or long-term patient stays. The Project would bring sensitive persons (i.e., patients seeking medical care and treatment) within 500 feet of the 101 Freeway (see Figure 1). As discussed in more detail herein, the 101 Freeway carries approximately 117,000 vehicles per day and 9,500 during the peak hour for the segment between Victoria Avenue and Telephone Road. Consistent with the Project's traffic analysis, this analysis assumes the first year of Project operations would occur in 2017.

Recent air pollution studies have shown an association between respiratory and other non-cancer health effects and proximity to high traffic roadways. Other studies have shown that diesel exhaust and other cancer-causing chemicals emitted from cars and trucks are responsible for much of the overall cancer risk from airborne toxics in California.[1] As such, the California Air Resources Board (CARB) recommends that lead agencies avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day.[2] This HRA focuses on the potential exposure and health risks associated with locating sensitive land uses in close proximity to the 101 Freeway. The assessment and dispersion modeling methodologies have been based on relevant and appropriate procedures presented by the U.S. Environmental Protection Agency (US EPA), California Environmental Protection Agency (Cal EPA), California Office of Environmental Health Hazard Assessment (OEHHA), CARB, and the Ventura County Air Pollution Control District (VCAPCD). Please refer to the 'Methodology' subheading herein for more information on the approach used to conduct this HRA.

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[1] *For a detailed discussion of the various air pollution studies being referenced, see Air Quality And Land Use Handbook: A Community Health Perspective, California Air Resources Board, 2005. http://www.arb.ca.gov/ch/handbook.pdf*

[2] *Ibid.*

POMEROY ENVIRONMENTAL SERVICES

Figure 1
Project Location Map & HRA Scope

Source: TAYLOR Design 9/3/15.

POMEROY ENVIRONMENTAL SERVICES

Figure 2
Project Site Plan

## ENVIRONMENTAL SETTING

### Air Pollutants and Potential Health Effects

Certain air pollutants have been recognized to cause notable health problems and consequential damage to the environment either directly or in reaction with other pollutants, due to their presence in elevated concentrations in the atmosphere. Such pollutants have been identified and regulated as part of the overall endeavor to prevent further deterioration and facilitate improvement in air quality within the county. Both federal and state ambient air quality standards have been established for outdoor concentrations of these "criteria air pollutants" at levels considered safe to protect public health, including the health of "sensitive" populations, such as asthmatics, children, and the elderly, with a margin of safety; and to protect public welfare, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings.

Air pollution studies have also shown an association between respiratory and other non-cancer health effects and proximity to major pollution sources such as freeways and high traffic roadways, rail yards, ports, refineries and gas stations that rises above the risks associated with regional air pollution in urban areas. Many of these studies have reported associations between residential proximity to high traffic roadways and a variety of respiratory symptoms, asthma exacerbations, and decreases in lung function in children. Other studies have shown that diesel exhaust and other cancer-causing chemicals emitted from cars and trucks are responsible for much of the overall cancer risk from airborne toxics in California.[3] The criteria air pollutants that are most relevant to current air quality planning and regulation in Ventura County are ozone, $PM_{2.5}$, and $PM_{10}$. Other relevant pollutants include oxides of nitrogen (NOx), nitric oxide (NO), nitrogen dioxide ($NO_2$), toxics (hexavalent chromium, total metals and aldehydes), and volatile organic compounds (VOC).[4]

TACs refer to a diverse group of air pollutants that include both organic and inorganic chemical substances that may be emitted from a variety of common sources including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. TACs are typically found in low concentrations in ambient air, especially in urban areas. TACs are different than "criteria" pollutants in that ambient air quality standards have not been established for them, largely because there are hundreds of air toxics and their effects on health tend to be felt on a local scale rather than on a regional basis. TACs are regulated at the regional, state, and federal level, however, because chronic exposure can result in adverse health effects. TACs are known to cause or contribute to cancer or non-cancer health effects such as birth defects, genetic damage, and other adverse health effects. Effects from TACs may be both chronic (i.e., of long duration) and acute (i.e., severe but of short duration) on human health. Acute health effects are attributable to sudden exposure to high quantities of air toxics. These effects include nausea, skin irritation, respiratory illness,

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[3] *California Air Resources Board, Air Quality and Land Use Handbook, April 2005.*

[4] *Ventura County APCD, Ambient Air Monitoring Network Plan, 2014.*

and, in some cases, death. Chronic health effects result from low-dose, long-term exposure from routine releases of air toxics. The effect of major concern for this type of exposure is cancer, which requires a period of 10 to 30 years after exposure to develop. Diesel exhaust is the predominant TAC in urban air and is estimated to represent about two-thirds of the cancer risk from TACs (based on the statewide average). According to the CARB, diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, including benzene, formaldehyde, acrolein, butadiene, and acetaldehyde have been previously identified as TACs by the ARB, and are listed as carcinogens either under the state's Proposition 65 or under the federal Hazardous Air Pollutants programs.

**Existing Air Quality**

Ventura County is located along the southern portion of the central California coast between Santa Barbara and Los Angeles Counties. Its diverse topography is characterized by mountain ranges to the north, two major river valleys (the Santa Clara, which trends east-west, and the Ventura, which trends roughly north-south), and the Oxnard Plain to the south and west. As pollutants are carried into the inland valleys by prevailing winds, they are frequently trapped against the mountain slopes by a temperature inversion layer, generally occurring between 1,500 and 2,500 feet above sea level. Above the temperature inversion layer, pollutants are allowed to disperse freely. The air monitoring stations are therefore found between the coast and the inland valley mountain foothills up to approximately 1,000 feet.

The purposes of the VCAPCD's air monitoring network are: 1) to determine Ventura County's attainment status for the National and California standards for ozone, $PM_{2.5}$ and $PM_{10}$; 2) to track Ventura County's air quality trends; 3) to provide information to the public about the quality of Ventura County's air (i.e., reporting of the Air Quality Index (AQI) and ozone and particulate episode forecasting); and, 4) for data in air quality modeling efforts.

Ambient concentration data are collected for a wide variety of pollutants. The most important of these in Ventura County are ozone, $PM_{2.5}$, and $PM_{10}$. Other pollutants measured include oxides of nitrogen (NOx), nitric oxide (NO), nitrogen dioxide ($NO_2$), toxics (hexavalent chromium, total metals and aldehydes), and volatile organic compounds (VOC). Measurement of meteorological parameters is also conducted at all monitoring stations. Data for all of the pollutants is used to better understand the nature of the ambient air quality in Ventura County, as well as to inform the public about the quality of the air.

The majority of the population resides in the southern half of Ventura County – the VCAPCD has focused its air monitoring efforts there. The south half of Ventura County is divided into five air monitoring regions: Ventura and the Oxnard Coastal Plain, Ojai Valley, Santa Clara River Valley, Simi Valley, and the Conejo Valley. The air monitoring network has been designed to provide air monitoring coverage to those regions of Ventura County. The Project Site is located in the Ventura and the Oxnard Coastal Plain.

The Ventura and the Oxnard Coastal Plain is a broad coastal area stretching from the Pacific Ocean to several inland valleys, covering 405 square miles, and having a population of 433,245 people. This area encompasses the cities of Port Hueneme, Ventura, Oxnard and Camarillo. The Oxnard plain area is a relatively flat plain area with foothills and mountains at its northern border. This area is home to considerable agricultural activities and includes a deepwater port and a number of Ventura County's major stationary sources, including two natural gas-fired electric generating units, two naval bases, several natural gas-fired cogeneration facilities, several oil and gas production and processing facilities, and a paper products manufacturer. The area is impacted by mobile sources and marine shipping operations occurring off Ventura County's coast. This area is served by the VCAPCD's monitoring station at Rio Mesa School #2, Central Avenue, in Oxnard. This station currently monitors for $O_3$, $NO_2$, $PM_{10}$ and $PM_{2.5}$. Table 1, Summary of Ambient Air Quality in the Project Vicinity, identifies the ambient pollutant concentrations that were measured from 2012 to 2014 (2014 is the latest year of available data per CARB).

**Table 1**
**Summary of Ambient Air Quality in the Project Vicinity**

| Air Pollutants Monitored At Rio Mesa School #2, Central Avenue, Oxnard | Year | | |
|---|---|---|---|
| | 2012 | 2013 | 2014 |
| **$O_3$** | | | |
| Maximum 1-hour concentration measured | 0.082 ppm | 0.067 ppm | 0.112 ppm |
| Number of days exceeding national 0.12 ppm 1-hour standard | 0 | 0 | 0 |
| Number of days exceeding State 0.09 ppm 1-hour standard | 0 | 0 | 1 |
| Maximum 8-hour concentration measured | 0.065 ppm | 0.063 ppm | 0.077ppm |
| Number of days exceeding national 0.075 ppm 8-hour standard | 0 | 0 | 1 |
| Number of days exceeding State 0.07 ppm 8-hour standard | 0 | 0 | 2 |
| **$NO_2$** | | | |
| Maximum 1-hour concentration measured | 0.057 ppm | 0.040 ppm | 0.039 ppm |
| Number of days exceeding national 0.10 ppm standard | 0 | 0 | 0 |
| Number of days exceeding State 0.18 ppm standard | 0 | 0 | 0 |
| **$PM_{10}$** | | | |
| Maximum 24-hour concentration measured | 56.9 µg/m$^3$ | 46.7 µg/m$^3$ | 51.3 µg/m$^3$ |
| Number of days exceeding national 150 µg/m$^3$ 24-hour standard | 0 | 0 | -- |
| Number of days exceeding State 50 µg/m$^3$ 24-hour standard | 1 | 0 | 2 |
| State Annual Average | 21.0 | 24.3 | -- |
| Does measured average exceed State 20 µg/m$^3$ standard? | Yes | Yes | -- |
| **$PM_{2.5}$** | | | |
| Maximum 24-hour concentration measured | 30.8 µg/m$^3$ | 22.2 µg/m$^3$ | 22.2 µg/m$^3$ |
| Number of days exceeding national 35 µg/m$^3$ 24-hour standard | 0 | 0 | 0 |

*Notes: ppm = parts by volume per million of air; µg/m$^3$=micrograms per cubic meter.*
*CARB, iADAM Air Quality Data Statistics: http://www.arb.ca.gov/adam/ accessed April 2016.*

## REGULATORY FRAMEWORK

### U.S. EPA

In addition to the criteria air pollutants for which there are National Ambient Air Quality Standards (NAAQS), U.S. EPA also regulates air toxics. Most air toxics originate from human-made sources,

including on-road mobile sources, non-road mobile sources (e.g., airplanes), area sources (e.g., dry cleaners) and stationary sources (e.g., factories or refineries).

Mobile Source Air Toxics (MSATs) are a subset of the 188 air toxics defined by the Clean Air Act. The MSATs are compounds emitted from highway vehicles and non-road equipment. Some toxic compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuels or as secondary combustion products. Metal air toxics also result from engine wear or from impurities in oil or gasoline.

The U.S. EPA is the lead Federal agency for administering the Clean Air Act and has certain responsibilities regarding the health effects of MSATs. In February 2007, the U.S. EPA finalized a rule to reduce hazardous air pollutants from mobile sources (*Control of Hazardous Air Pollutants from Mobile Sources, February 9, 2007*). The rule will limit the benzene content of gasoline and reduce toxic emissions from passenger vehicles and gas cans. The U.S. EPA estimates that in 2030 this rule would reduce total emissions of mobile source air toxics by 330,000 tons and VOC emissions (precursors to ozone and $PM_{2.5}$) by over 1 million tons.

**State**

***CARB***

The Air Resources Board (ARB), a part of the California Environmental Protection Agency (Cal/EPA), is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, the ARB conducts research, sets CAAQS, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. The ARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hair spray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. The ARB also sets fuel specifications to further reduce vehicular emissions.

In its Air Quality and Land Use Handbook, CARB states, "Air pollution studies indicate that living close to high traffic and the associated emissions may lead to adverse health effects beyond those associated with regional air pollution in urban areas."[5] The Air Quality and Land Use Handbook cites several studies linking adverse respiratory health effects (e.g., asthma) to proximity to roadways with heavy traffic densities, where the distances between the roadway and the receptors were 300 to 1,000 feet. Other studies suggest that such impacts diminish with distance, and a substantial benefit occurs if the separation distance is greater than 300 to 500 feet. The Air Quality and Land Use Handbook, which is intended to serve as a general reference guide for planning agencies to evaluate and reduce air pollution impacts associated with new projects that go through the land use decision-making process, contains

[5] *California Environmental Protection Agency, California Air Resources Board, Air Quality and Land Use Handbook: A Community Health Perspective, (2005).*

general recommendations that may reduce potential health impacts by establishing a buffer zone or setback between sensitive land uses and sources of toxic air contaminants. Specifically, with respect to land uses located near freeways and other heavily traveled roadways, CARB recommends that lead agencies avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day.

**Regional**

**Ventura County Air Pollution Control District (VCAPCD)**

The VCAPCD is the air pollution control agency for Ventura County and, along with CARB, is charged by state law to protect the people and the environment of Ventura County from the harmful effects of air pollution. To that end, the VCAPCD works directly with the Southern California Association of Governments (SCAG), county transportation commissions and local governments, and cooperates actively with all state and federal government agencies. The VCAPCD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and provides regulatory enforcement through such measures as educational programs or fines, when necessary.

Although the VCAPCD is responsible for regional air quality planning efforts, VCAPCD does not have the authority to directly regulate the air quality issues associated with plans and new development projects within the county. Instead, the VCAPCD has prepared the Ventura County Air Quality Assessment Guidelines (October 2003) as an advisory document that provides lead agencies, consultants, and project applicants with a framework and uniform methods for preparing air quality evaluations for environmental documents under CEQA. The Guidelines recommend specific criteria and threshold levels for determining whether a proposed project may have a significant adverse air quality impact. The Guidelines also provide mitigation measures that may be useful for mitigating the air quality impacts of proposed projects. It should be noted, however, that these are guidelines only, and their use is not required or mandated by the VCAPCD. The final decision of whether to use these Guidelines rests with the lead agency responsible for approving the project.

**California Air Pollution Control Officers Association (CAPCOA)**

In order to provide consistency to lead agencies, project proponents and the general public throughout the state, the CAPCOA formed a subcommittee composed of representatives from the Planning Managers Committee and the Toxic Risk Managers Committee to develop guidance on assessing the health risk impacts from and to proposed land use projects. CAPCOA published *Health Risk Assessments for Proposed Land Use Projects* in 2009 as a guidance document that focuses on the acute, chronic, and cancer impacts affecting proposed land use development. It also outlines the recommended procedures to identify when a project should undergo further risk evaluation, how to conduct the HRA, how to engage the public, what to do with the results from the HRA, and what mitigation measures may be appropriate for various land use projects.

**Local**

*City of Ventura*

The City of Ventura's General Plan, adopted in 2005, provides goals, policies, and actions developed to guide future development in the City through the 2025 planning horizon, with an emphasis on a more intense "Infill First" strategy designed to preserve open space and prevent unsustainable growth. The General Plan establishes the following goals relevant to this HRA:

- Our Sustainable Infrastructure – Our goal is to safeguard public health, well-being, and prosperity by providing and maintaining facilities that enable the community to live in balance with natural systems.
- Our Healthy and Safe Community – Our goal is to build effective community partnerships that protect and improve the social well-being and security of all our citizens.

## ENVIRONMENTAL ANALYSIS

### Air Quality Standards and Significance Thresholds

The NAAQS are defined as the maximum acceptable concentration that may be reached, but not exceeded more than once per year. California has adopted more stringent ambient air quality standards for most of the criteria air pollutants. Table 2 presents both sets of ambient air quality standards (i.e., national and State) and the County's attainment status for each standard. As the agency principally responsible for comprehensive air pollution control in the County, the VCAPCD has prepared the Ventura County Air Quality Assessment Guidelines (October 2003) as an advisory document that provides lead agencies, consultants, and project applicants with a framework and uniform methods for preparing air quality evaluations for environmental documents under CEQA. The Guidelines recommend specific criteria and threshold levels for determining whether a proposed project may have a significant adverse air quality impact. With respect to this HRA, the VCAPCD's recommended significance thresholds are:

(a) Lifetime probability of contracting cancer is greater than 10 in one million (as identified in an HRA).

(b) Ground-level concentrations of non-carcinogenic toxic air pollutants would result in a Hazard Index of greater than 1 (as identified in an HRA).

The Hazard Index is determined by dividing the "annual exposure level" by the "reference exposure level." The "annual exposure level" (AEL) is the estimated annual average concentration level of a TAC that is estimated to occur as a result of the proposed project. The "reference exposure level" (REL) is a concentration level or dose, at or below which no adverse health effects are anticipated. RELs generally are based on the most sensitive adverse health effect reported in the medical and toxicological literature.

**Table 2**
**Ambient Air Quality Standards and Attainment Status for the VCAPCD**

| Air Pollutant | Averaging Time | State Standard | Federal Standard | VCAPCD Attainment Status | |
|---|---|---|---|---|---|
| | | | | California Standard | Federal Standard |
| Ozone ($O_3$) | 1 Hour | 0.09 ppm (180 µg/m$^3$) | Revoked | Nonattainment | Nonattainment |
| | 8 Hour | 0.070 ppm (137µg/m$^3$) | 0.070 ppm (137µg/m$^3$) | | |
| Carbon Monoxide (CO) | 1 Hour | 20.0 ppm (23,000 µg/m$^3$) | 35.0 ppm (40,000 µg/m$^3$) | Attainment | Attainment |
| | 8 Hour | 9.0 ppm (10,000 µg/m$^3$) | 9.0 ppm (10,000 µg/m$^3$) | | |
| Nitrogen Dioxide ($NO_2$) | 1 Hour | 0.18 ppm (339 µg/m$^3$) | 0.10 ppm (188 µg/m$^3$) | Attainment | Unclassified/ Attainment |
| | Annual | 0.03 ppm (57 µg/m$^3$) | 0.0534 ppm (100 µg/m$^3$) | Attainment | Unclassified/ Attainment |
| Lead (Pb) | 30 Day Avg. | 1.5 µg/m$^3$ | -- | Attainment | Unclassified/ Attainment |
| | Calendar Qtr. | -- | 1.5 µg/m$^3$ | | |
| Sulfur Dioxide ($SO_2$) | 1 Hour | 0.25 ppm | 0.075 ppm | Attainment | Attainment |
| | 24 Hour | 0.04 ppm | -- | | |
| Particulate Matter 10 ($PM_{10}$) | 24 Hour | 50.0 µg/m$^3$ | 150.0 µg/m$^3$ | Nonattainment | Unclassified |
| | Annual | 20.0 µg/m$^3$ | Revoked | | |
| Particulate Matter 2.5 ($PM_{2.5}$) | 24 Hour | -- | 35.0 µg/m$^3$ | Unclassified/ Attainment | Unclassified/ Attainment |
| | Annual | 12.0µg/m$^3$ | 12.0 µg/m$^3$ | | |

*Notes: ppm = parts by volume per million of air; µg/m$^3$=micrograms per cubic meter*
*Sources: California Air Resources Board, Ambient Air Quality Standards website: http://www.arb.ca.gov/research/aaqs/aaqs2.pdf (accessed January 2016); and, California Air Resources Board, State Area Designation Maps website: http://www.arb.ca.gov/desig/adm/adm.htm (accessed April 2016).*

The Ventura County Air Quality Assessment Guidelines (October 2003) also states that the location of a development project is a major factor in determining whether it will cause or be impacted by localized, non-ozone air quality impacts. The potential for adverse localized, non-ozone air quality impacts increases as the distance between the source of such emissions and sensitive populations decreases. Localized air pollutants can adversely affect all members of the population, and thus any consideration of potential air quality impacts should include all members of the population. Localized air pollution impacts generally occur in one of two ways: 1) A new source of air pollutants is proposed close to existing populations (An example would be an industrial facility proposed for a site near a residential area or a day-care center); and, 2) A new development proposed near an existing industrial facility.

To minimize localized air pollution impacts, lead agencies should consider limiting or avoiding the following types of potential land use conflicts:

- A development project near a congested intersection or roadway. High traffic volumes and congested conditions can lead to high but localized concentrations of CO, particulate matter (PM), or TACs.

- Development projects close to a source of TACs or high traffic levels.
- Development projects near a source of odorous emissions. Although odors generally do not pose a health risk, they can be a nuisance if they interfere with the use of neighboring land uses.
- Development projects near a source of high levels of dust emissions. Fugitive dust can pose health risks (when it results in elevated $PM_{10}$ and $PM_{2.5}$ levels) and can be a nuisance if it interferes with neighboring land uses.

When evaluating whether a development proposal has the potential to result in localized impacts, lead agency staff should consider the nature of the proposed development and its potential to produce air pollutant emissions, the distance between the emitting facility and the potentially affected population, the direction of prevailing winds, and local topography. Often, providing a buffer zone between the source of emissions and the subject population will alleviate the problem.

**Methodology**

***Source Identification***

The California Department of Transportation (Caltrans), Division of Traffic Operations collects and maintains traffic volume counts for vehicles traversing the California state highway system. Consistent with state and local modeling recommendations, the roadway segment length analyzed in this study was determined based on the freeway segments located within an approximate 0.25-mile radius of the Project Site boundaries. Table 3 presents the annual average daily traffic volumes (AADT) and peak hour traffic volumes for the 101 Freeway considered in this assessment.

**Table 3**
**Freeway Traffic Volume**

| Source/Roadway Segment | Post Mile | AADT | Peak Hour |
|---|---|---|---|
| 1. 101 Freeway (0.77 miles) | 25.966 | 117,000 | 9,500 |
| *Source: 2014 Traffic Volumes on the California State Highway System, California Department of Transportation, Division of Traffic Operations: http://www.traffic-counts.dot.ca.gov/. Year 2014 PDFs accessed April 2016.* | | | |

***Emissions Calculations***

Vehicle emissions contribute significantly to localized concentrations of air contaminants. Typically, emissions generated from these sources are characterized by vehicle mix, the rate pollutants are generated during the course of travel (i.e., the speed of travel), and the number of vehicles traversing the roadway network. Based on the source parameters identified in Table 4, the Caltrans CT-EMFAC2014[6] model was used to estimate emission totals for the following criteria pollutants: CO, $NO_x$,

[6] *CT-EMFAC2014 models on-road vehicle emissions for criteria pollutants, mobile source air toxics (MSATs), and carbon dioxide ($CO_2$). The tool's underlying data are based on the California Air Resources Board (CARB) EMFAC2014 on-road emissions model and CARB-supplied/EPA-supplied MSAT speciation factors. See: http://www.dot.ca.gov/hq/env/air/pages/ctemfac_license.htm*

$PM_{10}$, and $PM_{2.5}$. CT-EMFAC2014 was also used to determine emissions of the following primary mobile source air toxics (MSATs): formaldehyde, 1,3 butadiene, benzene, acrolein, and acetaldehyde. Appendix B to this assessment includes the detailed results for the CT-EMFAC2014 model scenarios.

***Dispersion Modeling***

The AMS/EPA Regulatory Model (AERMOD) was utilized to quantify the concentrations of each identified pollutant at the Project Site. AERMOD is steady-state plume modeling system specially designed to support the EPA's regulatory modeling programs. AERMOD allows the user to conduct site-specific modeling with the use of various inputs including source types, receptor locations, terrain data, meteorological conditions, and much more. Consistent with state and local modeling recommendations, the roadway segments for this assessment were modeled as line sources represented by separated volume sources. Discrete receptors were placed on the Project Site boundaries and within the Project Site to represent ground-level receptors at the Project Site. Meteorological data for the project area was imported from the CARB online database.[7] The terrain data for the project area was applied from the USGS online database. When modeling $NO_2$, AERMOD's regulatory default NOx to $NO_2$ conversion option was applied. Specifically, this analysis used the Tier 2 Ambient Ratio Method (ARM) with a 1-hour $NO_2$/NOx ratio of 0.80. For all of the remaining details regarding the inputs and assumptions used in the dispersion modeling, please refer to Appendix C to this HRA, which includes the AERMOD output files.

***Health Risk Calculations***

As discussed previously, the Project is a request for a new Conceptual Design Review (CDRC-8-14-23895) for the proposed new construction of a medical office building campus. The Project would accommodate same-day doctor visits and there are no plans for overnight or long-term patient stays. As such, long-term carcinogenic risks and chronic non-carcinogenic health risks have not been calculated in this assessment. This is due to the fact that OEHHA (2015) recommends exposure durations of 9-, 30-, and 70-year exposures for chronic and carcinogenic risk scenarios. Based on the project's proposed uses, this assessment focuses on acute non-carcinogenic health risks (i.e., 1-hour and 8-hour exposures).

Noncancer acute inhalation impacts are calculated by dividing the peak concentration by the Reference Exposure Level (REF) for that substance. The REL is defined as the concentration at which no adverse noncancer health effects are anticipated. For a single substance, this result is called the Hazard Quotient (HQ). The following equation is used to calculate the HQ:

$$HQ = C_i/REL_i$$

Where:

$C_i$ = Concentration in the air of substance i

[7] *Oxnard Airport is the closest meteorological station with AERMOD compatible data to the Project Site.* http://www.arb.ca.gov/toxics/harp/metfiles2.htm

$REL_i$ = Acute noncancer Reference Exposure Level for substance i

For multiple substances, the Hazard Index (HI) is calculated. The HI is calculated by summing the HQs from all substances that affect the same organ system. In most cases, for each substance, the acute HQ is the highest one-hour concentration divided by the acute REL for each substance. For the Project, acute 1-hour and acute 8-hour scenarios have been calculated, and HI have been summed for each applicable HQ and organ system. These calculation methodologies are based on the OEHHA Air Toxics Hot Spots Program Guidance Manual for the Preparation of Health Risk Assessments, February 2015 (adopted March 2015).

**Modeled Criteria Pollutant Results**

Based on the parameters and assumptions outlined above, Table 4 presents the estimated concentration at the Project Site's worst-case ground level location for each criteria pollutant for each applicable averaging time (i.e., 1-hour, 8-hour, and 24-hour averaging times for the proposed uses). As shown in Table 4, concentrations at the worst-case location due to freeway emissions for CO (1-hour and 8-hour), NO2 (1-hour), $PM_{10}$ (24-hour), and $PM_{2.5}$ (24-hour) would be below the ambient air quality state and national standards.

**Table 4**
**Criteria Pollutant Summary**

| Pollutant | Averaging Time | Concentration at Site Due to Freeway Emissions ($\mu g/m^3$) | State Standards ($\mu g/m^3$)[a] | National Standards ($\mu g/m^3$)[a] |
|---|---|---|---|---|
| $NO_2$ | 1-hour | 149.71 | 339 | 188 |
| CO | 1-hour | 849.12 | 23,000 | 40,000 |
| | 8-hour | 103.33 | 10,000 | 10,000 |
| $PM_{10}$ | 24-hour | 3.09 | 50 | 150 |
| $PM_{2.5}$ | 24-hour | 1.34 | -- | 35 |

[a] *State and national standards are provided in Table 2 previously.*

**Non-Carcinogenic Health Risk Results**

To quantify non-carcinogenic health risks at the Project Site, the hazard index approach was used. This approach assumes that sub-threshold exposures adversely affect a specific organ or organ system (toxicological endpoint). To calculate the hazard index, each chemical's concentration or dose is divided by the appropriate toxicity value. For compounds affecting the same toxicological endpoint, this ratio is summed. Where the total is equal to or exceeds one, a health hazard is presumed to exist. As detailed in Appendix A to this HRA, the maximum acute hazard indices for 1- and 8-hour exposures totaled 0.49 and 0.05, respectively. These indices would be under the VCAPCD recommended threshold of 1.0.

**CONCLUSION**

As discussed above, the acute non-carcinogenic health risk indices would be under the VCAPCD recommended threshold. Criteria pollutant concentrations at the worst-case location due to freeway emissions for CO (1-hour and 8-hour), NO2 (1-hour), $PM_{10}$ (24-hour), and $PM_{2.5}$ (24-hour) would be below the ambient air quality state and national standards. Therefore, the future users of the proposed medical office building campus would not be exposed to acute non-carcinogenic health risks and exposure to criteria pollutants would be within the state and national standards. No mitigation is necessary and no further analysis is required.

**REFERENCES**

AMS/EPA Regulatory Model (AERMOD)

California Air Pollution Control Officers Association (CAPCOA)

Health Risk Assessments for Proposed Land Use Project, Guidance Document, July 2009

California Air Resources Board (CARB)

Air Quality and Land Use Handbook, April 2005

Ambient Air Quality Standards (http://www.arb.ca.gov/research/aaqs/aaqs2.pdf)
Meteorological Data for AERMOD - Oxnard Airport
(http://www.arb.ca.gov/toxics/harp/metfiles2.htm)
Modeling Guidance for AERMOD

State Area Designation Maps (http://www.arb.ca.gov/desig/adm/adm.htm)

California Department of Transportation (Caltrans)

CT-EMFAC2014(Based on EMFAC2014)

Division of Traffic Operations (http://www.traffic-counts.dot.ca.gov/)

California Office of Environmental Health Hazard Assessment (OEHHA)

Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk, February 2015

Hot Spots Unit Risk and Cancer Potency Values
(http://www.oehha.ca.gov/air/hot_spots/2009/AppendixA.pdf)

Acute and Chronic REL Summary (http://www.oehha.ca.gov/air/allrels.html)

City of Ventura General Plan

Google Earth, 2016

U.S. Geological Survey (USGS)

7.5-minute Digital Elevation Model (DEM) data files (http://www.webgis.com/terr_us75m.html)

Ventura County Air Pollution Control District (VCAPCD)

Ambient Air Monitoring Network Plan, 2014.

Ventura County Air Quality Assessment Guidelines (October 2003)

# APPENDIX A

## Non-Carcinogenic Health Calculations

Acute 1-Hour Noncarcinogenic Hazards

| Source | Concentration | | Weight Fraction | Contaminant | Acute 1 Hour Noncarcinogenic Hazards/Toxicological Endpoints | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | (ug/m3) | (mg/m3) | | | REL[a] (ug/m3) | RESP | CNS/PNS | CV/BL | IMMUN | KIDN | GI/LV | REPRO | EYES |
| Freeway | 1.33E+01 | 1.33E-02 | 0.37 | Formaldehyde | 5.50E+01 | | | | | | | | 8.92E-02 |
| | | | 0.42 | Benzene | 2.70E+01 | | | 2.06E-01 | 2.06E-01 | | | | |
| | | | 0.01 | Acrolein | 2.50E+00 | 5.30E-02 | | | | | | | 5.30E-02 |
| | | | 0.15 | Acetaldehyde | 4.70E+02 | 4.23E-03 | | | | | | | 4.23E-03 |
| | 8.49E+02 | 8.49E-01 | 1.00E+00 | Carbon Monoxide | 2.30E+04 | | | 3.69E-02 | | | | | |
| | 1.50E+02 | 1.50E-01 | 1.00E+00 | Nitrogen Dioxide | 4.70E+02 | 3.19E-01 | | | | | | | |
| | | | | | Totals | 3.76E-01 | 0.00E+00 | 2.43E-01 | 2.06E-01 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.46E-01 |

Acute 8-Hour Noncarcinogenic Hazards

| Source | Concentration | | Weight Fraction | Contaminant | Acute 8 Hour Noncarcinogenic Hazards/Toxicological Endpoints | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | (ug/m3) | (mg/m3) | | | REL[a] | RESP | CNS/PNS | CV/BL | IMMUN | KIDN | GI/LV | REPRO | EYES |
| Freeway | 3.76E-01 | 3.76E-04 | 0.37 | Formaldehyde | 9.00E+00 | 1.55E-02 | | | | | | | |
| | | | 0.04 | 1,3 Butadiene | 9.00E+00 | | | | | | | 1.67E-03 | |
| | | | 0.42 | Benzene | 3.00E+00 | | | 5.26E-02 | | | | | |
| | | | 0.01 | Acrolein | 7.00E-01 | 5.37E-03 | | | | | | | |
| | | | 0.15 | Acetaldehyde | 3.00E+02 | 1.88E-04 | | | | | | | |
| | | | | | Totals | 2.10E-02 | 0.00E+00 | 5.26E-02 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.67E-03 | 0.00E+00 |

[a] http://www.oehha.ca.gov/air/allrels.html

Toxicological Endpoints

| | |
|---|---|
| RESP | Respiratory System |
| CNS/PNS | Central/Peripheral Nervous System |
| CV/BL | Cardiovascular/Blood System |
| IMMUN | Immune System |
| KIDN | Kidney |
| GI/LV | Gastrointestinal System/Liver |
| REPRO | Reproductive System |
| EYES | Eye irritation |

# APPENDIX B

## Emission Factors

Table 1: Emission Rate Summary

| Sources (Road Segments) | Traffic Volumes[a] | | Pollutants | Total Emissions (grams)[b] | | Emission Rate (grams/sec) | |
|---|---|---|---|---|---|---|---|
| | Daily | Peak Hour | | Daily | Peak Hour | Daily Average | Peak Hour |
| 1. 101 Freeway (0.77 miles) | 117,000 | 9,500 | - | 0.00 | 0.00 | 0.00E+00 | 0.00E+00 |
| | | | $PM_{10}$ | 4,622.70 | N/A | 5.35E-02 | N/A |
| | | | $PM_{2.5}$ | 2,002.90 | N/A | 2.32E-02 | N/A |
| | | | $NO_x$ | N/A | 4,329.30 | N/A | 1.20E+00 |
| | | | CO | 92,088.80 | 19,140.50 | 1.07E+00 | 5.32E+00 |
| | | | TOG/TAC[c] | 336.30 | 299.10 | 3.89E-03 | 8.31E-02 |

[a] California Department of Transportation: http://www.traffic-counts.dot.ca.gov/; year 2014 PDFs accessed April 2016.
[b] Refer to inputs and results computed by CT-EMFAC2014
[c] Refer to Table 2 for a breakdown of the TOG/TACs considered in this analysis with respect to MSATs

Table 2: TOG/TAC Summary

| Sources (Road Segments) | TOG/TAC | Total Emissions (grams) | | Weight Fractions | |
|---|---|---|---|---|---|
| | | Daily | Peak Hour | Daily | Peak Hour |
| 1. 101 Freeway (0.77 miles) | Formaldehyde | 128.60 | 111.50 | 0.38 | 0.37 |
| | 1,3 Butadiene | 21.40 | 13.40 | 0.06 | 0.04 |
| | Benzene | 134.00 | 125.80 | 0.40 | 0.42 |
| | Acrolein | 4.90 | 3.00 | 0.01 | 0.01 |
| | Acetaldehyde | 47.40 | 45.40 | 0.14 | 0.15 |
| | -- | | | | |
| | *Total* | *336.30* | *299.10* | *1.00* | *1.00* |

| | |
|---|---|
| File Name: | Ventura (SCC) - 2017 - Annual.EF |
| CT-EMFAC Version: | 6.0.0.29548 |
| Run Date: | 4/7/2016 21:43 |
| Area: | Ventura (SCC) |
| Analysis Year: | 2017 |
| Season: | Annual |

==========

| Vehicle Category | VMT Fraction Across Category | Diesel VMT Fraction Within Category |
|---|---|---|
| Truck 1 | 0.017 | 0.506 |
| Truck 2 | 0.019 | 0.942 |
| Non-Truck | 0.964 | 0.01 |

==========

Fleet Average Running Exhaust Emission Factors (grams/veh-mile)

| Speed | CO | NOx | PM10 | PM2.5 | Benzene | Acrolein | Acetaldehyde | Formaldehyde | Butadiene |
|---|---|---|---|---|---|---|---|---|---|
| 5 mph | 2.616603 | 0.591842 | 0.017232 | 0.016078 | 0.008753 | 0.000405 | 0.006203 | 0.015238 | 0.001829 |
| 10 mph | 2.225562 | 0.502115 | 0.012081 | 0.011298 | 0.005838 | 0.000263 | 0.004587 | 0.011013 | 0.001203 |
| 15 mph | 1.915992 | 0.399598 | 0.008403 | 0.007865 | 0.003879 | 0.00018 | 0.002705 | 0.006668 | 0.000813 |
| 20 mph | 1.684011 | 0.333984 | 0.006078 | 0.005693 | 0.002702 | 0.00013 | 0.001598 | 0.004103 | 0.000577 |
| 25 mph | 1.510168 | 0.298136 | 0.004782 | 0.004483 | 0.002045 | 0.000099 | 0.001187 | 0.003063 | 0.000438 |
| 30 mph | 1.372748 | 0.276486 | 0.00399 | 0.003745 | 0.001632 | 0.000079 | 0.000947 | 0.002442 | 0.00035 |
| 35 mph | 1.262031 | 0.261984 | 0.003493 | 0.003282 | 0.001365 | 0.000066 | 0.000775 | 0.00201 | 0.000293 |
| 40 mph | 1.173317 | 0.252584 | 0.003214 | 0.003024 | 0.001197 | 0.000058 | 0.000655 | 0.001716 | 0.000258 |
| 45 mph | 1.104021 | 0.247251 | 0.003111 | 0.00293 | 0.001103 | 0.000054 | 0.000577 | 0.001531 | 0.000239 |
| 50 mph | 1.053312 | 0.245439 | 0.003163 | 0.00298 | 0.001065 | 0.000053 | 0.000534 | 0.001435 | 0.000232 |
| 55 mph | 1.022187 | 0.246906 | 0.003361 | 0.003169 | 0.001085 | 0.000054 | 0.000526 | 0.001427 | 0.000237 |
| 60 mph | 1.014208 | 0.251967 | 0.003594 | 0.003389 | 0.001161 | 0.000058 | 0.000548 | 0.001499 | 0.000254 |
| 65 mph | 1.036045 | 0.260208 | 0.003835 | 0.003613 | 0.001316 | 0.000066 | 0.000597 | 0.001653 | 0.000289 |
| 70 mph | 1.062009 | 0.265556 | 0.00402 | 0.003785 | 0.001316 | 0.000066 | 0.000597 | 0.001653 | 0.000289 |
| 75 mph | 1.062009 | 0.265556 | 0.00402 | 0.003785 | 0.001316 | 0.000066 | 0.000597 | 0.001653 | 0.000289 |

==========

Fleet Average Idling Exhaust Emission Factors (grams/veh-idle hour)

| Pollutant Name | Emission Factor |
|---|---|
| CO | 7.538661 |
| NOx | 2.208342 |
| PM10 | 0.040757 |
| PM2.5 | 0.03798 |
| Benzene | 0.024158 |
| Acrolein | 0.001277 |
| Acetaldehyde | 0.012169 |
| Formaldehyde | 0.03279 |
| Butadiene | 0.005202 |

==========

Fleet Average Running Loss Emission Factors (grams/hour)

| Pollutant Name | Emission Factor |
|---|---|
| Benzene | 0.021111 |
| Butadiene | 0 |

==========

Fleet Average Tire Wear Factors (grams/veh-mile)

| Pollutant Name | Emission Factor |
|---|---|
| PM10 | 0.008325 |
| PM2.5 | 0.002081 |

==========

Fleet Average Brake Wear Factors (grams/veh-mile)

| Pollutant Name | Emission Factor |
|---|---|
| PM10 | 0.039626 |
| PM2.5 | 0.016982 |

==========END==========

| | |
|---|---|
| File Name: | 101 Daily Ventura (SCC) - 2017 - Annual.EC |
| CT-EMFAC Version: | 6.0.0.29548 |
| Run Date: | 4/8/2016 9:56 |
| Area: | Ventura (SCC) |
| Analysis Year: | 2017 |
| Season: | Annual |

==========

| Vehicle Category | VMT Fraction Across Category | Diesel VMT Fraction Within Category |
|---|---|---|
| Truck 1 | 0.017 | 0.506 |
| Truck 2 | 0.019 | 0.942 |
| Non-Truck | 0.964 | 0.01 |

==========

| | | |
|---|---|---|
| Road Length: | 0.77 | miles |
| Volume: | 4875 | vehicles per hour |
| Number of Hours: | 24 | hours |
| Avg. Idling Time: | 0 | minutes per vehicle |
| Tot. Idling Time: | 0 | hours |

VMT Distribution by Speed (mph):

| | |
|---|---|
| 5 | 0.00% |
| 10 | 0.00% |
| 15 | 0.00% |
| 20 | 0.00% |
| 25 | 0.00% |
| 30 | 0.00% |
| 35 | 0.00% |
| 40 | 0.00% |
| 45 | 0.00% |
| 50 | 0.00% |
| 55 | 100.00% |
| 60 | 0.00% |
| 65 | 0.00% |
| 70 | 0.00% |
| 75 | 0.00% |

==========

Summary of Project Emissions

| Pollutant Name | Running Exhaust (grams) | Idling Exhaust (grams) | Running Loss (grams) | Tire Wear (grams) | Brake Wear (grams) | Total (grams) | Total (US tons |
|---|---|---|---|---|---|---|---|
| CO | 92088.8 | 0 | - | - | - | 92088.8 | 0.102 |
| PM10 | 302.8 | 0 | - | 750 | 3569.9 | 4622.7 | 0.005 |
| PM2.5 | 285.5 | 0 | - | 187.5 | 1529.9 | 2002.9 | 0.002 |
| Benzene | 97.7 | 0 | 36.2 | - | - | 134 | <0.00 |
| Acrolein | 4.9 | 0 | - | - | - | 4.9 | <0.00 |
| Acetaldehyde | 47.4 | 0 | - | - | - | 47.4 | <0.00 |
| Formaldehyde | 128.6 | 0 | - | - | - | 128.6 | <0.00 |
| Butadiene | 21.4 | 0 | 0 | - | - | 21.4 | <0.00 |

==========END==========

| | |
|---|---|
| File Name: | 101 Peak Hour Ventura (SCC) - 2017 - Annual.EC |
| CT-EMFAC Version: | 6.0.0.29548 |
| Run Date: | 4/7/2016 21:45 |
| Area: | Ventura (SCC) |
| Analysis Year: | 2017 |
| Season: | Annual |

==========

| Vehicle Category | VMT Fraction Across Category | Diesel VMT Fraction Within Category |
|---|---|---|
| Truck 1 | 0.017 | 0.506 |
| Truck 2 | 0.019 | 0.942 |
| Non-Truck | 0.964 | 0.01 |

==========

| | | |
|---|---|---|
| Road Length: | 0.77 | miles |
| Volume: | 9500 | vehicles per hour |
| Number of Hours: | 1 | hours |
| Avg. Idling Time: | 0 | minutes per vehicle |
| Tot. Idling Time: | 0 | hours |

VMT Distribution by Speed (mph):

| | |
|---|---|
| 5 | 100.00% |
| 10 | 0.00% |
| 15 | 0.00% |
| 20 | 0.00% |
| 25 | 0.00% |
| 30 | 0.00% |
| 35 | 0.00% |
| 40 | 0.00% |
| 45 | 0.00% |
| 50 | 0.00% |
| 55 | 0.00% |
| 60 | 0.00% |
| 65 | 0.00% |
| 70 | 0.00% |
| 75 | 0.00% |

==========

Summary of Project Emissions

| Pollutant Name | Running Exhaust (grams) | Idling Exhaust (grams) | Running Loss (grams) | Tire Wear (grams) | Brake Wear (grams) | Total (grams) | Total (US tons |
|---|---|---|---|---|---|---|---|
| CO | 19140.5 | 0 | - | - | - | 19140.5 | 0.021 |
| NOx | 4329.3 | 0 | - | - | - | 4329.3 | 0.005 |
| PM10 | 126.1 | 0 | - | 60.9 | 289.9 | 476.8 | <0.00 |
| PM2.5 | 117.6 | 0 | - | 15.2 | 124.2 | 257.1 | <0.00 |
| Benzene | 64 | 0 | 61.8 | - | - | 125.8 | <0.00 |
| Acrolein | 3 | 0 | - | - | - | 3 | <0.00 |
| Acetaldehyde | 45.4 | 0 | - | - | - | 45.4 | <0.00 |
| Formaldehyde | 111.5 | 0 | - | - | - | 111.5 | <0.00 |
| Butadiene | 13.4 | 0 | 0 | - | - | 13.4 | <0.00 |

==========END==========

# APPENDIX C

## AERMOD Input & Output

```
**
****************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 9.1.0
** Lakes Environmental Software Inc.
** Date: 4/8/2016
** File: C:\Users\Brett Pomeroy\Dropbox\Pomeroy Environmental
Services\AERMOD\Ventura Kaiser\TOG Acute\TOG Acute.ADI
**
****************************************
**
**
****************************************
** AERMOD Control Pathway
****************************************
**
**
CO STARTING
   TITLEONE C:\Users\Brett Pomeroy\Dropbox\Pomeroy Environmental
Services\AERMOD
   MODELOPT DFAULT CONC
   AVERTIME 1
   URBANOPT 822499
   POLLUTID TOGACUTE
   RUNORNOT RUN
   ERRORFIL "TOG Acute.err"
CO FINISHED
**
****************************************
** AERMOD Source Pathway
****************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** ---------------------------------------------------------------
-------
** Line Source Represented by Separated Volume Sources
** LINE VOLUME Source ID = SLINE1
** DESCRSRC 101 Fwy
** PREFIX
** Length of Side = 38.00
** Configuration = Separated
** Emission Rate = 0.0831
** Elevated
** Vertical Dimension = 3.00
** SZINIT = 0.70
** Nodes = 4
** 294713.905, 3793405.305, 43.87, 0.00, 34.05
** 295188.318, 3793128.775, 46.00, 0.00, 34.05
```



```
** 295444.552, 3792981.631, 46.00, 0.00, 34.05
** 295761.673, 3792801.506, 44.43, 0.00, 34.05
** ---------------------------------------------------------------
-------
   LOCATION L0000001     VOLUME   294730.319 3793395.737 44.00
   LOCATION L0000002     VOLUME   294793.566 3793358.871 44.77
   LOCATION L0000003     VOLUME   294856.813 3793322.005 45.00
   LOCATION L0000004     VOLUME   294920.060 3793285.140 45.10
   LOCATION L0000005     VOLUME   294983.306 3793248.274 45.52
   LOCATION L0000006     VOLUME   295046.553 3793211.408 45.92
   LOCATION L0000007     VOLUME   295109.800 3793174.542 46.00
   LOCATION L0000008     VOLUME   295173.047 3793137.677 46.00
   LOCATION L0000009     VOLUME   295236.473 3793101.122 46.00
   LOCATION L0000010     VOLUME   295299.957 3793064.666 46.00
   LOCATION L0000011     VOLUME   295363.441 3793028.210 46.00
   LOCATION L0000012     VOLUME   295426.924 3792991.754 46.00
   LOCATION L0000013     VOLUME   295490.532 3792955.514 46.00
   LOCATION L0000014     VOLUME   295554.187 3792919.358 46.00
   LOCATION L0000015     VOLUME   295617.842 3792883.202 45.95
   LOCATION L0000016     VOLUME   295681.497 3792847.046 45.00
   LOCATION L0000017     VOLUME   295745.152 3792810.890 44.49
** End of LINE VOLUME Source ID = SLINE1
** Source Parameters **
** LINE VOLUME Source ID = SLINE1
   SRCPARAM L0000001     0.0048882353      0.00     34.05
0.70
   SRCPARAM L0000002     0.0048882353      0.00     34.05
0.70
   SRCPARAM L0000003     0.0048882353      0.00     34.05
0.70
   SRCPARAM L0000004     0.0048882353      0.00     34.05
0.70
   SRCPARAM L0000005     0.0048882353      0.00     34.05
0.70
   SRCPARAM L0000006     0.0048882353      0.00     34.05
0.70
   SRCPARAM L0000007     0.0048882353      0.00     34.05
0.70
   SRCPARAM L0000008     0.0048882353      0.00     34.05
0.70
   SRCPARAM L0000009     0.0048882353      0.00     34.05
0.70
   SRCPARAM L0000010     0.0048882353      0.00     34.05
0.70
   SRCPARAM L0000011     0.0048882353      0.00     34.05
0.70
   SRCPARAM L0000012     0.0048882353      0.00     34.05
0.70
   SRCPARAM L0000013     0.0048882353      0.00     34.05
0.70
   SRCPARAM L0000014     0.0048882353      0.00     34.05
0.70
```



```
   SRCPARAM L0000015     0.0048882353      0.00     34.05
0.70
   SRCPARAM L0000016     0.0048882353      0.00     34.05
0.70
   SRCPARAM L0000017     0.0048882353      0.00     34.05
0.70
** ---------------------------------------------------------------
-------
   URBANSRC ALL
   SRCGROUP ALL
SO FINISHED
**
****************************************
** AERMOD Receptor Pathway
****************************************
**
**
RE STARTING
   INCLUDED "TOG Acute.rou"
RE FINISHED
**
****************************************
** AERMOD Meteorology Pathway
****************************************
**
**
ME STARTING
   SURFFILE "..\Oxnard Airport\723927.SFC"
   PROFFILE "..\Oxnard Airport\723927.PFL"
   SURFDATA 93110 2009
   UAIRDATA 93214 2009
   PROFBASE 11.0 METERS
ME FINISHED
**
****************************************
** AERMOD Output Pathway
****************************************
**
**
OU STARTING
   RECTABLE ALLAVE 1ST
   RECTABLE 1 1ST
** Auto-Generated Plotfiles
   PLOTFILE 1 ALL 1ST "TOG Acute.AD\01H1GALL.PLT" 31
   SUMMFILE "TOG Acute.sum"
OU FINISHED

 ***********************************
 *** SETUP Finishes Successfully ***
 ***********************************
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        09:50:16

PAGE   1
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                                ***     MODEL SETUP
OPTIONS SUMMARY       ***
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 **Model Is Setup For Calculation of Average CONCentration
Values.

   --  DEPOSITION LOGIC  --
 **NO GAS DEPOSITION Data Provided.
 **NO PARTICLE DEPOSITION Data Provided.
 **Model Uses NO DRY DEPLETION.  DRYDPLT  =  F
 **Model Uses NO WET DEPLETION.  WETDPLT  =  F

 **Model Uses URBAN Dispersion Algorithm for the SBL for    17
Source(s),
   for Total of    1 Urban Area(s):
   Urban Population =    822499.0 ;  Urban Roughness Length =
1.000 m

 **Model Uses Regulatory DEFAULT Options:
         1. Stack-tip Downwash.
         2. Model Accounts for ELEVated Terrain Effects.
         3. Use Calms Processing Routine.
         4. Use Missing Data Processing Routine.
         5. No Exponential Decay.
         6. Urban Roughness Length of 1.0 Meter Assumed.

 **Other Options Specified:
         CCVR_Sub - Meteorological data includes CCVR
substitutions
         TEMP_Sub - Meteorological data includes TEMP
substitutions

 **Model Assumes No FLAGPOLE Receptor Heights.

 **The User Specified a Pollutant Type of:  TOGACUTE

 **Model Calculates  1 Short Term Average(s) of:   1-HR

 **This Run Includes:     17 Source(s);       1 Source Group(s);
and     129 Receptor(s)
```

```
                 with:      0 POINT(s), including
                            0 POINTCAP(s) and       0 POINTHOR(s)
                  and:     17 VOLUME source(s)
                  and:      0 AREA type source(s)
                  and:      0 LINE source(s)
                  and:      0 OPENPIT source(s)


 **Model Set To Continue RUNning After the Setup Testing.

 **The AERMET Input Meteorological Data Version Date:  14134

 **Output Options Selected:
          Model Outputs Tables of Highest Short Term Values by
Receptor (RECTABLE Keyword)
          Model Outputs External File(s) of High Values for
Plotting (PLOTFILE Keyword)
          Model Outputs Separate Summary File of High Ranked
Values (SUMMFILE Keyword)

 **NOTE:  The Following Flags May Appear Following CONC Values:
c for Calm Hours

m for Missing Hours

b for Both Calm and Missing Hours

 **Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =
11.00 ;  Decay Coef. =    0.000     ;  Rot. Angle =     0.0
                   Emission Units =
GRAMS/SEC                            ;  Emission Rate Unit
Factor =   0.10000E+07
                   Output Units   = MICROGRAMS/M**3

 **Approximate Storage Requirements of Model =      3.5 MB of
RAM.

 **Detailed Error/Message File:   TOG Acute.err
 **File for Summary of Results:   TOG Acute.sum
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
04/08/16
 *** AERMET - VERSION  14134 ***   ***
***         09:50:16

PAGE   2
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN


                                                  *** VOLUME
SOURCE DATA ***

                NUMBER EMISSION RATE                     BASE
RELEASE    INIT.    INIT.   URBAN  EMISSION RATE
  SOURCE       PART.  (GRAMS/SEC)     X        Y      ELEV.
HEIGHT      SY       SZ     SOURCE  SCALAR VARY
    ID         CATS.                (METERS) (METERS) (METERS)
(METERS) (METERS) (METERS)              BY
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 L0000001         0   0.48882E-02  294730.3 3793395.7    44.0
0.00    34.05     0.70     YES
 L0000002         0   0.48882E-02  294793.6 3793358.9    44.8
0.00    34.05     0.70     YES
 L0000003         0   0.48882E-02  294856.8 3793322.0    45.0
0.00    34.05     0.70     YES
 L0000004         0   0.48882E-02  294920.1 3793285.1    45.1
0.00    34.05     0.70     YES
 L0000005         0   0.48882E-02  294983.3 3793248.3    45.5
0.00    34.05     0.70     YES
 L0000006         0   0.48882E-02  295046.6 3793211.4    45.9
0.00    34.05     0.70     YES
 L0000007         0   0.48882E-02  295109.8 3793174.5    46.0
0.00    34.05     0.70     YES
 L0000008         0   0.48882E-02  295173.0 3793137.7    46.0
0.00    34.05     0.70     YES
 L0000009         0   0.48882E-02  295236.5 3793101.1    46.0
0.00    34.05     0.70     YES
 L0000010         0   0.48882E-02  295300.0 3793064.7    46.0
0.00    34.05     0.70     YES
 L0000011         0   0.48882E-02  295363.4 3793028.2    46.0
0.00    34.05     0.70     YES
 L0000012         0   0.48882E-02  295426.9 3792991.8    46.0
0.00    34.05     0.70     YES
 L0000013         0   0.48882E-02  295490.5 3792955.5    46.0
0.00    34.05     0.70     YES
 L0000014         0   0.48882E-02  295554.2 3792919.4    46.0
0.00    34.05     0.70     YES
 L0000015         0   0.48882E-02  295617.8 3792883.2    45.9
0.00    34.05     0.70     YES
```



```
 L0000016         0   0.48882E-02  295681.5 3792847.0    45.0
0.00    34.05     0.70     YES
 L0000017         0   0.48882E-02  295745.2 3792810.9    44.5
0.00    34.05     0.70     YES
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
04/08/16
 *** AERMET - VERSION  14134 ***   ***
***         09:50:16

PAGE   3
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN


                                              *** SOURCE IDs
DEFINING SOURCE GROUPS ***

 SRCGROUP ID                                          SOURCE
IDs
 -----------                                          -------
---


  ALL        L0000001    , L0000002    , L0000003    ,
L0000004    , L0000005    , L0000006    , L0000007    ,
L0000008    ,

             L0000009    , L0000010    , L0000011    ,
L0000012    , L0000013    , L0000014    , L0000015    ,
L0000016    ,

             L0000017    ,
```

```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
04/08/16
 *** AERMET - VERSION  14134 ***   ***
***         09:50:16

PAGE   4
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN


                                          *** SOURCE IDs DEFINED
AS URBAN SOURCES ***

  URBAN ID   URBAN POP                                   SOURCE
IDs
  --------   ---------                                   -------
---


               822499.   L0000001    , L0000002    ,
L0000003    , L0000004    , L0000005    , L0000006    ,
L0000007    ,
 L0000008    ,

               L0000009    , L0000010    , L0000011    ,
L0000012    , L0000013    , L0000014    , L0000015    ,
L0000016    ,

               L0000017    ,
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
04/08/16
 *** AERMET - VERSION  14134 ***   ***
***         09:50:16

PAGE   5
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                                 *** DISCRETE
CARTESIAN RECEPTORS ***
                                            (X-COORD, Y-COORD,
ZELEV, ZHILL, ZFLAG)

(METERS)

     ( 295148.3, 3792958.9,      43.0,      43.0,       0.0);
( 295162.5, 3792958.9,      43.2,      43.2,       0.0);
     ( 295176.6, 3792958.9,      43.4,      43.4,       0.0);
( 295190.7, 3792958.9,      43.4,      43.4,       0.0);
     ( 295204.8, 3792958.9,      43.4,      43.4,       0.0);
( 295219.0, 3792958.9,      43.6,      43.6,       0.0);
     ( 295233.1, 3792958.9,      43.9,      43.9,       0.0);
( 295247.2, 3792958.9,      44.0,      44.0,       0.0);
     ( 295261.4, 3792958.9,      44.0,      44.0,       0.0);
( 295275.5, 3792958.9,      44.1,      44.1,       0.0);
     ( 295289.6, 3792958.9,      44.3,      44.3,       0.0);
( 295303.8, 3792958.9,      44.5,      44.5,       0.0);
     ( 295317.9, 3792958.9,      44.8,      44.8,       0.0);
( 295332.0, 3792958.9,      45.0,      45.0,       0.0);
     ( 295346.1, 3792958.9,      45.0,      45.0,       0.0);
( 295148.3, 3792967.7,      43.0,      43.0,       0.0);
     ( 295162.5, 3792967.7,      43.3,      43.3,       0.0);
( 295176.6, 3792967.7,      43.6,      43.6,       0.0);
     ( 295190.7, 3792967.7,      43.7,      43.7,       0.0);
( 295204.8, 3792967.7,      43.7,      43.7,       0.0);
     ( 295219.0, 3792967.7,      43.8,      43.8,       0.0);
( 295233.1, 3792967.7,      43.9,      43.9,       0.0);
     ( 295247.2, 3792967.7,      44.0,      44.0,       0.0);
( 295261.4, 3792967.7,      44.0,      44.0,       0.0);
     ( 295275.5, 3792967.7,      44.2,      44.2,       0.0);
( 295289.6, 3792967.7,      44.5,      44.5,       0.0);
     ( 295303.8, 3792967.7,      44.7,      44.7,       0.0);
( 295317.9, 3792967.7,      44.9,      44.9,       0.0);
     ( 295332.0, 3792967.7,      45.0,      45.0,       0.0);
( 295346.1, 3792967.7,      45.0,      45.0,       0.0);
     ( 295148.3, 3792976.4,      43.0,      43.0,       0.0);
( 295162.5, 3792976.4,      43.5,      43.5,       0.0);
     ( 295176.6, 3792976.4,      43.9,      43.9,       0.0);
( 295190.7, 3792976.4,      44.0,      44.0,       0.0);
     ( 295204.8, 3792976.4,      44.0,      44.0,       0.0);
( 295219.0, 3792976.4,      44.0,      44.0,       0.0);
```



```
     ( 295233.1, 3792976.4,      44.0,      44.0,       0.0);
( 295247.2, 3792976.4,      44.0,      44.0,       0.0);
     ( 295261.4, 3792976.4,      44.0,      44.0,       0.0);
( 295275.5, 3792976.4,      44.2,      44.2,       0.0);
     ( 295289.6, 3792976.4,      44.7,      44.7,       0.0);
( 295303.8, 3792976.4,      45.0,      45.0,       0.0);
     ( 295317.9, 3792976.4,      45.0,      45.0,       0.0);
( 295332.0, 3792976.4,      45.0,      45.0,       0.0);
     ( 295346.1, 3792976.4,      45.0,      45.0,       0.0);
( 295148.3, 3792985.1,      43.3,      43.3,       0.0);
     ( 295162.5, 3792985.1,      43.6,      43.6,       0.0);
( 295176.6, 3792985.1,      44.0,      44.0,       0.0);
     ( 295190.7, 3792985.1,      44.0,      44.0,       0.0);
( 295204.8, 3792985.1,      44.0,      44.0,       0.0);
     ( 295219.0, 3792985.1,      44.1,      44.1,       0.0);
( 295233.1, 3792985.1,      44.2,      44.2,       0.0);
     ( 295247.2, 3792985.1,      44.2,      44.2,       0.0);
( 295261.4, 3792985.1,      44.2,      44.2,       0.0);
     ( 295275.5, 3792985.1,      44.4,      44.4,       0.0);
( 295289.6, 3792985.1,      44.8,      44.8,       0.0);
     ( 295303.8, 3792985.1,      45.0,      45.0,       0.0);
( 295317.9, 3792985.1,      45.0,      45.0,       0.0);
     ( 295332.0, 3792985.1,      45.0,      45.0,       0.0);
( 295148.3, 3792993.8,      43.5,      43.5,       0.0);
     ( 295162.5, 3792993.8,      43.8,      43.8,       0.0);
( 295176.6, 3792993.8,      44.0,      44.0,       0.0);
     ( 295190.7, 3792993.8,      44.0,      44.0,       0.0);
( 295204.8, 3792993.8,      44.0,      44.0,       0.0);
     ( 295219.0, 3792993.8,      44.2,      44.2,       0.0);
( 295233.1, 3792993.8,      44.5,      44.5,       0.0);
     ( 295247.2, 3792993.8,      44.5,      44.5,       0.0);
( 295261.4, 3792993.8,      44.5,      44.5,       0.0);
     ( 295275.5, 3792993.8,      44.7,      44.7,       0.0);
( 295289.6, 3792993.8,      44.9,      44.9,       0.0);
     ( 295303.8, 3792993.8,      45.0,      45.0,       0.0);
( 295317.9, 3792993.8,      45.0,      45.0,       0.0);
     ( 295148.3, 3793002.5,      43.8,      43.8,       0.0);
( 295162.5, 3793002.5,      43.9,      43.9,       0.0);
     ( 295176.6, 3793002.5,      44.0,      44.0,       0.0);
( 295190.7, 3793002.5,      44.0,      44.0,       0.0);
     ( 295204.8, 3793002.5,      44.0,      44.0,       0.0);
( 295219.0, 3793002.5,      44.3,      44.3,       0.0);
     ( 295233.1, 3793002.5,      44.7,      44.7,       0.0);
( 295247.2, 3793002.5,      44.8,      44.8,       0.0);
     ( 295261.4, 3793002.5,      44.8,      44.8,       0.0);
( 295275.5, 3793002.5,      44.9,      44.9,       0.0);
     ( 295289.6, 3793002.5,      44.9,      44.9,       0.0);
( 295148.3, 3793011.3,      44.0,      44.0,       0.0);
     ( 295162.5, 3793011.3,      44.1,      44.1,       0.0);
( 295176.6, 3793011.3,      44.1,      44.1,       0.0);
     ( 295190.7, 3793011.3,      44.1,      44.1,       0.0);
( 295204.8, 3793011.3,      44.1,      44.1,       0.0);
```



```
     ( 295219.0, 3793011.3,      44.4,      44.4,       0.0);
( 295233.1, 3793011.3,      44.9,      44.9,       0.0);
```

```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        09:50:16

PAGE   6
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                                 *** DISCRETE
CARTESIAN RECEPTORS ***
                                              (X-COORD, Y-COORD,
ZELEV, ZHILL, ZFLAG)

(METERS)

     ( 295247.2, 3793011.3,      45.0,      45.0,       0.0);
( 295261.4, 3793011.3,      45.0,      45.0,       0.0);
     ( 295275.5, 3793011.3,      45.0,      45.0,       0.0);
( 295148.3, 3793020.0,      44.0,      44.0,       0.0);
     ( 295162.5, 3793020.0,      44.2,      44.2,       0.0);
( 295176.6, 3793020.0,      44.4,      44.4,       0.0);
     ( 295190.7, 3793020.0,      44.4,      44.4,       0.0);
( 295204.8, 3793020.0,      44.4,      44.4,       0.0);
     ( 295219.0, 3793020.0,      44.6,      44.6,       0.0);
( 295233.1, 3793020.0,      44.9,      44.9,       0.0);
     ( 295247.2, 3793020.0,      45.0,      45.0,       0.0);
( 295261.4, 3793020.0,      45.0,      45.0,       0.0);
     ( 295148.3, 3793028.7,      44.0,      44.0,       0.0);
( 295162.5, 3793028.7,      44.3,      44.3,       0.0);
     ( 295176.6, 3793028.7,      44.7,      44.7,       0.0);
( 295190.7, 3793028.7,      44.7,      44.7,       0.0);
     ( 295204.8, 3793028.7,      44.7,      44.7,       0.0);
( 295219.0, 3793028.7,      44.8,      44.8,       0.0);
     ( 295233.1, 3793028.7,      44.9,      44.9,       0.0);
( 295148.3, 3793037.4,      44.0,      44.0,       0.0);
     ( 295162.5, 3793037.4,      44.5,      44.5,       0.0);
( 295176.6, 3793037.4,      44.9,      44.9,       0.0);
     ( 295190.7, 3793037.4,      45.0,      45.0,       0.0);
( 295204.8, 3793037.4,      45.0,      45.0,       0.0);
     ( 295219.0, 3793037.4,      45.0,      45.0,       0.0);
( 295148.3, 3793046.1,      44.3,      44.3,       0.0);
     ( 295162.5, 3793046.1,      44.6,      44.6,       0.0);
( 295176.6, 3793046.1,      45.0,      45.0,       0.0);
     ( 295190.7, 3793046.1,      45.1,      45.1,       0.0);
( 295204.8, 3793046.1,      45.3,      45.3,       0.0);
     ( 295148.3, 3793054.9,      44.6,      44.6,       0.0);
( 295162.5, 3793054.9,      44.8,      44.8,       0.0);
     ( 295176.6, 3793054.9,      45.0,      45.0,       0.0);
( 295190.7, 3793054.9,      45.2,      45.2,       0.0);
     ( 295148.3, 3793063.6,      44.9,      44.9,       0.0);
( 295162.5, 3793063.6,      44.9,      44.9,       0.0);
```



```
     ( 295176.6, 3793063.6,      45.0,      45.0,       0.0);
( 295148.3, 3793072.3,      45.0,      45.0,       0.0);
     ( 295162.5, 3793072.3,      45.1,      45.1,       0.0);
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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 *** AERMET - VERSION  14134 ***   ***
***        09:50:16

PAGE   7
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                     * SOURCE-RECEPTOR COMBINATIONS FOR WHICH
CALCULATIONS MAY NOT BE PERFORMED *
                       LESS THAN 1.0 METER; WITHIN OPENPIT; OR
BEYOND 80KM FOR FASTAREA/FASTALL


                            SOURCE          - - RECEPTOR
LOCATION - -         DISTANCE
                              ID            XR (METERS)   YR
(METERS)         (METERS)
                         - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - -
                            L0000008            295176.6
3793063.6             0.97
                            L0000008            295148.3
3793072.3            -3.31
                            L0000008            295162.5
3793072.3            -6.98
                            L0000009            295233.1
3793028.7            -0.71
                            L0000009            295204.8
3793037.4            -2.09
                            L0000009            295219.0
3793037.4            -7.15
                            L0000009            295190.7
3793046.1            -1.68
                            L0000009            295204.8
3793046.1            -9.78
                            L0000009            295190.7
3793054.9            -8.14
                            L0000009            295176.6
3793063.6            -2.53
                            L0000010            295289.6
3792993.8            -1.61
                            L0000010            295303.8
3792993.8            -2.26
                            L0000010            295317.9
3792993.8            -0.13
                            L0000010            295261.4
3793002.5            -0.07
                            L0000010            295275.5
3793002.5            -6.44
```



```
                            L0000010            295289.6
3793002.5           -10.23
                            L0000010            295261.4
3793011.3            -7.32
                            L0000010            295275.5
3793011.3           -14.47
                            L0000010            295247.2
3793020.0            -4.10
                            L0000010            295261.4
3793020.0           -14.17
                            L0000011            295346.1
3792958.9            -1.81
                            L0000011            295332.0
3792967.7            -4.99
                            L0000011            295346.1
3792967.7           -10.24
                            L0000011            295317.9
3792976.4            -4.21
                            L0000011            295332.0
3792976.4           -12.60
                            L0000011            295346.1
3792976.4           -18.57
                            L0000011            295303.8
3792985.1             0.42
                            L0000011            295317.9
3792985.1           -10.49
                            L0000011            295332.0
3792985.1           -19.86
                            L0000011            295303.8
3792993.8            -4.33
                            L0000011            295317.9
3792993.8           -16.13
```

```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
04/08/16
 *** AERMET - VERSION  14134 ***   ***
***         09:50:16

PAGE   8
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                          *** METEOROLOGICAL
DAYS SELECTED FOR PROCESSING ***
                                                                (1
=YES; 0=NO)

            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1

               NOTE:  METEOROLOGICAL DATA ACTUALLY PROCESSED
WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE.


                                     *** UPPER BOUND OF FIRST
THROUGH FIFTH WIND SPEED CATEGORIES ***

(METERS/SEC)

                                                  1.54,   3.09,
5.14,   8.23,  10.80,
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
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 *** AERMET - VERSION  14134 ***   ***
***         09:50:16

PAGE   9
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                          *** UP TO THE FIRST 24 HOURS
OF METEOROLOGICAL DATA ***

   Surface file:   ..\Oxnard Airport\723927.SFC
Met Version:  14134
   Profile file:   ..\Oxnard Airport\723927.PFL
   Surface format: FREE
   Profile format: FREE
   Surface station no.:    93110                   Upper air
station no.:    93214
                     Name: UNKNOWN
Name: UNKNOWN
                     Year:   2009
Year:   2009

 First 24 hours of scalar data
 YR MO DY JDY HR     H0     U*     W*  DT/DZ ZICNV ZIMCH  M-O LEN
Z0  BOWEN ALBEDO  REF WS   WD     HT  REF TA     HT
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
 09 01 01   1 01 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.4    2.0
 09 01 01   1 02 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.4    2.0
 09 01 01   1 03 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  279.9    2.0
 09 01 01   1 04 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  279.9    2.0
 09 01 01   1 05 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  278.1    2.0
 09 01 01   1 06   -3.4  0.068 -9.000 -9.000 -999.   43.      8.5
0.06   0.84   1.00    1.76   42.   10.0  279.2    2.0
 09 01 01   1 07 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  279.9    2.0
 09 01 01   1 08   -3.3  0.068 -9.000 -9.000 -999.   43.      8.8
0.06   0.84   0.58    1.76   23.   10.0  279.2    2.0
 09 01 01   1 09    0.6  0.190  0.054  0.017   10.  199.  -1074.3
0.24   0.84   0.33    1.76  137.   10.0  278.8    2.0
 09 01 01   1 10   11.9  0.208  0.243  0.015   43.  228.    -68.7
0.24   0.84   0.24    1.76  151.   10.0  279.9    2.0
 09 01 01   1 11   98.9  0.258  0.747  0.013  153.  314.    -15.7
0.11   0.84   0.21    2.36  264.   10.0  282.0    2.0
 09 01 01   1 12  110.5  0.260  0.881  0.013  224.  319.    -14.4
```



```
0.11   0.84   0.20    2.36  246.   10.0  283.8    2.0
 09 01 01   1 13  110.7  0.260  1.018  0.012  344.  319.    -14.4
0.11   0.84   0.20    2.36  293.   10.0  284.2    2.0
 09 01 01   1 14   94.7  0.378  1.041  0.005  431.  557.    -51.4
0.11   0.84   0.21    3.86  279.   10.0  284.9    2.0
 09 01 01   1 15   62.9  0.288  0.941  0.010  479.  376.    -34.5
0.11   0.84   0.24    2.86  282.   10.0  284.2    2.0
 09 01 01   1 16   25.6  0.274  0.701  0.010  486.  344.    -72.6
0.11   0.84   0.33    2.86  294.   10.0  283.8    2.0
 09 01 01   1 17   -6.5  0.127 -9.000 -9.000 -999.  125.     28.6
0.04   0.84   0.57    2.36  321.   10.0  282.0    2.0
 09 01 01   1 18   -2.9  0.062 -9.000 -9.000 -999.   40.      7.4
0.04   0.84   1.00    1.76  337.   10.0  282.0    2.0
 09 01 01   1 19   -2.9  0.062 -9.000 -9.000 -999.   37.      7.4
0.04   0.84   1.00    1.76  354.   10.0  281.4    2.0
 09 01 01   1 20 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.9    2.0
 09 01 01   1 21 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  279.9    2.0
 09 01 01   1 22 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.4    2.0
 09 01 01   1 23 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.9    2.0
 09 01 01   1 24   -4.7  0.080 -9.000 -9.000 -999.   54.      9.8
0.12   0.84   1.00    1.76   90.   10.0  279.9    2.0


 First hour of profile data
 YR MO DY HR HEIGHT F  WDIR    WSPD AMB_TMP sigmaA  sigmaW
sigmaV
 09 01 01 01   10.0 1 -999.  -99.00   280.4
99.0  -99.00  -99.00

 F indicates top of profile (=1) or below (=0)
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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***         09:50:16

PAGE  10
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                 *** THE   1ST HIGHEST  1-HR AVERAGE
CONCENTRATION   VALUES FOR SOURCE GROUP:  ALL      ***
                                     INCLUDING SOURCE(S):
L0000001    , L0000002    , L0000003    , L0000004    ,
L0000005    ,
                L0000006    , L0000007    , L0000008    ,
L0000009    , L0000010    , L0000011    , L0000012    ,
L0000013    ,
                L0000014    , L0000015    , L0000016    ,
L0000017    ,

                                              *** DISCRETE
CARTESIAN RECEPTOR POINTS ***

                                        ** CONC OF TOGACUTE IN
MICROGRAMS/M**3                          **

      X-COORD (M)  Y-COORD (M)        CONC     (YYMMDDHH)
X-COORD (M)  Y-COORD (M)        CONC     (YYMMDDHH)
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
-
        295148.33   3792958.94        4.87330  (10121322)
295162.46   3792958.94        5.06794  (10121322)
        295176.59   3792958.94        5.31033  (12022403)
295190.72   3792958.94        5.55672  (12022403)
        295204.85   3792958.94        5.80701  (12022403)
295218.98   3792958.94        6.08016  (12022403)
        295233.11   3792958.94        6.45465  (13121804)
295247.24   3792958.94        6.88396  (13121804)
        295261.37   3792958.94        7.32148  (13121804)
295275.50   3792958.94        7.86815  (12010717)
        295289.63   3792958.94        8.50162  (13121823)
295303.76   3792958.94       10.16029  (09022119)
        295317.89   3792958.94       10.91966  (09022119)
295332.02   3792958.94       11.87461  (09022119)
        295346.15   3792958.94       10.77791  (09121918)
295148.33   3792967.66        5.06191  (10121322)
        295162.46   3792967.66        5.29384  (12022403)
295176.59   3792967.66        5.56055  (12022403)
        295190.72   3792967.66        5.82305  (12022403)
295204.85   3792967.66        6.09456  (12022403)
        295218.98   3792967.66        6.42663  (13121804)
```

```
295233.11   3792967.66        6.87653  (13121804)
        295247.24   3792967.66        7.33715  (13121804)
295261.37   3792967.66        7.87347  (12010717)
        295275.50   3792967.66        8.54257  (13121823)
295289.63   3792967.66        9.34310  (09022119)
        295303.76   3792967.66       10.86520  (12012507)
295317.89   3792967.66       12.90921  (13012520)
        295332.02   3792967.66       11.03533  (09121918)
295346.15   3792967.66       11.72517  (09121918)
        295148.33   3792976.38        5.26423  (10121322)
295162.46   3792976.38        5.54617  (12022403)
        295176.59   3792976.38        5.83106  (12022403)
295190.72   3792976.38        6.11826  (12022403)
        295204.85   3792976.38        6.41812  (12022403)
295218.98   3792976.38        6.87711  (13121804)
        295233.11   3792976.38        7.35249  (13121804)
295247.24   3792976.38        7.88672  (12010717)
        295261.37   3792976.38        8.57937  (13121823)
295275.50   3792976.38        9.40902  (09022119)
        295289.63   3792976.38       10.31476  (09022119)
295303.76   3792976.38       11.86149  (10010121)
        295317.89   3792976.38       11.37782  (09022119)
295332.02   3792976.38       12.12709  (09121918)
        295346.15   3792976.38       12.69428  (12012620)
295148.33   3792985.10        5.52461  (12022403)
        295162.46   3792985.10        5.81812  (12022403)
295176.59   3792985.10        6.11927  (12022403)
        295190.72   3792985.10        6.42461  (12022403)
295204.85   3792985.10        6.82690  (13121804)
        295218.98   3792985.10        7.40960  (13121804)
295233.11   3792985.10        7.96908  (12010717)
        295247.24   3792985.10        8.67716  (13121823)
295261.37   3792985.10        9.52395  (09022119)
        295275.50   3792985.10       10.48196  (09022119)
295289.63   3792985.10       11.43633  (09022119)
        295303.76   3792985.10       11.83062  (09022119)
295317.89   3792985.10       12.62230  (09121918)
        295332.02   3792985.10       13.26345  (12012620)
295148.33   3792993.82        5.80822  (12022403)
        295162.46   3792993.82        6.11514  (12022403)
295176.59   3792993.82        6.43731  (12022403)
        295190.72   3792993.82        6.80590  (13121804)
295204.85   3792993.82        7.30336  (13121804)
        295218.98   3792993.82        7.82297  (13121804)
295233.11   3792993.82        9.02377  (12010717)
        295247.24   3792993.82        9.86347  (09022119)
295261.37   3792993.82       10.79495  (09022119)
        295275.50   3792993.82       11.80472  (09022119)
295289.63   3792993.82       10.59495  (09022119)
        295303.76   3792993.82       10.81586  (09121918)
295317.89   3792993.82       11.12031  (12012620)
        295148.33   3793002.54        6.11762  (12022403)
```



```
295162.46   3793002.54        6.44466  (12022403)
        295176.59   3793002.54        6.79582  (12022403)
295190.72   3793002.54        7.30218  (13121804)
        295204.85   3793002.54        7.83725  (13121804)
295218.98   3793002.54        8.48017  (12010717)
        295233.11   3793002.54        9.72873  (09121520)
295247.24   3793002.54       11.91555  (09022119)
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        09:50:16

PAGE  11
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                              *** THE   1ST HIGHEST  1-HR AVERAGE
CONCENTRATION   VALUES FOR SOURCE GROUP:  ALL      ***
                                 INCLUDING SOURCE(S):
L0000001    , L0000002    , L0000003    , L0000004    ,
L0000005    ,
                L0000006    , L0000007    , L0000008    ,
L0000009    , L0000010    , L0000011    , L0000012    ,
L0000013    ,
                L0000014    , L0000015    , L0000016    ,
L0000017    ,

                                              *** DISCRETE
CARTESIAN RECEPTOR POINTS ***

                                         ** CONC OF TOGACUTE IN
MICROGRAMS/M**3                           **

      X-COORD (M)  Y-COORD (M)        CONC     (YYMMDDHH)
X-COORD (M)  Y-COORD (M)        CONC     (YYMMDDHH)
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
-
        295261.37   3793002.54       10.38731  (09022119)
295275.50   3793002.54       10.90479  (09022119)
        295289.63   3793002.54       11.46346  (09121918)
295148.33   3793011.26        6.45672  (12022403)
        295162.46   3793011.26        6.81915  (12022403)
295176.59   3793011.26        7.30582  (13121804)
        295190.72   3793011.26        7.87583  (13121804)
295204.85   3793011.26        8.50499  (12010717)
        295218.98   3793011.26        9.31187  (13121823)
295233.11   3793011.26       10.24015  (09022119)
        295247.24   3793011.26       13.20494  (12012507)
295261.37   3793011.26       11.27889  (09022119)
        295275.50   3793011.26       11.86055  (09121918)
295148.33   3793019.98        6.84001  (12022403)
        295162.46   3793019.98        7.32271  (13121804)
295176.59   3793019.98        7.93617  (13121804)
        295190.72   3793019.98        8.58300  (12010717)
295204.85   3793019.98        9.42555  (13121823)
        295218.98   3793019.98       10.40424  (09022119)
295233.11   3793019.98       11.38580  (09022119)
        295247.24   3793019.98       11.72416  (09022119)
```



```
295261.37   3793019.98       12.33773  (09121918)
        295148.33   3793028.70        7.32161  (12022403)
295162.46   3793028.70        8.05822  (13121804)
        295176.59   3793028.70        8.78955  (12010717)
295190.72   3793028.70        9.65349  (13121823)
        295204.85   3793028.70       10.68342  (09022119)
295218.98   3793028.70       11.74502  (09022119)
        295233.11   3793028.70       10.41691  (09022119)
295148.33   3793037.42        7.77170  (13121804)
        295162.46   3793037.42        8.71557  (10010121)
295176.59   3793037.42       10.39048  (12010717)
        295190.72   3793037.42       11.41323  (09022119)
295204.85   3793037.42       10.20066  (09022119)
        295218.98   3793037.42       10.71714  (09022119)
295148.33   3793046.14        8.46024  (13121804)
        295162.46   3793046.14        9.29712  (10121322)
295176.59   3793046.14       11.35388  (12010420)
        295190.72   3793046.14       10.46766  (09022119)
295204.85   3793046.14       11.08381  (09022119)
        295148.33   3793054.86        9.28661  (12010717)
295162.46   3793054.86       10.20310  (13121823)
        295176.59   3793054.86       12.30375  (10010918)
295190.72   3793054.86       11.51587  (09022119)
        295148.33   3793063.58       10.46423  (13121823)
295162.46   3793063.58       11.54841  (09022119)
        295176.59   3793063.58        9.64067  (09022119)
295148.33   3793072.30        9.86734  (09022119)
        295162.46   3793072.30       10.40145  (09022119)
```

```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        09:50:16

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 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                                  *** THE SUMMARY
OF HIGHEST  1-HR RESULTS ***


                                     ** CONC OF TOGACUTE IN
MICROGRAMS/M**3                           **

                                                     DATE
NETWORK
GROUP ID                           AVERAGE CONC     (YYMMDDHH)
RECEPTOR  (XR, YR, ZELEV, ZHILL, ZFLAG)    OF TYPE  GRID-ID
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

ALL      HIGH   1ST HIGH VALUE IS      13.26345  ON 12012620: AT
(  295332.02,  3792985.10,    45.04,    45.04,    0.00)  DC


 *** RECEPTOR TYPES:  GC = GRIDCART
                      GP = GRIDPOLR
                      DC = DISCCART
                      DP = DISCPOLR
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

 *** Message Summary : AERMOD Model Execution ***

  --------- Summary of Total Messages --------

 A Total of            0 Fatal Error Message(s)
 A Total of            0 Warning Message(s)
 A Total of        11814 Informational Message(s)

 A Total of        43872 Hours Were Processed

 A Total of         9787 Calm Hours Identified

 A Total of         2027 Missing Hours Identified (  4.62
Percent)


    ******** FATAL ERROR MESSAGES ********
                 ***  NONE  ***


    ********   WARNING MESSAGES   ********
                 ***  NONE  ***


    ************************************
    *** AERMOD Finishes Successfully ***
    ************************************
```

```
**
****************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 9.1.0
** Lakes Environmental Software Inc.
** Date: 4/8/2016
** File: C:\Users\Brett Pomeroy\Dropbox\Pomeroy Environmental
Services\AERMOD\Ventura Kaiser\TACAcute 8hr\TACAcute 8hr.ADI
**
****************************************
**
**
****************************************
** AERMOD Control Pathway
****************************************
**
**
CO STARTING
   TITLEONE C:\Users\Brett Pomeroy\Dropbox\Pomeroy Environmental
Services\AERMOD
   MODELOPT DFAULT CONC
   AVERTIME 8
   URBANOPT 822499
   POLLUTID TACAC8HR
   RUNORNOT RUN
   ERRORFIL "TACAcute 8hr.err"
CO FINISHED
**
****************************************
** AERMOD Source Pathway
****************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** ---------------------------------------------------------------
-------
** Line Source Represented by Separated Volume Sources
** LINE VOLUME Source ID = SLINE1
** DESCRSRC 101 Fwy
** PREFIX
** Length of Side = 38.00
** Configuration = Separated
** Emission Rate = 0.00389
** Elevated
** Vertical Dimension = 3.00
** SZINIT = 0.70
** Nodes = 4
** 294713.905, 3793405.305, 43.87, 0.00, 34.05
** 295188.318, 3793128.775, 46.00, 0.00, 34.05
```



```
** 295444.552, 3792981.631, 46.00, 0.00, 34.05
** 295761.673, 3792801.506, 44.43, 0.00, 34.05
** ---------------------------------------------------------------
-------
   LOCATION L0000001     VOLUME   294730.319 3793395.737 44.00
   LOCATION L0000002     VOLUME   294793.566 3793358.871 44.77
   LOCATION L0000003     VOLUME   294856.813 3793322.005 45.00
   LOCATION L0000004     VOLUME   294920.060 3793285.140 45.10
   LOCATION L0000005     VOLUME   294983.306 3793248.274 45.52
   LOCATION L0000006     VOLUME   295046.553 3793211.408 45.92
   LOCATION L0000007     VOLUME   295109.800 3793174.542 46.00
   LOCATION L0000008     VOLUME   295173.047 3793137.677 46.00
   LOCATION L0000009     VOLUME   295236.473 3793101.122 46.00
   LOCATION L0000010     VOLUME   295299.957 3793064.666 46.00
   LOCATION L0000011     VOLUME   295363.441 3793028.210 46.00
   LOCATION L0000012     VOLUME   295426.924 3792991.754 46.00
   LOCATION L0000013     VOLUME   295490.532 3792955.514 46.00
   LOCATION L0000014     VOLUME   295554.187 3792919.358 46.00
   LOCATION L0000015     VOLUME   295617.842 3792883.202 45.95
   LOCATION L0000016     VOLUME   295681.497 3792847.046 45.00
   LOCATION L0000017     VOLUME   295745.152 3792810.890 44.49
** End of LINE VOLUME Source ID = SLINE1
** Source Parameters **
** LINE VOLUME Source ID = SLINE1
   SRCPARAM L0000001     0.0002288235      0.00     34.05
0.70
   SRCPARAM L0000002     0.0002288235      0.00     34.05
0.70
   SRCPARAM L0000003     0.0002288235      0.00     34.05
0.70
   SRCPARAM L0000004     0.0002288235      0.00     34.05
0.70
   SRCPARAM L0000005     0.0002288235      0.00     34.05
0.70
   SRCPARAM L0000006     0.0002288235      0.00     34.05
0.70
   SRCPARAM L0000007     0.0002288235      0.00     34.05
0.70
   SRCPARAM L0000008     0.0002288235      0.00     34.05
0.70
   SRCPARAM L0000009     0.0002288235      0.00     34.05
0.70
   SRCPARAM L0000010     0.0002288235      0.00     34.05
0.70
   SRCPARAM L0000011     0.0002288235      0.00     34.05
0.70
   SRCPARAM L0000012     0.0002288235      0.00     34.05
0.70
   SRCPARAM L0000013     0.0002288235      0.00     34.05
0.70
   SRCPARAM L0000014     0.0002288235      0.00     34.05
0.70
```



```
   SRCPARAM L0000015     0.0002288235      0.00     34.05
0.70
   SRCPARAM L0000016     0.0002288235      0.00     34.05
0.70
   SRCPARAM L0000017     0.0002288235      0.00     34.05
0.70
** ---------------------------------------------------------------
-------
   URBANSRC ALL
   SRCGROUP ALL
SO FINISHED
**
****************************************
** AERMOD Receptor Pathway
****************************************
**
**
RE STARTING
   INCLUDED "TACAcute 8hr.rou"
RE FINISHED
**
****************************************
** AERMOD Meteorology Pathway
****************************************
**
**
ME STARTING
   SURFFILE "..\Oxnard Airport\723927.SFC"
   PROFFILE "..\Oxnard Airport\723927.PFL"
   SURFDATA 93110 2009
   UAIRDATA 93214 2009
   PROFBASE 11.0 METERS
ME FINISHED
**
****************************************
** AERMOD Output Pathway
****************************************
**
**
OU STARTING
   RECTABLE ALLAVE 1ST
   RECTABLE 8 1ST
** Auto-Generated Plotfiles
   PLOTFILE 8 ALL 1ST "TACACUTE 8HR.AD\08H1GALL.PLT" 31
   SUMMFILE "TACAcute 8hr.sum"
OU FINISHED

 ***********************************
 *** SETUP Finishes Successfully ***
 ***********************************
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        10:08:32

PAGE   1
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                                ***     MODEL SETUP
OPTIONS SUMMARY       ***
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 **Model Is Setup For Calculation of Average CONCentration
Values.

   --  DEPOSITION LOGIC  --
 **NO GAS DEPOSITION Data Provided.
 **NO PARTICLE DEPOSITION Data Provided.
 **Model Uses NO DRY DEPLETION.  DRYDPLT  =  F
 **Model Uses NO WET DEPLETION.  WETDPLT  =  F

 **Model Uses URBAN Dispersion Algorithm for the SBL for    17
Source(s),
   for Total of    1 Urban Area(s):
   Urban Population =    822499.0 ;  Urban Roughness Length =
1.000 m

 **Model Uses Regulatory DEFAULT Options:
         1. Stack-tip Downwash.
         2. Model Accounts for ELEVated Terrain Effects.
         3. Use Calms Processing Routine.
         4. Use Missing Data Processing Routine.
         5. No Exponential Decay.
         6. Urban Roughness Length of 1.0 Meter Assumed.

 **Other Options Specified:
         CCVR_Sub - Meteorological data includes CCVR
substitutions
         TEMP_Sub - Meteorological data includes TEMP
substitutions

 **Model Assumes No FLAGPOLE Receptor Heights.

 **The User Specified a Pollutant Type of:  TACAC8HR

 **Model Calculates  1 Short Term Average(s) of:   8-HR

 **This Run Includes:     17 Source(s);       1 Source Group(s);
and     129 Receptor(s)
```

```
                 with:      0 POINT(s), including
                            0 POINTCAP(s) and       0 POINTHOR(s)
                  and:     17 VOLUME source(s)
                  and:      0 AREA type source(s)
                  and:      0 LINE source(s)
                  and:      0 OPENPIT source(s)


 **Model Set To Continue RUNning After the Setup Testing.

 **The AERMET Input Meteorological Data Version Date:  14134

 **Output Options Selected:
          Model Outputs Tables of Highest Short Term Values by
Receptor (RECTABLE Keyword)
          Model Outputs External File(s) of High Values for
Plotting (PLOTFILE Keyword)
          Model Outputs Separate Summary File of High Ranked
Values (SUMMFILE Keyword)

 **NOTE:  The Following Flags May Appear Following CONC Values:
c for Calm Hours

m for Missing Hours

b for Both Calm and Missing Hours

 **Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =
11.00 ;  Decay Coef. =    0.000     ;  Rot. Angle =     0.0
                  Emission Units =
GRAMS/SEC                                ;  Emission Rate Unit
Factor =   0.10000E+07
                  Output Units   = MICROGRAMS/M**3

 **Approximate Storage Requirements of Model =      3.5 MB of
RAM.

 **Detailed Error/Message File:   TACAcute 8hr.err
 **File for Summary of Results:   TACAcute 8hr.sum
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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04/08/16
 *** AERMET - VERSION  14134 ***   ***
***         10:08:32

PAGE   2
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN


                                                   *** VOLUME
SOURCE DATA ***

               NUMBER EMISSION RATE                     BASE
RELEASE    INIT.    INIT.   URBAN  EMISSION RATE
  SOURCE       PART.  (GRAMS/SEC)     X        Y      ELEV.
HEIGHT      SY      SZ     SOURCE  SCALAR VARY
     ID        CATS.                (METERS) (METERS) (METERS)
(METERS) (METERS) (METERS)              BY
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 L0000001         0   0.22882E-03  294730.3 3793395.7    44.0
0.00    34.05     0.70     YES
 L0000002         0   0.22882E-03  294793.6 3793358.9    44.8
0.00    34.05     0.70     YES
 L0000003         0   0.22882E-03  294856.8 3793322.0    45.0
0.00    34.05     0.70     YES
 L0000004         0   0.22882E-03  294920.1 3793285.1    45.1
0.00    34.05     0.70     YES
 L0000005         0   0.22882E-03  294983.3 3793248.3    45.5
0.00    34.05     0.70     YES
 L0000006         0   0.22882E-03  295046.6 3793211.4    45.9
0.00    34.05     0.70     YES
 L0000007         0   0.22882E-03  295109.8 3793174.5    46.0
0.00    34.05     0.70     YES
 L0000008         0   0.22882E-03  295173.0 3793137.7    46.0
0.00    34.05     0.70     YES
 L0000009         0   0.22882E-03  295236.5 3793101.1    46.0
0.00    34.05     0.70     YES
 L0000010         0   0.22882E-03  295300.0 3793064.7    46.0
0.00    34.05     0.70     YES
 L0000011         0   0.22882E-03  295363.4 3793028.2    46.0
0.00    34.05     0.70     YES
 L0000012         0   0.22882E-03  295426.9 3792991.8    46.0
0.00    34.05     0.70     YES
 L0000013         0   0.22882E-03  295490.5 3792955.5    46.0
0.00    34.05     0.70     YES
 L0000014         0   0.22882E-03  295554.2 3792919.4    46.0
0.00    34.05     0.70     YES
 L0000015         0   0.22882E-03  295617.8 3792883.2    45.9
0.00    34.05     0.70     YES
```



```
 L0000016         0   0.22882E-03  295681.5 3792847.0    45.0
0.00    34.05     0.70     YES
 L0000017         0   0.22882E-03  295745.2 3792810.9    44.5
0.00    34.05     0.70     YES
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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04/08/16
 *** AERMET - VERSION  14134 ***   ***
***         10:08:32

PAGE   3
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN


                                              *** SOURCE IDs
DEFINING SOURCE GROUPS ***

 SRCGROUP ID                                          SOURCE
IDs
 -----------                                          -------
---


  ALL        L0000001    , L0000002    , L0000003    ,
L0000004    , L0000005    , L0000006    , L0000007    ,
L0000008    ,

             L0000009    , L0000010    , L0000011    ,
L0000012    , L0000013    , L0000014    , L0000015    ,
L0000016    ,

             L0000017    ,
```

```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
04/08/16
 *** AERMET - VERSION  14134 ***   ***
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 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN


                                        *** SOURCE IDs DEFINED
AS URBAN SOURCES ***

  URBAN ID   URBAN POP                                   SOURCE
IDs
  --------   ---------                                   -------
---


               822499.   L0000001    , L0000002    ,
L0000003    , L0000004    , L0000005    , L0000006    ,
L0000007    ,
 L0000008    ,

              L0000009    , L0000010    , L0000011    ,
L0000012    , L0000013    , L0000014    , L0000015    ,
L0000016    ,

              L0000017    ,
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
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 *** AERMET - VERSION  14134 ***   ***
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PAGE   5
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                                 *** DISCRETE
CARTESIAN RECEPTORS ***
                                            (X-COORD, Y-COORD,
ZELEV, ZHILL, ZFLAG)

(METERS)

     ( 295148.3, 3792958.9,      43.0,      43.0,       0.0);
( 295162.5, 3792958.9,      43.2,      43.2,       0.0);
     ( 295176.6, 3792958.9,      43.4,      43.4,       0.0);
( 295190.7, 3792958.9,      43.4,      43.4,       0.0);
     ( 295204.8, 3792958.9,      43.4,      43.4,       0.0);
( 295219.0, 3792958.9,      43.6,      43.6,       0.0);
     ( 295233.1, 3792958.9,      43.9,      43.9,       0.0);
( 295247.2, 3792958.9,      44.0,      44.0,       0.0);
     ( 295261.4, 3792958.9,      44.0,      44.0,       0.0);
( 295275.5, 3792958.9,      44.1,      44.1,       0.0);
     ( 295289.6, 3792958.9,      44.3,      44.3,       0.0);
( 295303.8, 3792958.9,      44.5,      44.5,       0.0);
     ( 295317.9, 3792958.9,      44.8,      44.8,       0.0);
( 295332.0, 3792958.9,      45.0,      45.0,       0.0);
     ( 295346.1, 3792958.9,      45.0,      45.0,       0.0);
( 295148.3, 3792967.7,      43.0,      43.0,       0.0);
     ( 295162.5, 3792967.7,      43.3,      43.3,       0.0);
( 295176.6, 3792967.7,      43.6,      43.6,       0.0);
     ( 295190.7, 3792967.7,      43.7,      43.7,       0.0);
( 295204.8, 3792967.7,      43.7,      43.7,       0.0);
     ( 295219.0, 3792967.7,      43.8,      43.8,       0.0);
( 295233.1, 3792967.7,      43.9,      43.9,       0.0);
     ( 295247.2, 3792967.7,      44.0,      44.0,       0.0);
( 295261.4, 3792967.7,      44.0,      44.0,       0.0);
     ( 295275.5, 3792967.7,      44.2,      44.2,       0.0);
( 295289.6, 3792967.7,      44.5,      44.5,       0.0);
     ( 295303.8, 3792967.7,      44.7,      44.7,       0.0);
( 295317.9, 3792967.7,      44.9,      44.9,       0.0);
     ( 295332.0, 3792967.7,      45.0,      45.0,       0.0);
( 295346.1, 3792967.7,      45.0,      45.0,       0.0);
     ( 295148.3, 3792976.4,      43.0,      43.0,       0.0);
( 295162.5, 3792976.4,      43.5,      43.5,       0.0);
     ( 295176.6, 3792976.4,      43.9,      43.9,       0.0);
( 295190.7, 3792976.4,      44.0,      44.0,       0.0);
     ( 295204.8, 3792976.4,      44.0,      44.0,       0.0);
( 295219.0, 3792976.4,      44.0,      44.0,       0.0);
```



```
     ( 295233.1, 3792976.4,      44.0,      44.0,       0.0);
( 295247.2, 3792976.4,      44.0,      44.0,       0.0);
     ( 295261.4, 3792976.4,      44.0,      44.0,       0.0);
( 295275.5, 3792976.4,      44.2,      44.2,       0.0);
     ( 295289.6, 3792976.4,      44.7,      44.7,       0.0);
( 295303.8, 3792976.4,      45.0,      45.0,       0.0);
     ( 295317.9, 3792976.4,      45.0,      45.0,       0.0);
( 295332.0, 3792976.4,      45.0,      45.0,       0.0);
     ( 295346.1, 3792976.4,      45.0,      45.0,       0.0);
( 295148.3, 3792985.1,      43.3,      43.3,       0.0);
     ( 295162.5, 3792985.1,      43.6,      43.6,       0.0);
( 295176.6, 3792985.1,      44.0,      44.0,       0.0);
     ( 295190.7, 3792985.1,      44.0,      44.0,       0.0);
( 295204.8, 3792985.1,      44.0,      44.0,       0.0);
     ( 295219.0, 3792985.1,      44.1,      44.1,       0.0);
( 295233.1, 3792985.1,      44.2,      44.2,       0.0);
     ( 295247.2, 3792985.1,      44.2,      44.2,       0.0);
( 295261.4, 3792985.1,      44.2,      44.2,       0.0);
     ( 295275.5, 3792985.1,      44.4,      44.4,       0.0);
( 295289.6, 3792985.1,      44.8,      44.8,       0.0);
     ( 295303.8, 3792985.1,      45.0,      45.0,       0.0);
( 295317.9, 3792985.1,      45.0,      45.0,       0.0);
     ( 295332.0, 3792985.1,      45.0,      45.0,       0.0);
( 295148.3, 3792993.8,      43.5,      43.5,       0.0);
     ( 295162.5, 3792993.8,      43.8,      43.8,       0.0);
( 295176.6, 3792993.8,      44.0,      44.0,       0.0);
     ( 295190.7, 3792993.8,      44.0,      44.0,       0.0);
( 295204.8, 3792993.8,      44.0,      44.0,       0.0);
     ( 295219.0, 3792993.8,      44.2,      44.2,       0.0);
( 295233.1, 3792993.8,      44.5,      44.5,       0.0);
     ( 295247.2, 3792993.8,      44.5,      44.5,       0.0);
( 295261.4, 3792993.8,      44.5,      44.5,       0.0);
     ( 295275.5, 3792993.8,      44.7,      44.7,       0.0);
( 295289.6, 3792993.8,      44.9,      44.9,       0.0);
     ( 295303.8, 3792993.8,      45.0,      45.0,       0.0);
( 295317.9, 3792993.8,      45.0,      45.0,       0.0);
     ( 295148.3, 3793002.5,      43.8,      43.8,       0.0);
( 295162.5, 3793002.5,      43.9,      43.9,       0.0);
     ( 295176.6, 3793002.5,      44.0,      44.0,       0.0);
( 295190.7, 3793002.5,      44.0,      44.0,       0.0);
     ( 295204.8, 3793002.5,      44.0,      44.0,       0.0);
( 295219.0, 3793002.5,      44.3,      44.3,       0.0);
     ( 295233.1, 3793002.5,      44.7,      44.7,       0.0);
( 295247.2, 3793002.5,      44.8,      44.8,       0.0);
     ( 295261.4, 3793002.5,      44.8,      44.8,       0.0);
( 295275.5, 3793002.5,      44.9,      44.9,       0.0);
     ( 295289.6, 3793002.5,      44.9,      44.9,       0.0);
( 295148.3, 3793011.3,      44.0,      44.0,       0.0);
     ( 295162.5, 3793011.3,      44.1,      44.1,       0.0);
( 295176.6, 3793011.3,      44.1,      44.1,       0.0);
     ( 295190.7, 3793011.3,      44.1,      44.1,       0.0);
( 295204.8, 3793011.3,      44.1,      44.1,       0.0);
```



```
     ( 295219.0, 3793011.3,      44.4,      44.4,       0.0);
( 295233.1, 3793011.3,      44.9,      44.9,       0.0);
```

```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        10:08:32

PAGE   6
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                          *** DISCRETE
CARTESIAN RECEPTORS ***
                                       (X-COORD, Y-COORD,
ZELEV, ZHILL, ZFLAG)

(METERS)

     ( 295247.2, 3793011.3,      45.0,      45.0,       0.0);
( 295261.4, 3793011.3,      45.0,      45.0,       0.0);
     ( 295275.5, 3793011.3,      45.0,      45.0,       0.0);
( 295148.3, 3793020.0,      44.0,      44.0,       0.0);
     ( 295162.5, 3793020.0,      44.2,      44.2,       0.0);
( 295176.6, 3793020.0,      44.4,      44.4,       0.0);
     ( 295190.7, 3793020.0,      44.4,      44.4,       0.0);
( 295204.8, 3793020.0,      44.4,      44.4,       0.0);
     ( 295219.0, 3793020.0,      44.6,      44.6,       0.0);
( 295233.1, 3793020.0,      44.9,      44.9,       0.0);
     ( 295247.2, 3793020.0,      45.0,      45.0,       0.0);
( 295261.4, 3793020.0,      45.0,      45.0,       0.0);
     ( 295148.3, 3793028.7,      44.0,      44.0,       0.0);
( 295162.5, 3793028.7,      44.3,      44.3,       0.0);
     ( 295176.6, 3793028.7,      44.7,      44.7,       0.0);
( 295190.7, 3793028.7,      44.7,      44.7,       0.0);
     ( 295204.8, 3793028.7,      44.7,      44.7,       0.0);
( 295219.0, 3793028.7,      44.8,      44.8,       0.0);
     ( 295233.1, 3793028.7,      44.9,      44.9,       0.0);
( 295148.3, 3793037.4,      44.0,      44.0,       0.0);
     ( 295162.5, 3793037.4,      44.5,      44.5,       0.0);
( 295176.6, 3793037.4,      44.9,      44.9,       0.0);
     ( 295190.7, 3793037.4,      45.0,      45.0,       0.0);
( 295204.8, 3793037.4,      45.0,      45.0,       0.0);
     ( 295219.0, 3793037.4,      45.0,      45.0,       0.0);
( 295148.3, 3793046.1,      44.3,      44.3,       0.0);
     ( 295162.5, 3793046.1,      44.6,      44.6,       0.0);
( 295176.6, 3793046.1,      45.0,      45.0,       0.0);
     ( 295190.7, 3793046.1,      45.1,      45.1,       0.0);
( 295204.8, 3793046.1,      45.3,      45.3,       0.0);
     ( 295148.3, 3793054.9,      44.6,      44.6,       0.0);
( 295162.5, 3793054.9,      44.8,      44.8,       0.0);
     ( 295176.6, 3793054.9,      45.0,      45.0,       0.0);
( 295190.7, 3793054.9,      45.2,      45.2,       0.0);
     ( 295148.3, 3793063.6,      44.9,      44.9,       0.0);
( 295162.5, 3793063.6,      44.9,      44.9,       0.0);
```



```
     ( 295176.6, 3793063.6,      45.0,      45.0,       0.0);
( 295148.3, 3793072.3,      45.0,      45.0,       0.0);
     ( 295162.5, 3793072.3,      45.1,      45.1,       0.0);
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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 *** AERMET - VERSION  14134 ***   ***
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PAGE   7
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                     * SOURCE-RECEPTOR COMBINATIONS FOR WHICH
CALCULATIONS MAY NOT BE PERFORMED *
                       LESS THAN 1.0 METER; WITHIN OPENPIT; OR
BEYOND 80KM FOR FASTAREA/FASTALL


                            SOURCE          - - RECEPTOR
LOCATION - -         DISTANCE
                              ID            XR (METERS)   YR
(METERS)         (METERS)
                         - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - -
                            L0000008            295176.6
3793063.6             0.97
                            L0000008            295148.3
3793072.3            -3.31
                            L0000008            295162.5
3793072.3            -6.98
                            L0000009            295233.1
3793028.7            -0.71
                            L0000009            295204.8
3793037.4            -2.09
                            L0000009            295219.0
3793037.4            -7.15
                            L0000009            295190.7
3793046.1            -1.68
                            L0000009            295204.8
3793046.1            -9.78
                            L0000009            295190.7
3793054.9            -8.14
                            L0000009            295176.6
3793063.6            -2.53
                            L0000010            295289.6
3792993.8            -1.61
                            L0000010            295303.8
3792993.8            -2.26
                            L0000010            295317.9
3792993.8            -0.13
                            L0000010            295261.4
3793002.5            -0.07
                            L0000010            295275.5
3793002.5            -6.44
```



```
                            L0000010            295289.6
3793002.5           -10.23
                            L0000010            295261.4
3793011.3            -7.32
                            L0000010            295275.5
3793011.3           -14.47
                            L0000010            295247.2
3793020.0            -4.10
                            L0000010            295261.4
3793020.0           -14.17
                            L0000011            295346.1
3792958.9            -1.81
                            L0000011            295332.0
3792967.7            -4.99
                            L0000011            295346.1
3792967.7           -10.24
                            L0000011            295317.9
3792976.4            -4.21
                            L0000011            295332.0
3792976.4           -12.60
                            L0000011            295346.1
3792976.4           -18.57
                            L0000011            295303.8
3792985.1             0.42
                            L0000011            295317.9
3792985.1           -10.49
                            L0000011            295332.0
3792985.1           -19.86
                            L0000011            295303.8
3792993.8            -4.33
                            L0000011            295317.9
3792993.8           -16.13
```

```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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 *** AERMET - VERSION  14134 ***   ***
***         10:08:32

PAGE   8
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                          *** METEOROLOGICAL
DAYS SELECTED FOR PROCESSING ***
                                                                (1
=YES; 0=NO)

            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1

               NOTE:  METEOROLOGICAL DATA ACTUALLY PROCESSED
WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE.


                                     *** UPPER BOUND OF FIRST
THROUGH FIFTH WIND SPEED CATEGORIES ***

(METERS/SEC)

                                                  1.54,   3.09,
5.14,   8.23,  10.80,
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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PAGE   9
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                      *** UP TO THE FIRST 24 HOURS
OF METEOROLOGICAL DATA ***

   Surface file:   ..\Oxnard Airport\723927.SFC
Met Version:  14134
   Profile file:   ..\Oxnard Airport\723927.PFL
   Surface format: FREE
   Profile format: FREE
   Surface station no.:    93110                   Upper air
station no.:    93214
                   Name: UNKNOWN
Name: UNKNOWN
                   Year:   2009
Year:   2009

 First 24 hours of scalar data
 YR MO DY JDY HR     H0     U*     W*  DT/DZ ZICNV ZIMCH  M-O LEN
Z0  BOWEN ALBEDO  REF WS   WD     HT  REF TA     HT
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
 09 01 01   1 01 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.4    2.0
 09 01 01   1 02 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.4    2.0
 09 01 01   1 03 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  279.9    2.0
 09 01 01   1 04 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  279.9    2.0
 09 01 01   1 05 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  278.1    2.0
 09 01 01   1 06   -3.4  0.068 -9.000 -9.000 -999.   43.      8.5
0.06   0.84   1.00    1.76   42.   10.0  279.2    2.0
 09 01 01   1 07 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  279.9    2.0
 09 01 01   1 08   -3.3  0.068 -9.000 -9.000 -999.   43.      8.8
0.06   0.84   0.58    1.76   23.   10.0  279.2    2.0
 09 01 01   1 09    0.6  0.190  0.054  0.017   10.  199.  -1074.3
0.24   0.84   0.33    1.76  137.   10.0  278.8    2.0
 09 01 01   1 10   11.9  0.208  0.243  0.015   43.  228.    -68.7
0.24   0.84   0.24    1.76  151.   10.0  279.9    2.0
 09 01 01   1 11   98.9  0.258  0.747  0.013  153.  314.    -15.7
0.11   0.84   0.21    2.36  264.   10.0  282.0    2.0
 09 01 01   1 12  110.5  0.260  0.881  0.013  224.  319.    -14.4
```



```
0.11   0.84   0.20    2.36  246.   10.0  283.8    2.0
 09 01 01   1 13  110.7  0.260  1.018  0.012  344.  319.    -14.4
0.11   0.84   0.20    2.36  293.   10.0  284.2    2.0
 09 01 01   1 14   94.7  0.378  1.041  0.005  431.  557.    -51.4
0.11   0.84   0.21    3.86  279.   10.0  284.9    2.0
 09 01 01   1 15   62.9  0.288  0.941  0.010  479.  376.    -34.5
0.11   0.84   0.24    2.86  282.   10.0  284.2    2.0
 09 01 01   1 16   25.6  0.274  0.701  0.010  486.  344.    -72.6
0.11   0.84   0.33    2.86  294.   10.0  283.8    2.0
 09 01 01   1 17   -6.5  0.127 -9.000 -9.000 -999.  125.     28.6
0.04   0.84   0.57    2.36  321.   10.0  282.0    2.0
 09 01 01   1 18   -2.9  0.062 -9.000 -9.000 -999.   40.      7.4
0.04   0.84   1.00    1.76  337.   10.0  282.0    2.0
 09 01 01   1 19   -2.9  0.062 -9.000 -9.000 -999.   37.      7.4
0.04   0.84   1.00    1.76  354.   10.0  281.4    2.0
 09 01 01   1 20 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.9    2.0
 09 01 01   1 21 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  279.9    2.0
 09 01 01   1 22 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.4    2.0
 09 01 01   1 23 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.9    2.0
 09 01 01   1 24   -4.7  0.080 -9.000 -9.000 -999.   54.      9.8
0.12   0.84   1.00    1.76   90.   10.0  279.9    2.0


 First hour of profile data
 YR MO DY HR HEIGHT F  WDIR    WSPD AMB_TMP sigmaA  sigmaW
sigmaV
 09 01 01 01   10.0 1 -999.  -99.00   280.4
99.0  -99.00  -99.00

 F indicates top of profile (=1) or below (=0)
```



```
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PAGE  10
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                *** THE   1ST HIGHEST  8-HR AVERAGE
CONCENTRATION   VALUES FOR SOURCE GROUP:  ALL      ***
                                     INCLUDING SOURCE(S):
L0000001    , L0000002    , L0000003    , L0000004    ,
L0000005    ,
                L0000006    , L0000007    , L0000008    ,
L0000009    , L0000010    , L0000011    , L0000012    ,
L0000013    ,
                L0000014    , L0000015    , L0000016    ,
L0000017    ,

                                          *** DISCRETE
CARTESIAN RECEPTOR POINTS ***

                                       ** CONC OF TACAC8HR IN
MICROGRAMS/M**3                         **

      X-COORD (M)  Y-COORD (M)        CONC     (YYMMDDHH)
X-COORD (M)  Y-COORD (M)        CONC     (YYMMDDHH)
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
-
        295148.33   3792958.94        0.18029c (12020808)
295162.46   3792958.94        0.18656c (12020808)
        295176.59   3792958.94        0.19332c (12020808)
295190.72   3792958.94        0.20025c (12020808)
        295204.85   3792958.94        0.20777c (12020808)
295218.98   3792958.94        0.21684c (12020808)
        295233.11   3792958.94        0.22710c (12020808)
295247.24   3792958.94        0.23782c (12020808)
        295261.37   3792958.94        0.24907c (12020808)
295275.50   3792958.94        0.26209c (12020808)
        295289.63   3792958.94        0.27779c (12020808)
295303.76   3792958.94        0.29679c (12020808)
        295317.89   3792958.94        0.31912c (12020808)
295332.02   3792958.94        0.35270b (11050308)
        295346.15   3792958.94        0.30340b (11050308)
295148.33   3792967.66        0.18661c (12020808)
        295162.46   3792967.66        0.19380c (12020808)
295176.59   3792967.66        0.20153c (12020808)
        295190.72   3792967.66        0.20920c (12020808)
295204.85   3792967.66        0.21754c (12020808)
        295218.98   3792967.66        0.22728c (12020808)
```

```
295233.11   3792967.66        0.23841c (12020808)
        295247.24   3792967.66        0.25028c (12020808)
295261.37   3792967.66        0.26372c (12020808)
        295275.50   3792967.66        0.27905c (12020808)
295289.63   3792967.66        0.29804c (12020808)
        295303.76   3792967.66        0.32087c (12020808)
295317.89   3792967.66        0.36818b (11050308)
        295332.02   3792967.66        0.31543b (11050308)
295346.15   3792967.66        0.32560b (11050308)
        295148.33   3792976.38        0.19349c (12020808)
295162.46   3792976.38        0.20171c (12020808)
        295176.59   3792976.38        0.21059c (12020808)
295190.72   3792976.38        0.21914c (12020808)
        295204.85   3792976.38        0.22843c (12020808)
295218.98   3792976.38        0.23903c (12020808)
        295233.11   3792976.38        0.25111c (12020808)
295247.24   3792976.38        0.26459c (12020808)
        295261.37   3792976.38        0.27906c (12020808)
295275.50   3792976.38        0.30061c (12020808)
        295289.63   3792976.38        0.32366c (12020808)
295303.76   3792976.38        0.35153c (12020808)
        295317.89   3792976.38        0.32910b (11050308)
295332.02   3792976.38        0.34233b (11050308)
        295346.15   3792976.38        0.34795b (11050308)
295148.33   3792985.10        0.20160c (12020808)
        295162.46   3792985.10        0.21044c (12020808)
295176.59   3792985.10        0.22004c (12020808)
        295190.72   3792985.10        0.22955c (12020808)
295204.85   3792985.10        0.23990c (12020808)
        295218.98   3792985.10        0.25205c (12020808)
295233.11   3792985.10        0.26636c (12020808)
        295247.24   3792985.10        0.28235c (12020808)
295261.37   3792985.10        0.29957c (12020808)
        295275.50   3792985.10        0.31899c (12020808)
295289.63   3792985.10        0.35962c (12020808)
        295303.76   3792985.10        0.34524b (11050308)
295317.89   3792985.10        0.36224b (11050308)
        295332.02   3792985.10        0.37090b (11050308)
295148.33   3792993.82        0.21066c (12020808)
        295162.46   3792993.82        0.22007c (12020808)
295176.59   3792993.82        0.23047c (12020808)
        295190.72   3792993.82        0.24117c (12020808)
295204.85   3792993.82        0.25282c (12020808)
        295218.98   3792993.82        0.26706c (12020808)
295233.11   3792993.82        0.28425c (12020808)
        295247.24   3792993.82        0.30351c (12020808)
295261.37   3792993.82        0.32444c (12020808)
        295275.50   3792993.82        0.34713b (11050308)
295289.63   3792993.82        0.29807b (11050308)
        295303.76   3792993.82        0.28800b (11050308)
295317.89   3792993.82        0.28698c (11041608)
        295148.33   3793002.54        0.22067c (12020808)
```



```
295162.46   3793002.54        0.23076c (12020808)
        295176.59   3793002.54        0.24203c (12020808)
295190.72   3793002.54        0.25451c (12020808)
        295204.85   3793002.54        0.26789c (12020808)
295218.98   3793002.54        0.28479c (12020808)
        295233.11   3793002.54        0.30560c (12020808)
295247.24   3793002.54        0.32914c (12020808)
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        10:08:32

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 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                *** THE   1ST HIGHEST  8-HR AVERAGE
CONCENTRATION   VALUES FOR SOURCE GROUP:  ALL      ***
                                  INCLUDING SOURCE(S):
L0000001    , L0000002    , L0000003    , L0000004    ,
L0000005    ,
                L0000006    , L0000007    , L0000008    ,
L0000009    , L0000010    , L0000011    , L0000012    ,
L0000013    ,
                L0000014    , L0000015    , L0000016    ,
L0000017    ,

                                                *** DISCRETE
CARTESIAN RECEPTOR POINTS ***

                                          ** CONC OF TACAC8HR IN
MICROGRAMS/M**3                            **

      X-COORD (M)  Y-COORD (M)        CONC     (YYMMDDHH)
X-COORD (M)  Y-COORD (M)        CONC     (YYMMDDHH)
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
-
        295261.37   3793002.54        0.29497b (11050308)
295275.50   3793002.54        0.31009b (11050308)
        295289.63   3793002.54        0.31924b (11050308)
295148.33   3793011.26        0.23146c (12020808)
        295162.46   3793011.26        0.24279c (12020808)
295176.59   3793011.26        0.25563c (12020808)
        295190.72   3793011.26        0.26946c (12020808)
295204.85   3793011.26        0.28562c (12020808)
        295218.98   3793011.26        0.30702c (12020808)
295233.11   3793011.26        0.33192c (12020808)
        295247.24   3793011.26        0.36077c (12020808)
295261.37   3793011.26        0.32416b (11050308)
        295275.50   3793011.26        0.33589b (11050308)
295148.33   3793019.98        0.24313c (12020808)
        295162.46   3793019.98        0.25641c (12020808)
295176.59   3793019.98        0.27185c (12020808)
        295190.72   3793019.98        0.28827c (12020808)
295204.85   3793019.98        0.30571c (12020808)
        295218.98   3793019.98        0.33172c (12020808)
295233.11   3793019.98        0.36724c (12020808)
        295247.24   3793019.98        0.34036b (11050308)
```



```
295261.37   3793019.98        0.35557b (11050308)
        295148.33   3793028.70        0.25640c (12020808)
295162.46   3793028.70        0.27212c (12020808)
        295176.59   3793028.70        0.29076c (12020808)
295190.72   3793028.70        0.31059c (12020808)
        295204.85   3793028.70        0.33174c (12020808)
295218.98   3793028.70        0.35644b (13012224)
        295233.11   3793028.70        0.30024c (11020508)
295148.33   3793037.42        0.27189c (12020808)
        295162.46   3793037.42        0.29073c (12020808)
295176.59   3793037.42        0.31335c (12020808)
        295190.72   3793037.42        0.33763c (12020808)
295204.85   3793037.42        0.28818b (11050308)
        295218.98   3793037.42        0.30252b (11050308)
295148.33   3793046.14        0.29237c (12020808)
        295162.46   3793046.14        0.31360c (12020808)
295176.59   3793046.14        0.34016c (12020808)
        295190.72   3793046.14        0.29889b (11050308)
295204.85   3793046.14        0.31665b (11050308)
        295148.33   3793054.86        0.31112c (12020808)
295162.46   3793054.86        0.34482c (12020808)
        295176.59   3793054.86        0.37567c (12020808)
295190.72   3793054.86        0.33281b (11050308)
        295148.33   3793063.58        0.33792c (12020808)
295162.46   3793063.58        0.36202b (13012224)
        295176.59   3793063.58        0.26363b (11050308)
295148.33   3793072.30        0.27754b (11050308)
        295162.46   3793072.30        0.29161b (11050308)
```

```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        10:08:32

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 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                                  *** THE SUMMARY
OF HIGHEST  8-HR RESULTS ***


                                     ** CONC OF TACAC8HR IN
MICROGRAMS/M**3                           **

                                                     DATE
NETWORK
GROUP ID                           AVERAGE CONC     (YYMMDDHH)
RECEPTOR  (XR, YR, ZELEV, ZHILL, ZFLAG)    OF TYPE  GRID-ID
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

ALL      HIGH   1ST HIGH VALUE IS       0.37567c ON 12020808: AT
(  295176.59,  3793054.86,    44.98,    44.98,    0.00)  DC


 *** RECEPTOR TYPES:  GC = GRIDCART
                      GP = GRIDPOLR
                      DC = DISCCART
                      DP = DISCPOLR
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        10:08:32

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 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

 *** Message Summary : AERMOD Model Execution ***

  --------- Summary of Total Messages --------

 A Total of            0 Fatal Error Message(s)
 A Total of            0 Warning Message(s)
 A Total of        11814 Informational Message(s)

 A Total of        43872 Hours Were Processed

 A Total of         9787 Calm Hours Identified

 A Total of         2027 Missing Hours Identified (  4.62
Percent)


    ******** FATAL ERROR MESSAGES ********
                 ***  NONE  ***


    ********   WARNING MESSAGES   ********
                 ***  NONE  ***


    ************************************
    *** AERMOD Finishes Successfully ***
    ************************************
```

```
**
****************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 9.1.0
** Lakes Environmental Software Inc.
** Date: 4/8/2016
** File: C:\Users\Brett Pomeroy\Dropbox\Pomeroy Environmental
Services\AERMOD\Ventura Kaiser\CO 1hr\CO 1hr.ADI
**
****************************************
**
**
****************************************
** AERMOD Control Pathway
****************************************
**
**
CO STARTING
   TITLEONE C:\Users\Brett Pomeroy\Dropbox\Pomeroy Environmental
Services\AERMOD
   MODELOPT DFAULT CONC
   AVERTIME 1
   URBANOPT 822499
   POLLUTID CO
   RUNORNOT RUN
   ERRORFIL "CO 1hr.err"
CO FINISHED
**
****************************************
** AERMOD Source Pathway
****************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** ---------------------------------------------------------------
-------
** Line Source Represented by Separated Volume Sources
** LINE VOLUME Source ID = SLINE1
** DESCRSRC 101 Fwy
** PREFIX
** Length of Side = 38.00
** Configuration = Separated
** Emission Rate = 5.32
** Elevated
** Vertical Dimension = 3.00
** SZINIT = 0.70
** Nodes = 4
** 294713.905, 3793405.305, 43.87, 0.00, 34.05
** 295188.318, 3793128.775, 46.00, 0.00, 34.05
```



```
** 295444.552, 3792981.631, 46.00, 0.00, 34.05
** 295761.673, 3792801.506, 44.43, 0.00, 34.05
** ---------------------------------------------------------------
-------
   LOCATION L0000001     VOLUME   294730.319 3793395.737 44.00
   LOCATION L0000002     VOLUME   294793.566 3793358.871 44.77
   LOCATION L0000003     VOLUME   294856.813 3793322.005 45.00
   LOCATION L0000004     VOLUME   294920.060 3793285.140 45.10
   LOCATION L0000005     VOLUME   294983.306 3793248.274 45.52
   LOCATION L0000006     VOLUME   295046.553 3793211.408 45.92
   LOCATION L0000007     VOLUME   295109.800 3793174.542 46.00
   LOCATION L0000008     VOLUME   295173.047 3793137.677 46.00
   LOCATION L0000009     VOLUME   295236.473 3793101.122 46.00
   LOCATION L0000010     VOLUME   295299.957 3793064.666 46.00
   LOCATION L0000011     VOLUME   295363.441 3793028.210 46.00
   LOCATION L0000012     VOLUME   295426.924 3792991.754 46.00
   LOCATION L0000013     VOLUME   295490.532 3792955.514 46.00
   LOCATION L0000014     VOLUME   295554.187 3792919.358 46.00
   LOCATION L0000015     VOLUME   295617.842 3792883.202 45.95
   LOCATION L0000016     VOLUME   295681.497 3792847.046 45.00
   LOCATION L0000017     VOLUME   295745.152 3792810.890 44.49
** End of LINE VOLUME Source ID = SLINE1
** Source Parameters **
** LINE VOLUME Source ID = SLINE1
   SRCPARAM L0000001     0.3129411765      0.00     34.05
0.70
   SRCPARAM L0000002     0.3129411765      0.00     34.05
0.70
   SRCPARAM L0000003     0.3129411765      0.00     34.05
0.70
   SRCPARAM L0000004     0.3129411765      0.00     34.05
0.70
   SRCPARAM L0000005     0.3129411765      0.00     34.05
0.70
   SRCPARAM L0000006     0.3129411765      0.00     34.05
0.70
   SRCPARAM L0000007     0.3129411765      0.00     34.05
0.70
   SRCPARAM L0000008     0.3129411765      0.00     34.05
0.70
   SRCPARAM L0000009     0.3129411765      0.00     34.05
0.70
   SRCPARAM L0000010     0.3129411765      0.00     34.05
0.70
   SRCPARAM L0000011     0.3129411765      0.00     34.05
0.70
   SRCPARAM L0000012     0.3129411765      0.00     34.05
0.70
   SRCPARAM L0000013     0.3129411765      0.00     34.05
0.70
   SRCPARAM L0000014     0.3129411765      0.00     34.05
0.70
```



```
   SRCPARAM L0000015     0.3129411765      0.00     34.05
0.70
   SRCPARAM L0000016     0.3129411765      0.00     34.05
0.70
   SRCPARAM L0000017     0.3129411765      0.00     34.05
0.70
** ---------------------------------------------------------------
-------
   URBANSRC ALL
   SRCGROUP ALL
SO FINISHED
**
****************************************
** AERMOD Receptor Pathway
****************************************
**
**
RE STARTING
   INCLUDED "CO 1hr.rou"
RE FINISHED
**
****************************************
** AERMOD Meteorology Pathway
****************************************
**
**
ME STARTING
   SURFFILE "..\Oxnard Airport\723927.SFC"
   PROFFILE "..\Oxnard Airport\723927.PFL"
   SURFDATA 93110 2009
   UAIRDATA 93214 2009
   PROFBASE 11.0 METERS
ME FINISHED
**
****************************************
** AERMOD Output Pathway
****************************************
**
**
OU STARTING
   RECTABLE ALLAVE 1ST
   RECTABLE 1 1ST
** Auto-Generated Plotfiles
   PLOTFILE 1 ALL 1ST "CO 1HR.AD\01H1GALL.PLT" 31
   SUMMFILE "CO 1hr.sum"
OU FINISHED

 ***********************************
 *** SETUP Finishes Successfully ***
 ***********************************
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        10:14:47

PAGE   1
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                                ***     MODEL SETUP
OPTIONS SUMMARY       ***
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 **Model Is Setup For Calculation of Average CONCentration
Values.

   --  DEPOSITION LOGIC  --
 **NO GAS DEPOSITION Data Provided.
 **NO PARTICLE DEPOSITION Data Provided.
 **Model Uses NO DRY DEPLETION.  DRYDPLT  =  F
 **Model Uses NO WET DEPLETION.  WETDPLT  =  F

 **Model Uses URBAN Dispersion Algorithm for the SBL for    17
Source(s),
   for Total of    1 Urban Area(s):
   Urban Population =    822499.0 ;  Urban Roughness Length =
1.000 m

 **Model Uses Regulatory DEFAULT Options:
         1. Stack-tip Downwash.
         2. Model Accounts for ELEVated Terrain Effects.
         3. Use Calms Processing Routine.
         4. Use Missing Data Processing Routine.
         5. No Exponential Decay.
         6. Urban Roughness Length of 1.0 Meter Assumed.

 **Other Options Specified:
         CCVR_Sub - Meteorological data includes CCVR
substitutions
         TEMP_Sub - Meteorological data includes TEMP
substitutions

 **Model Assumes No FLAGPOLE Receptor Heights.

 **The User Specified a Pollutant Type of:  CO

 **Model Calculates  1 Short Term Average(s) of:   1-HR

 **This Run Includes:     17 Source(s);       1 Source Group(s);
and     129 Receptor(s)
```

```
                 with:      0 POINT(s), including
                            0 POINTCAP(s) and       0 POINTHOR(s)
                  and:     17 VOLUME source(s)
                  and:      0 AREA type source(s)
                  and:      0 LINE source(s)
                  and:      0 OPENPIT source(s)


 **Model Set To Continue RUNning After the Setup Testing.

 **The AERMET Input Meteorological Data Version Date:  14134

 **Output Options Selected:
          Model Outputs Tables of Highest Short Term Values by
Receptor (RECTABLE Keyword)
          Model Outputs External File(s) of High Values for
Plotting (PLOTFILE Keyword)
          Model Outputs Separate Summary File of High Ranked
Values (SUMMFILE Keyword)

 **NOTE:  The Following Flags May Appear Following CONC Values:
c for Calm Hours

m for Missing Hours

b for Both Calm and Missing Hours

 **Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =
11.00 ;  Decay Coef. =    0.000     ;  Rot. Angle =     0.0
                  Emission Units =
GRAMS/SEC                           ;  Emission Rate Unit
Factor =   0.10000E+07
                  Output Units   = MICROGRAMS/M**3

 **Approximate Storage Requirements of Model =      3.5 MB of
RAM.

 **Detailed Error/Message File:   CO 1hr.err
 **File for Summary of Results:   CO 1hr.sum
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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04/08/16
 *** AERMET - VERSION  14134 ***   ***
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PAGE   2
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN


                                                  *** VOLUME
SOURCE DATA ***

               NUMBER EMISSION RATE                     BASE
RELEASE    INIT.    INIT.   URBAN  EMISSION RATE
  SOURCE       PART.  (GRAMS/SEC)     X        Y      ELEV.
HEIGHT      SY       SZ     SOURCE  SCALAR VARY
     ID        CATS.                (METERS) (METERS) (METERS)
(METERS) (METERS) (METERS)              BY
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 L0000001         0   0.31294E+00  294730.3 3793395.7    44.0
0.00    34.05     0.70     YES
 L0000002         0   0.31294E+00  294793.6 3793358.9    44.8
0.00    34.05     0.70     YES
 L0000003         0   0.31294E+00  294856.8 3793322.0    45.0
0.00    34.05     0.70     YES
 L0000004         0   0.31294E+00  294920.1 3793285.1    45.1
0.00    34.05     0.70     YES
 L0000005         0   0.31294E+00  294983.3 3793248.3    45.5
0.00    34.05     0.70     YES
 L0000006         0   0.31294E+00  295046.6 3793211.4    45.9
0.00    34.05     0.70     YES
 L0000007         0   0.31294E+00  295109.8 3793174.5    46.0
0.00    34.05     0.70     YES
 L0000008         0   0.31294E+00  295173.0 3793137.7    46.0
0.00    34.05     0.70     YES
 L0000009         0   0.31294E+00  295236.5 3793101.1    46.0
0.00    34.05     0.70     YES
 L0000010         0   0.31294E+00  295300.0 3793064.7    46.0
0.00    34.05     0.70     YES
 L0000011         0   0.31294E+00  295363.4 3793028.2    46.0
0.00    34.05     0.70     YES
 L0000012         0   0.31294E+00  295426.9 3792991.8    46.0
0.00    34.05     0.70     YES
 L0000013         0   0.31294E+00  295490.5 3792955.5    46.0
0.00    34.05     0.70     YES
 L0000014         0   0.31294E+00  295554.2 3792919.4    46.0
0.00    34.05     0.70     YES
 L0000015         0   0.31294E+00  295617.8 3792883.2    45.9
0.00    34.05     0.70     YES
```



```
 L0000016         0   0.31294E+00  295681.5 3792847.0    45.0
0.00    34.05     0.70     YES
 L0000017         0   0.31294E+00  295745.2 3792810.9    44.5
0.00    34.05     0.70     YES
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        10:14:47

PAGE   3
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN


                                             *** SOURCE IDs
DEFINING SOURCE GROUPS ***

 SRCGROUP ID                                          SOURCE
IDs
 -----------                                          -------
---


  ALL        L0000001    , L0000002    , L0000003    ,
L0000004    , L0000005    , L0000006    , L0000007    ,
L0000008    ,

             L0000009    , L0000010    , L0000011    ,
L0000012    , L0000013    , L0000014    , L0000015    ,
L0000016    ,

             L0000017    ,
```

```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
04/08/16
 *** AERMET - VERSION  14134 ***   ***
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PAGE   4
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN


                                        *** SOURCE IDs DEFINED
AS URBAN SOURCES ***

  URBAN ID   URBAN POP                                   SOURCE
IDs
  --------   ---------                                   -------
---


               822499.   L0000001    , L0000002    ,
L0000003    , L0000004    , L0000005    , L0000006    ,
L0000007    ,
 L0000008    ,

              L0000009    , L0000010    , L0000011    ,
L0000012    , L0000013    , L0000014    , L0000015    ,
L0000016    ,

              L0000017    ,
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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 *** AERMET - VERSION  14134 ***   ***
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PAGE   5
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                                 *** DISCRETE
CARTESIAN RECEPTORS ***
                                            (X-COORD, Y-COORD,
ZELEV, ZHILL, ZFLAG)

(METERS)

     ( 295148.3, 3792958.9,      43.0,      43.0,       0.0);
( 295162.5, 3792958.9,      43.2,      43.2,       0.0);
     ( 295176.6, 3792958.9,      43.4,      43.4,       0.0);
( 295190.7, 3792958.9,      43.4,      43.4,       0.0);
     ( 295204.8, 3792958.9,      43.4,      43.4,       0.0);
( 295219.0, 3792958.9,      43.6,      43.6,       0.0);
     ( 295233.1, 3792958.9,      43.9,      43.9,       0.0);
( 295247.2, 3792958.9,      44.0,      44.0,       0.0);
     ( 295261.4, 3792958.9,      44.0,      44.0,       0.0);
( 295275.5, 3792958.9,      44.1,      44.1,       0.0);
     ( 295289.6, 3792958.9,      44.3,      44.3,       0.0);
( 295303.8, 3792958.9,      44.5,      44.5,       0.0);
     ( 295317.9, 3792958.9,      44.8,      44.8,       0.0);
( 295332.0, 3792958.9,      45.0,      45.0,       0.0);
     ( 295346.1, 3792958.9,      45.0,      45.0,       0.0);
( 295148.3, 3792967.7,      43.0,      43.0,       0.0);
     ( 295162.5, 3792967.7,      43.3,      43.3,       0.0);
( 295176.6, 3792967.7,      43.6,      43.6,       0.0);
     ( 295190.7, 3792967.7,      43.7,      43.7,       0.0);
( 295204.8, 3792967.7,      43.7,      43.7,       0.0);
     ( 295219.0, 3792967.7,      43.8,      43.8,       0.0);
( 295233.1, 3792967.7,      43.9,      43.9,       0.0);
     ( 295247.2, 3792967.7,      44.0,      44.0,       0.0);
( 295261.4, 3792967.7,      44.0,      44.0,       0.0);
     ( 295275.5, 3792967.7,      44.2,      44.2,       0.0);
( 295289.6, 3792967.7,      44.5,      44.5,       0.0);
     ( 295303.8, 3792967.7,      44.7,      44.7,       0.0);
( 295317.9, 3792967.7,      44.9,      44.9,       0.0);
     ( 295332.0, 3792967.7,      45.0,      45.0,       0.0);
( 295346.1, 3792967.7,      45.0,      45.0,       0.0);
     ( 295148.3, 3792976.4,      43.0,      43.0,       0.0);
( 295162.5, 3792976.4,      43.5,      43.5,       0.0);
     ( 295176.6, 3792976.4,      43.9,      43.9,       0.0);
( 295190.7, 3792976.4,      44.0,      44.0,       0.0);
     ( 295204.8, 3792976.4,      44.0,      44.0,       0.0);
( 295219.0, 3792976.4,      44.0,      44.0,       0.0);
```



```
     ( 295233.1, 3792976.4,      44.0,      44.0,       0.0);
( 295247.2, 3792976.4,      44.0,      44.0,       0.0);
     ( 295261.4, 3792976.4,      44.0,      44.0,       0.0);
( 295275.5, 3792976.4,      44.2,      44.2,       0.0);
     ( 295289.6, 3792976.4,      44.7,      44.7,       0.0);
( 295303.8, 3792976.4,      45.0,      45.0,       0.0);
     ( 295317.9, 3792976.4,      45.0,      45.0,       0.0);
( 295332.0, 3792976.4,      45.0,      45.0,       0.0);
     ( 295346.1, 3792976.4,      45.0,      45.0,       0.0);
( 295148.3, 3792985.1,      43.3,      43.3,       0.0);
     ( 295162.5, 3792985.1,      43.6,      43.6,       0.0);
( 295176.6, 3792985.1,      44.0,      44.0,       0.0);
     ( 295190.7, 3792985.1,      44.0,      44.0,       0.0);
( 295204.8, 3792985.1,      44.0,      44.0,       0.0);
     ( 295219.0, 3792985.1,      44.1,      44.1,       0.0);
( 295233.1, 3792985.1,      44.2,      44.2,       0.0);
     ( 295247.2, 3792985.1,      44.2,      44.2,       0.0);
( 295261.4, 3792985.1,      44.2,      44.2,       0.0);
     ( 295275.5, 3792985.1,      44.4,      44.4,       0.0);
( 295289.6, 3792985.1,      44.8,      44.8,       0.0);
     ( 295303.8, 3792985.1,      45.0,      45.0,       0.0);
( 295317.9, 3792985.1,      45.0,      45.0,       0.0);
     ( 295332.0, 3792985.1,      45.0,      45.0,       0.0);
( 295148.3, 3792993.8,      43.5,      43.5,       0.0);
     ( 295162.5, 3792993.8,      43.8,      43.8,       0.0);
( 295176.6, 3792993.8,      44.0,      44.0,       0.0);
     ( 295190.7, 3792993.8,      44.0,      44.0,       0.0);
( 295204.8, 3792993.8,      44.0,      44.0,       0.0);
     ( 295219.0, 3792993.8,      44.2,      44.2,       0.0);
( 295233.1, 3792993.8,      44.5,      44.5,       0.0);
     ( 295247.2, 3792993.8,      44.5,      44.5,       0.0);
( 295261.4, 3792993.8,      44.5,      44.5,       0.0);
     ( 295275.5, 3792993.8,      44.7,      44.7,       0.0);
( 295289.6, 3792993.8,      44.9,      44.9,       0.0);
     ( 295303.8, 3792993.8,      45.0,      45.0,       0.0);
( 295317.9, 3792993.8,      45.0,      45.0,       0.0);
     ( 295148.3, 3793002.5,      43.8,      43.8,       0.0);
( 295162.5, 3793002.5,      43.9,      43.9,       0.0);
     ( 295176.6, 3793002.5,      44.0,      44.0,       0.0);
( 295190.7, 3793002.5,      44.0,      44.0,       0.0);
     ( 295204.8, 3793002.5,      44.0,      44.0,       0.0);
( 295219.0, 3793002.5,      44.3,      44.3,       0.0);
     ( 295233.1, 3793002.5,      44.7,      44.7,       0.0);
( 295247.2, 3793002.5,      44.8,      44.8,       0.0);
     ( 295261.4, 3793002.5,      44.8,      44.8,       0.0);
( 295275.5, 3793002.5,      44.9,      44.9,       0.0);
     ( 295289.6, 3793002.5,      44.9,      44.9,       0.0);
( 295148.3, 3793011.3,      44.0,      44.0,       0.0);
     ( 295162.5, 3793011.3,      44.1,      44.1,       0.0);
( 295176.6, 3793011.3,      44.1,      44.1,       0.0);
     ( 295190.7, 3793011.3,      44.1,      44.1,       0.0);
( 295204.8, 3793011.3,      44.1,      44.1,       0.0);
```



```
     ( 295219.0, 3793011.3,      44.4,      44.4,       0.0);
( 295233.1, 3793011.3,      44.9,      44.9,       0.0);
```

```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
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 *** AERMET - VERSION  14134 ***   ***
***        10:14:47

PAGE   6
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                                 *** DISCRETE
CARTESIAN RECEPTORS ***
                                              (X-COORD, Y-COORD,
ZELEV, ZHILL, ZFLAG)

(METERS)

     ( 295247.2, 3793011.3,      45.0,      45.0,       0.0);
( 295261.4, 3793011.3,      45.0,      45.0,       0.0);
     ( 295275.5, 3793011.3,      45.0,      45.0,       0.0);
( 295148.3, 3793020.0,      44.0,      44.0,       0.0);
     ( 295162.5, 3793020.0,      44.2,      44.2,       0.0);
( 295176.6, 3793020.0,      44.4,      44.4,       0.0);
     ( 295190.7, 3793020.0,      44.4,      44.4,       0.0);
( 295204.8, 3793020.0,      44.4,      44.4,       0.0);
     ( 295219.0, 3793020.0,      44.6,      44.6,       0.0);
( 295233.1, 3793020.0,      44.9,      44.9,       0.0);
     ( 295247.2, 3793020.0,      45.0,      45.0,       0.0);
( 295261.4, 3793020.0,      45.0,      45.0,       0.0);
     ( 295148.3, 3793028.7,      44.0,      44.0,       0.0);
( 295162.5, 3793028.7,      44.3,      44.3,       0.0);
     ( 295176.6, 3793028.7,      44.7,      44.7,       0.0);
( 295190.7, 3793028.7,      44.7,      44.7,       0.0);
     ( 295204.8, 3793028.7,      44.7,      44.7,       0.0);
( 295219.0, 3793028.7,      44.8,      44.8,       0.0);
     ( 295233.1, 3793028.7,      44.9,      44.9,       0.0);
( 295148.3, 3793037.4,      44.0,      44.0,       0.0);
     ( 295162.5, 3793037.4,      44.5,      44.5,       0.0);
( 295176.6, 3793037.4,      44.9,      44.9,       0.0);
     ( 295190.7, 3793037.4,      45.0,      45.0,       0.0);
( 295204.8, 3793037.4,      45.0,      45.0,       0.0);
     ( 295219.0, 3793037.4,      45.0,      45.0,       0.0);
( 295148.3, 3793046.1,      44.3,      44.3,       0.0);
     ( 295162.5, 3793046.1,      44.6,      44.6,       0.0);
( 295176.6, 3793046.1,      45.0,      45.0,       0.0);
     ( 295190.7, 3793046.1,      45.1,      45.1,       0.0);
( 295204.8, 3793046.1,      45.3,      45.3,       0.0);
     ( 295148.3, 3793054.9,      44.6,      44.6,       0.0);
( 295162.5, 3793054.9,      44.8,      44.8,       0.0);
     ( 295176.6, 3793054.9,      45.0,      45.0,       0.0);
( 295190.7, 3793054.9,      45.2,      45.2,       0.0);
     ( 295148.3, 3793063.6,      44.9,      44.9,       0.0);
( 295162.5, 3793063.6,      44.9,      44.9,       0.0);
```



```
     ( 295176.6, 3793063.6,      45.0,      45.0,       0.0);
( 295148.3, 3793072.3,      45.0,      45.0,       0.0);
     ( 295162.5, 3793072.3,      45.1,      45.1,       0.0);
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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PAGE   7
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                     * SOURCE-RECEPTOR COMBINATIONS FOR WHICH
CALCULATIONS MAY NOT BE PERFORMED *
                       LESS THAN 1.0 METER; WITHIN OPENPIT; OR
BEYOND 80KM FOR FASTAREA/FASTALL


                            SOURCE          - - RECEPTOR
LOCATION - -         DISTANCE
                              ID            XR (METERS)   YR
(METERS)         (METERS)
                         - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - -
                            L0000008            295176.6
3793063.6             0.97
                            L0000008            295148.3
3793072.3            -3.31
                            L0000008            295162.5
3793072.3            -6.98
                            L0000009            295233.1
3793028.7            -0.71
                            L0000009            295204.8
3793037.4            -2.09
                            L0000009            295219.0
3793037.4            -7.15
                            L0000009            295190.7
3793046.1            -1.68
                            L0000009            295204.8
3793046.1            -9.78
                            L0000009            295190.7
3793054.9            -8.14
                            L0000009            295176.6
3793063.6            -2.53
                            L0000010            295289.6
3792993.8            -1.61
                            L0000010            295303.8
3792993.8            -2.26
                            L0000010            295317.9
3792993.8            -0.13
                            L0000010            295261.4
3793002.5            -0.07
                            L0000010            295275.5
3793002.5            -6.44
```



```
                            L0000010            295289.6
3793002.5           -10.23
                            L0000010            295261.4
3793011.3            -7.32
                            L0000010            295275.5
3793011.3           -14.47
                            L0000010            295247.2
3793020.0            -4.10
                            L0000010            295261.4
3793020.0           -14.17
                            L0000011            295346.1
3792958.9            -1.81
                            L0000011            295332.0
3792967.7            -4.99
                            L0000011            295346.1
3792967.7           -10.24
                            L0000011            295317.9
3792976.4            -4.21
                            L0000011            295332.0
3792976.4           -12.60
                            L0000011            295346.1
3792976.4           -18.57
                            L0000011            295303.8
3792985.1             0.42
                            L0000011            295317.9
3792985.1           -10.49
                            L0000011            295332.0
3792985.1           -19.86
                            L0000011            295303.8
3792993.8            -4.33
                            L0000011            295317.9
3792993.8           -16.13
```

```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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 *** AERMET - VERSION  14134 ***   ***
***        10:14:47

PAGE   8
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                        *** METEOROLOGICAL
DAYS SELECTED FOR PROCESSING ***
                                                                (1
=YES; 0=NO)

            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1

               NOTE:  METEOROLOGICAL DATA ACTUALLY PROCESSED
WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE.


                                  *** UPPER BOUND OF FIRST
THROUGH FIFTH WIND SPEED CATEGORIES ***

(METERS/SEC)

                                                 1.54,   3.09,
5.14,   8.23,  10.80,
```



```
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PAGE   9
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                   *** UP TO THE FIRST 24 HOURS
OF METEOROLOGICAL DATA ***

   Surface file:   ..\Oxnard Airport\723927.SFC
Met Version:  14134
   Profile file:   ..\Oxnard Airport\723927.PFL
   Surface format: FREE
   Profile format: FREE
   Surface station no.:    93110                  Upper air
station no.:    93214
                  Name: UNKNOWN
Name: UNKNOWN
                  Year:   2009
Year:   2009

 First 24 hours of scalar data
 YR MO DY JDY HR     H0     U*     W*  DT/DZ ZICNV ZIMCH  M-O LEN
Z0  BOWEN ALBEDO  REF WS   WD     HT  REF TA     HT
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
 09 01 01   1 01 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.4    2.0
 09 01 01   1 02 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.4    2.0
 09 01 01   1 03 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  279.9    2.0
 09 01 01   1 04 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  279.9    2.0
 09 01 01   1 05 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  278.1    2.0
 09 01 01   1 06   -3.4  0.068 -9.000 -9.000 -999.   43.      8.5
0.06   0.84   1.00    1.76   42.   10.0  279.2    2.0
 09 01 01   1 07 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  279.9    2.0
 09 01 01   1 08   -3.3  0.068 -9.000 -9.000 -999.   43.      8.8
0.06   0.84   0.58    1.76   23.   10.0  279.2    2.0
 09 01 01   1 09    0.6  0.190  0.054  0.017   10.  199.  -1074.3
0.24   0.84   0.33    1.76  137.   10.0  278.8    2.0
 09 01 01   1 10   11.9  0.208  0.243  0.015   43.  228.    -68.7
0.24   0.84   0.24    1.76  151.   10.0  279.9    2.0
 09 01 01   1 11   98.9  0.258  0.747  0.013  153.  314.    -15.7
0.11   0.84   0.21    2.36  264.   10.0  282.0    2.0
 09 01 01   1 12  110.5  0.260  0.881  0.013  224.  319.    -14.4
```



```
0.11   0.84   0.20    2.36  246.   10.0  283.8    2.0
 09 01 01   1 13  110.7  0.260  1.018  0.012  344.  319.    -14.4
0.11   0.84   0.20    2.36  293.   10.0  284.2    2.0
 09 01 01   1 14   94.7  0.378  1.041  0.005  431.  557.    -51.4
0.11   0.84   0.21    3.86  279.   10.0  284.9    2.0
 09 01 01   1 15   62.9  0.288  0.941  0.010  479.  376.    -34.5
0.11   0.84   0.24    2.86  282.   10.0  284.2    2.0
 09 01 01   1 16   25.6  0.274  0.701  0.010  486.  344.    -72.6
0.11   0.84   0.33    2.86  294.   10.0  283.8    2.0
 09 01 01   1 17   -6.5  0.127 -9.000 -9.000 -999.  125.     28.6
0.04   0.84   0.57    2.36  321.   10.0  282.0    2.0
 09 01 01   1 18   -2.9  0.062 -9.000 -9.000 -999.   40.      7.4
0.04   0.84   1.00    1.76  337.   10.0  282.0    2.0
 09 01 01   1 19   -2.9  0.062 -9.000 -9.000 -999.   37.      7.4
0.04   0.84   1.00    1.76  354.   10.0  281.4    2.0
 09 01 01   1 20 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.9    2.0
 09 01 01   1 21 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  279.9    2.0
 09 01 01   1 22 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.4    2.0
 09 01 01   1 23 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.9    2.0
 09 01 01   1 24   -4.7  0.080 -9.000 -9.000 -999.   54.      9.8
0.12   0.84   1.00    1.76   90.   10.0  279.9    2.0


 First hour of profile data
 YR MO DY HR HEIGHT F  WDIR    WSPD AMB_TMP sigmaA  sigmaW
sigmaV
 09 01 01 01   10.0 1 -999.  -99.00   280.4
99.0  -99.00  -99.00

 F indicates top of profile (=1) or below (=0)
```



```
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PAGE  10
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                              *** THE   1ST HIGHEST  1-HR AVERAGE
CONCENTRATION   VALUES FOR SOURCE GROUP:  ALL      ***
                                 INCLUDING SOURCE(S):
L0000001    , L0000002    , L0000003    , L0000004    ,
L0000005    ,
                L0000006    , L0000007    , L0000008    ,
L0000009    , L0000010    , L0000011    , L0000012    ,
L0000013    ,
                L0000014    , L0000015    , L0000016    ,
L0000017    ,

                                          *** DISCRETE
CARTESIAN RECEPTOR POINTS ***

                                     ** CONC OF CO       IN
MICROGRAMS/M**3                       **

      X-COORD (M)  Y-COORD (M)        CONC     (YYMMDDHH)
X-COORD (M)  Y-COORD (M)        CONC     (YYMMDDHH)
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
-
        295148.33   3792958.94      311.98488  (10121322)
295162.46   3792958.94      324.44598  (10121322)
        295176.59   3792958.94      339.96313  (12022403)
295190.72   3792958.94      355.73732  (12022403)
        295204.85   3792958.94      371.76023  (12022403)
295218.98   3792958.94      389.24752  (12022403)
        295233.11   3792958.94      413.22188  (13121804)
295247.24   3792958.94      440.70579  (13121804)
        295261.37   3792958.94      468.71559  (13121804)
295275.50   3792958.94      503.71295  (12010717)
        295289.63   3792958.94      544.26719  (13121823)
295303.76   3792958.94      650.45423  (09022119)
        295317.89   3792958.94      699.06870  (09022119)
295332.02   3792958.94      760.20380  (09022119)
        295346.15   3792958.94      689.99367  (09121918)
295148.33   3792967.66      324.05980  (10121322)
        295162.46   3792967.66      338.90797  (12022403)
295176.59   3792967.66      355.98194  (12022403)
        295190.72   3792967.66      372.78741  (12022403)
295204.85   3792967.66      390.16943  (12022403)
        295218.98   3792967.66      411.42803  (13121804)
```

```
295233.11   3792967.66      440.23008  (13121804)
        295247.24   3792967.66      469.71862  (13121804)
295261.37   3792967.66      504.05396  (12010717)
        295275.50   3792967.66      546.88878  (13121823)
295289.63   3792967.66      598.13799  (09022119)
        295303.76   3792967.66      695.58199  (12012507)
295317.89   3792967.66      826.43810  (13012520)
        295332.02   3792967.66      706.47330  (09121918)
295346.15   3792967.66      750.63633  (09121918)
        295148.33   3792976.38      337.01206  (10121322)
295162.46   3792976.38      355.06175  (12022403)
        295176.59   3792976.38      373.29998  (12022403)
295190.72   3792976.38      391.68614  (12022403)
        295204.85   3792976.38      410.88298  (12022403)
295218.98   3792976.38      440.26744  (13121804)
        295233.11   3792976.38      470.70073  (13121804)
295247.24   3792976.38      504.90215  (12010717)
        295261.37   3792976.38      549.24463  (13121823)
295275.50   3792976.38      602.35830  (09022119)
        295289.63   3792976.38      660.34339  (09022119)
295303.76   3792976.38      759.36382  (10010121)
        295317.89   3792976.38      728.39979  (09022119)
295332.02   3792976.38      776.36718  (09121918)
        295346.15   3792976.38      812.67844  (12012620)
295148.33   3792985.10      353.68168  (12022403)
        295162.46   3792985.10      372.47151  (12022403)
295176.59   3792985.10      391.75139  (12022403)
        295190.72   3792985.10      411.29864  (12022403)
295204.85   3792985.10      437.05294  (13121804)
        295218.98   3792985.10      474.35735  (13121804)
295233.11   3792985.10      510.17430  (12010717)
        295247.24   3792985.10      555.50527  (13121823)
295261.37   3792985.10      609.71644  (09022119)
        295275.50   3792985.10      671.04755  (09022119)
295289.63   3792985.10      732.14525  (09022119)
        295303.76   3792985.10      757.38766  (09022119)
295317.89   3792985.10      808.07035  (09121918)
        295332.02   3792985.10      849.11623  (12012620)
295148.33   3792993.82      371.83803  (12022403)
        295162.46   3792993.82      391.48645  (12022403)
295176.59   3792993.82      412.11167  (12022403)
        295190.72   3792993.82      435.70865  (13121804)
295204.85   3792993.82      467.55579  (13121804)
        295218.98   3792993.82      500.82074  (13121804)
295233.11   3792993.82      577.69511  (12010717)
        295247.24   3792993.82      631.45223  (09022119)
295261.37   3792993.82      691.08463  (09022119)
        295275.50   3792993.82      755.72968  (09022119)
295289.63   3792993.82      678.28089  (09022119)
        295303.76   3792993.82      692.42332  (09121918)
295317.89   3792993.82      711.91401  (12012620)
        295148.33   3793002.54      391.64542  (12022403)
```



```
295162.46   3793002.54      412.58237  (12022403)
        295176.59   3793002.54      435.06311  (12022403)
295190.72   3793002.54      467.48020  (13121804)
        295204.85   3793002.54      501.73505  (13121804)
295218.98   3793002.54      542.89429  (12010717)
        295233.11   3793002.54      622.82576  (09121520)
295247.24   3793002.54      762.82452  (09022119)
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        10:14:47

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 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                *** THE   1ST HIGHEST  1-HR AVERAGE
CONCENTRATION   VALUES FOR SOURCE GROUP:  ALL      ***
                                INCLUDING SOURCE(S):
L0000001    , L0000002    , L0000003    , L0000004    ,
L0000005    ,
                L0000006    , L0000007    , L0000008    ,
L0000009    , L0000010    , L0000011    , L0000012    ,
L0000013    ,
                L0000014    , L0000015    , L0000016    ,
L0000017    ,

                                            *** DISCRETE
CARTESIAN RECEPTOR POINTS ***

                                        ** CONC OF CO       IN
MICROGRAMS/M**3                          **

      X-COORD (M)  Y-COORD (M)        CONC     (YYMMDDHH)
X-COORD (M)  Y-COORD (M)        CONC     (YYMMDDHH)
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
-
        295261.37   3793002.54      664.98765  (09022119)
295275.50   3793002.54      698.11645  (09022119)
        295289.63   3793002.54      733.88193  (09121918)
295148.33   3793011.26      413.35416  (12022403)
        295162.46   3793011.26      436.55667  (12022403)
295176.59   3793011.26      467.71324  (13121804)
        295190.72   3793011.26      504.20454  (13121804)
295204.85   3793011.26      544.48286  (12010717)
        295218.98   3793011.26      596.13896  (13121823)
295233.11   3793011.26      655.56650  (09022119)
        295247.24   3793011.26      845.37072  (12012507)
295261.37   3793011.26      722.06620  (09022119)
        295275.50   3793011.26      759.30339  (09121918)
295148.33   3793019.98      437.89230  (12022403)
        295162.46   3793019.98      468.79469  (13121804)
295176.59   3793019.98      508.06779  (13121804)
        295190.72   3793019.98      549.47745  (12010717)
295204.85   3793019.98      603.41636  (13121823)
        295218.98   3793019.98      666.07175  (09022119)
295233.11   3793019.98      728.91012  (09022119)
        295247.24   3793019.98      750.57177  (09022119)
```



```
295261.37   3793019.98      789.85223  (09121918)
        295148.33   3793028.70      468.72393  (12022403)
295162.46   3793028.70      515.88138  (13121804)
        295176.59   3793028.70      562.70013  (12010717)
295190.72   3793028.70      618.00893  (13121823)
        295204.85   3793028.70      683.94475  (09022119)
295218.98   3793028.70      751.90736  (09022119)
        295233.11   3793028.70      666.88309  (09022119)
295148.33   3793037.42      497.53824  (13121804)
        295162.46   3793037.42      557.96457  (10010121)
295176.59   3793037.42      665.19074  (12010717)
        295190.72   3793037.42      730.66642  (09022119)
295204.85   3793037.42      653.03887  (09022119)
        295218.98   3793037.42      686.10339  (09022119)
295148.33   3793046.14      541.61856  (13121804)
        295162.46   3793046.14      595.19494  (10121322)
295176.59   3793046.14      726.86694  (12010420)
        295190.72   3793046.14      670.13188  (09022119)
295204.85   3793046.14      709.57703  (09022119)
        295148.33   3793054.86      594.52196  (12010717)
295162.46   3793054.86      653.19514  (13121823)
        295176.59   3793054.86      787.67679  (10010918)
295190.72   3793054.86      737.23740  (09022119)
        295148.33   3793063.58      669.91199  (13121823)
295162.46   3793063.58      739.32085  (09022119)
        295176.59   3793063.58      617.18859  (09022119)
295148.33   3793072.30      631.69956  (09022119)
        295162.46   3793072.30      665.89337  (09022119)
```

```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        10:14:47

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 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                                *** THE SUMMARY
OF HIGHEST  1-HR RESULTS ***


                                     ** CONC OF CO       IN
MICROGRAMS/M**3                           **

                                                 DATE
NETWORK
GROUP ID                           AVERAGE CONC     (YYMMDDHH)
RECEPTOR  (XR, YR, ZELEV, ZHILL, ZFLAG)    OF TYPE  GRID-ID
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

ALL      HIGH   1ST HIGH VALUE IS     849.11623  ON 12012620: AT
(  295332.02,  3792985.10,    45.04,    45.04,    0.00)  DC


 *** RECEPTOR TYPES:  GC = GRIDCART
                      GP = GRIDPOLR
                      DC = DISCCART
                      DP = DISCPOLR
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        10:14:47

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 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

 *** Message Summary : AERMOD Model Execution ***

  --------- Summary of Total Messages --------

 A Total of            0 Fatal Error Message(s)
 A Total of            0 Warning Message(s)
 A Total of        11814 Informational Message(s)

 A Total of        43872 Hours Were Processed

 A Total of         9787 Calm Hours Identified

 A Total of         2027 Missing Hours Identified (  4.62
Percent)


    ******** FATAL ERROR MESSAGES ********
                 ***  NONE  ***


    ********   WARNING MESSAGES   ********
                 ***  NONE  ***


    ************************************
    *** AERMOD Finishes Successfully ***
    ************************************
```

```
**
****************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 9.1.0
** Lakes Environmental Software Inc.
** Date: 4/8/2016
** File: C:\Users\Brett Pomeroy\Dropbox\Pomeroy Environmental
Services\AERMOD\Ventura Kaiser\CO 8hr\CO 8hr.ADI
**
****************************************
**
**
****************************************
** AERMOD Control Pathway
****************************************
**
**
CO STARTING
   TITLEONE C:\Users\Brett Pomeroy\Dropbox\Pomeroy Environmental
Services\AERMOD
   MODELOPT DFAULT CONC
   AVERTIME 8
   URBANOPT 822499
   POLLUTID CO
   RUNORNOT RUN
   ERRORFIL "CO 8hr.err"
CO FINISHED
**
****************************************
** AERMOD Source Pathway
****************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** ---------------------------------------------------------------
-------
** Line Source Represented by Separated Volume Sources
** LINE VOLUME Source ID = SLINE1
** DESCRSRC 101 Fwy
** PREFIX
** Length of Side = 38.00
** Configuration = Separated
** Emission Rate = 1.07
** Elevated
** Vertical Dimension = 3.00
** SZINIT = 0.70
** Nodes = 4
** 294713.905, 3793405.305, 43.87, 0.00, 34.05
** 295188.318, 3793128.775, 46.00, 0.00, 34.05
```



```
** 295444.552, 3792981.631, 46.00, 0.00, 34.05
** 295761.673, 3792801.506, 44.43, 0.00, 34.05
** ---------------------------------------------------------------
-------
   LOCATION L0000001     VOLUME   294730.319 3793395.737 44.00
   LOCATION L0000002     VOLUME   294793.566 3793358.871 44.77
   LOCATION L0000003     VOLUME   294856.813 3793322.005 45.00
   LOCATION L0000004     VOLUME   294920.060 3793285.140 45.10
   LOCATION L0000005     VOLUME   294983.306 3793248.274 45.52
   LOCATION L0000006     VOLUME   295046.553 3793211.408 45.92
   LOCATION L0000007     VOLUME   295109.800 3793174.542 46.00
   LOCATION L0000008     VOLUME   295173.047 3793137.677 46.00
   LOCATION L0000009     VOLUME   295236.473 3793101.122 46.00
   LOCATION L0000010     VOLUME   295299.957 3793064.666 46.00
   LOCATION L0000011     VOLUME   295363.441 3793028.210 46.00
   LOCATION L0000012     VOLUME   295426.924 3792991.754 46.00
   LOCATION L0000013     VOLUME   295490.532 3792955.514 46.00
   LOCATION L0000014     VOLUME   295554.187 3792919.358 46.00
   LOCATION L0000015     VOLUME   295617.842 3792883.202 45.95
   LOCATION L0000016     VOLUME   295681.497 3792847.046 45.00
   LOCATION L0000017     VOLUME   295745.152 3792810.890 44.49
** End of LINE VOLUME Source ID = SLINE1
** Source Parameters **
** LINE VOLUME Source ID = SLINE1
   SRCPARAM L0000001     0.0629411765      0.00     34.05
0.70
   SRCPARAM L0000002     0.0629411765      0.00     34.05
0.70
   SRCPARAM L0000003     0.0629411765      0.00     34.05
0.70
   SRCPARAM L0000004     0.0629411765      0.00     34.05
0.70
   SRCPARAM L0000005     0.0629411765      0.00     34.05
0.70
   SRCPARAM L0000006     0.0629411765      0.00     34.05
0.70
   SRCPARAM L0000007     0.0629411765      0.00     34.05
0.70
   SRCPARAM L0000008     0.0629411765      0.00     34.05
0.70
   SRCPARAM L0000009     0.0629411765      0.00     34.05
0.70
   SRCPARAM L0000010     0.0629411765      0.00     34.05
0.70
   SRCPARAM L0000011     0.0629411765      0.00     34.05
0.70
   SRCPARAM L0000012     0.0629411765      0.00     34.05
0.70
   SRCPARAM L0000013     0.0629411765      0.00     34.05
0.70
   SRCPARAM L0000014     0.0629411765      0.00     34.05
0.70
```



```
   SRCPARAM L0000015     0.0629411765      0.00     34.05
0.70
   SRCPARAM L0000016     0.0629411765      0.00     34.05
0.70
   SRCPARAM L0000017     0.0629411765      0.00     34.05
0.70
** ---------------------------------------------------------------
-------
   URBANSRC ALL
   SRCGROUP ALL
SO FINISHED
**
****************************************
** AERMOD Receptor Pathway
****************************************
**
**
RE STARTING
   INCLUDED "CO 8hr.rou"
RE FINISHED
**
****************************************
** AERMOD Meteorology Pathway
****************************************
**
**
ME STARTING
   SURFFILE "..\Oxnard Airport\723927.SFC"
   PROFFILE "..\Oxnard Airport\723927.PFL"
   SURFDATA 93110 2009
   UAIRDATA 93214 2009
   PROFBASE 11.0 METERS
ME FINISHED
**
****************************************
** AERMOD Output Pathway
****************************************
**
**
OU STARTING
   RECTABLE ALLAVE 1ST
   RECTABLE 8 1ST
** Auto-Generated Plotfiles
   PLOTFILE 8 ALL 1ST "CO 8HR.AD\08H1GALL.PLT" 31
   SUMMFILE "CO 8hr.sum"
OU FINISHED

 ***********************************
 *** SETUP Finishes Successfully ***
 ***********************************
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        10:22:10

PAGE   1
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                              ***     MODEL SETUP
OPTIONS SUMMARY       ***
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 **Model Is Setup For Calculation of Average CONCentration
Values.

   --  DEPOSITION LOGIC  --
 **NO GAS DEPOSITION Data Provided.
 **NO PARTICLE DEPOSITION Data Provided.
 **Model Uses NO DRY DEPLETION.  DRYDPLT  =  F
 **Model Uses NO WET DEPLETION.  WETDPLT  =  F

 **Model Uses URBAN Dispersion Algorithm for the SBL for    17
Source(s),
   for Total of    1 Urban Area(s):
   Urban Population =    822499.0 ;  Urban Roughness Length =
1.000 m

 **Model Uses Regulatory DEFAULT Options:
         1. Stack-tip Downwash.
         2. Model Accounts for ELEVated Terrain Effects.
         3. Use Calms Processing Routine.
         4. Use Missing Data Processing Routine.
         5. No Exponential Decay.
         6. Urban Roughness Length of 1.0 Meter Assumed.

 **Other Options Specified:
         CCVR_Sub - Meteorological data includes CCVR
substitutions
         TEMP_Sub - Meteorological data includes TEMP
substitutions

 **Model Assumes No FLAGPOLE Receptor Heights.

 **The User Specified a Pollutant Type of:  CO

 **Model Calculates  1 Short Term Average(s) of:   8-HR

 **This Run Includes:     17 Source(s);       1 Source Group(s);
and     129 Receptor(s)
```

```
                 with:      0 POINT(s), including
                            0 POINTCAP(s) and       0 POINTHOR(s)
                  and:     17 VOLUME source(s)
                  and:      0 AREA type source(s)
                  and:      0 LINE source(s)
                  and:      0 OPENPIT source(s)


 **Model Set To Continue RUNning After the Setup Testing.

 **The AERMET Input Meteorological Data Version Date:  14134

 **Output Options Selected:
          Model Outputs Tables of Highest Short Term Values by
Receptor (RECTABLE Keyword)
          Model Outputs External File(s) of High Values for
Plotting (PLOTFILE Keyword)
          Model Outputs Separate Summary File of High Ranked
Values (SUMMFILE Keyword)

 **NOTE:  The Following Flags May Appear Following CONC Values:
c for Calm Hours

m for Missing Hours

b for Both Calm and Missing Hours

 **Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =
11.00 ;  Decay Coef. =    0.000     ;  Rot. Angle =     0.0
                  Emission Units =
GRAMS/SEC                           ;  Emission Rate Unit
Factor =   0.10000E+07
                  Output Units   = MICROGRAMS/M**3

 **Approximate Storage Requirements of Model =      3.5 MB of
RAM.

 **Detailed Error/Message File:   CO 8hr.err
 **File for Summary of Results:   CO 8hr.sum
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        10:22:10

PAGE   2
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN


                                                  *** VOLUME
SOURCE DATA ***

               NUMBER EMISSION RATE                     BASE
RELEASE    INIT.    INIT.   URBAN  EMISSION RATE
   SOURCE       PART.  (GRAMS/SEC)     X        Y      ELEV.
HEIGHT      SY      SZ     SOURCE  SCALAR VARY
     ID        CATS.                (METERS) (METERS) (METERS)
(METERS) (METERS) (METERS)              BY
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 L0000001         0   0.62941E-01  294730.3 3793395.7    44.0
0.00    34.05     0.70     YES
 L0000002         0   0.62941E-01  294793.6 3793358.9    44.8
0.00    34.05     0.70     YES
 L0000003         0   0.62941E-01  294856.8 3793322.0    45.0
0.00    34.05     0.70     YES
 L0000004         0   0.62941E-01  294920.1 3793285.1    45.1
0.00    34.05     0.70     YES
 L0000005         0   0.62941E-01  294983.3 3793248.3    45.5
0.00    34.05     0.70     YES
 L0000006         0   0.62941E-01  295046.6 3793211.4    45.9
0.00    34.05     0.70     YES
 L0000007         0   0.62941E-01  295109.8 3793174.5    46.0
0.00    34.05     0.70     YES
 L0000008         0   0.62941E-01  295173.0 3793137.7    46.0
0.00    34.05     0.70     YES
 L0000009         0   0.62941E-01  295236.5 3793101.1    46.0
0.00    34.05     0.70     YES
 L0000010         0   0.62941E-01  295300.0 3793064.7    46.0
0.00    34.05     0.70     YES
 L0000011         0   0.62941E-01  295363.4 3793028.2    46.0
0.00    34.05     0.70     YES
 L0000012         0   0.62941E-01  295426.9 3792991.8    46.0
0.00    34.05     0.70     YES
 L0000013         0   0.62941E-01  295490.5 3792955.5    46.0
0.00    34.05     0.70     YES
 L0000014         0   0.62941E-01  295554.2 3792919.4    46.0
0.00    34.05     0.70     YES
 L0000015         0   0.62941E-01  295617.8 3792883.2    45.9
0.00    34.05     0.70     YES
```



```
 L0000016         0   0.62941E-01  295681.5 3792847.0    45.0
0.00    34.05     0.70     YES
 L0000017         0   0.62941E-01  295745.2 3792810.9    44.5
0.00    34.05     0.70     YES
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        10:22:10

PAGE   3
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN


                                              *** SOURCE IDs
DEFINING SOURCE GROUPS ***

 SRCGROUP ID                                          SOURCE
IDs
 -----------                                          -------
---


  ALL        L0000001    , L0000002    , L0000003    ,
L0000004    , L0000005    , L0000006    , L0000007    ,
L0000008    ,

             L0000009    , L0000010    , L0000011    ,
L0000012    , L0000013    , L0000014    , L0000015    ,
L0000016    ,

             L0000017    ,
```

```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
04/08/16
 *** AERMET - VERSION  14134 ***   ***
***         10:22:10

PAGE   4
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN


                                        *** SOURCE IDs DEFINED
AS URBAN SOURCES ***

  URBAN ID   URBAN POP                                   SOURCE
IDs
  --------   ---------                                   -------
---


               822499.   L0000001    , L0000002    ,
L0000003    , L0000004    , L0000005    , L0000006    ,
L0000007    ,
 L0000008    ,

              L0000009    , L0000010    , L0000011    ,
L0000012    , L0000013    , L0000014    , L0000015    ,
L0000016    ,

              L0000017    ,
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
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 *** AERMET - VERSION  14134 ***   ***
***         10:22:10

PAGE   5
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                                 *** DISCRETE
CARTESIAN RECEPTORS ***
                                            (X-COORD, Y-COORD,
ZELEV, ZHILL, ZFLAG)

(METERS)

     ( 295148.3, 3792958.9,      43.0,      43.0,       0.0);
( 295162.5, 3792958.9,      43.2,      43.2,       0.0);
     ( 295176.6, 3792958.9,      43.4,      43.4,       0.0);
( 295190.7, 3792958.9,      43.4,      43.4,       0.0);
     ( 295204.8, 3792958.9,      43.4,      43.4,       0.0);
( 295219.0, 3792958.9,      43.6,      43.6,       0.0);
     ( 295233.1, 3792958.9,      43.9,      43.9,       0.0);
( 295247.2, 3792958.9,      44.0,      44.0,       0.0);
     ( 295261.4, 3792958.9,      44.0,      44.0,       0.0);
( 295275.5, 3792958.9,      44.1,      44.1,       0.0);
     ( 295289.6, 3792958.9,      44.3,      44.3,       0.0);
( 295303.8, 3792958.9,      44.5,      44.5,       0.0);
     ( 295317.9, 3792958.9,      44.8,      44.8,       0.0);
( 295332.0, 3792958.9,      45.0,      45.0,       0.0);
     ( 295346.1, 3792958.9,      45.0,      45.0,       0.0);
( 295148.3, 3792967.7,      43.0,      43.0,       0.0);
     ( 295162.5, 3792967.7,      43.3,      43.3,       0.0);
( 295176.6, 3792967.7,      43.6,      43.6,       0.0);
     ( 295190.7, 3792967.7,      43.7,      43.7,       0.0);
( 295204.8, 3792967.7,      43.7,      43.7,       0.0);
     ( 295219.0, 3792967.7,      43.8,      43.8,       0.0);
( 295233.1, 3792967.7,      43.9,      43.9,       0.0);
     ( 295247.2, 3792967.7,      44.0,      44.0,       0.0);
( 295261.4, 3792967.7,      44.0,      44.0,       0.0);
     ( 295275.5, 3792967.7,      44.2,      44.2,       0.0);
( 295289.6, 3792967.7,      44.5,      44.5,       0.0);
     ( 295303.8, 3792967.7,      44.7,      44.7,       0.0);
( 295317.9, 3792967.7,      44.9,      44.9,       0.0);
     ( 295332.0, 3792967.7,      45.0,      45.0,       0.0);
( 295346.1, 3792967.7,      45.0,      45.0,       0.0);
     ( 295148.3, 3792976.4,      43.0,      43.0,       0.0);
( 295162.5, 3792976.4,      43.5,      43.5,       0.0);
     ( 295176.6, 3792976.4,      43.9,      43.9,       0.0);
( 295190.7, 3792976.4,      44.0,      44.0,       0.0);
     ( 295204.8, 3792976.4,      44.0,      44.0,       0.0);
( 295219.0, 3792976.4,      44.0,      44.0,       0.0);
```



```
     ( 295233.1, 3792976.4,      44.0,      44.0,       0.0);
( 295247.2, 3792976.4,      44.0,      44.0,       0.0);
     ( 295261.4, 3792976.4,      44.0,      44.0,       0.0);
( 295275.5, 3792976.4,      44.2,      44.2,       0.0);
     ( 295289.6, 3792976.4,      44.7,      44.7,       0.0);
( 295303.8, 3792976.4,      45.0,      45.0,       0.0);
     ( 295317.9, 3792976.4,      45.0,      45.0,       0.0);
( 295332.0, 3792976.4,      45.0,      45.0,       0.0);
     ( 295346.1, 3792976.4,      45.0,      45.0,       0.0);
( 295148.3, 3792985.1,      43.3,      43.3,       0.0);
     ( 295162.5, 3792985.1,      43.6,      43.6,       0.0);
( 295176.6, 3792985.1,      44.0,      44.0,       0.0);
     ( 295190.7, 3792985.1,      44.0,      44.0,       0.0);
( 295204.8, 3792985.1,      44.0,      44.0,       0.0);
     ( 295219.0, 3792985.1,      44.1,      44.1,       0.0);
( 295233.1, 3792985.1,      44.2,      44.2,       0.0);
     ( 295247.2, 3792985.1,      44.2,      44.2,       0.0);
( 295261.4, 3792985.1,      44.2,      44.2,       0.0);
     ( 295275.5, 3792985.1,      44.4,      44.4,       0.0);
( 295289.6, 3792985.1,      44.8,      44.8,       0.0);
     ( 295303.8, 3792985.1,      45.0,      45.0,       0.0);
( 295317.9, 3792985.1,      45.0,      45.0,       0.0);
     ( 295332.0, 3792985.1,      45.0,      45.0,       0.0);
( 295148.3, 3792993.8,      43.5,      43.5,       0.0);
     ( 295162.5, 3792993.8,      43.8,      43.8,       0.0);
( 295176.6, 3792993.8,      44.0,      44.0,       0.0);
     ( 295190.7, 3792993.8,      44.0,      44.0,       0.0);
( 295204.8, 3792993.8,      44.0,      44.0,       0.0);
     ( 295219.0, 3792993.8,      44.2,      44.2,       0.0);
( 295233.1, 3792993.8,      44.5,      44.5,       0.0);
     ( 295247.2, 3792993.8,      44.5,      44.5,       0.0);
( 295261.4, 3792993.8,      44.5,      44.5,       0.0);
     ( 295275.5, 3792993.8,      44.7,      44.7,       0.0);
( 295289.6, 3792993.8,      44.9,      44.9,       0.0);
     ( 295303.8, 3792993.8,      45.0,      45.0,       0.0);
( 295317.9, 3792993.8,      45.0,      45.0,       0.0);
     ( 295148.3, 3793002.5,      43.8,      43.8,       0.0);
( 295162.5, 3793002.5,      43.9,      43.9,       0.0);
     ( 295176.6, 3793002.5,      44.0,      44.0,       0.0);
( 295190.7, 3793002.5,      44.0,      44.0,       0.0);
     ( 295204.8, 3793002.5,      44.0,      44.0,       0.0);
( 295219.0, 3793002.5,      44.3,      44.3,       0.0);
     ( 295233.1, 3793002.5,      44.7,      44.7,       0.0);
( 295247.2, 3793002.5,      44.8,      44.8,       0.0);
     ( 295261.4, 3793002.5,      44.8,      44.8,       0.0);
( 295275.5, 3793002.5,      44.9,      44.9,       0.0);
     ( 295289.6, 3793002.5,      44.9,      44.9,       0.0);
( 295148.3, 3793011.3,      44.0,      44.0,       0.0);
     ( 295162.5, 3793011.3,      44.1,      44.1,       0.0);
( 295176.6, 3793011.3,      44.1,      44.1,       0.0);
     ( 295190.7, 3793011.3,      44.1,      44.1,       0.0);
( 295204.8, 3793011.3,      44.1,      44.1,       0.0);
```



```
     ( 295219.0, 3793011.3,      44.4,      44.4,       0.0);
( 295233.1, 3793011.3,      44.9,      44.9,       0.0);
```

```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        10:22:10

PAGE   6
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                          *** DISCRETE
CARTESIAN RECEPTORS ***
                                       (X-COORD, Y-COORD,
ZELEV, ZHILL, ZFLAG)

(METERS)

     ( 295247.2, 3793011.3,      45.0,      45.0,       0.0);
( 295261.4, 3793011.3,      45.0,      45.0,       0.0);
     ( 295275.5, 3793011.3,      45.0,      45.0,       0.0);
( 295148.3, 3793020.0,      44.0,      44.0,       0.0);
     ( 295162.5, 3793020.0,      44.2,      44.2,       0.0);
( 295176.6, 3793020.0,      44.4,      44.4,       0.0);
     ( 295190.7, 3793020.0,      44.4,      44.4,       0.0);
( 295204.8, 3793020.0,      44.4,      44.4,       0.0);
     ( 295219.0, 3793020.0,      44.6,      44.6,       0.0);
( 295233.1, 3793020.0,      44.9,      44.9,       0.0);
     ( 295247.2, 3793020.0,      45.0,      45.0,       0.0);
( 295261.4, 3793020.0,      45.0,      45.0,       0.0);
     ( 295148.3, 3793028.7,      44.0,      44.0,       0.0);
( 295162.5, 3793028.7,      44.3,      44.3,       0.0);
     ( 295176.6, 3793028.7,      44.7,      44.7,       0.0);
( 295190.7, 3793028.7,      44.7,      44.7,       0.0);
     ( 295204.8, 3793028.7,      44.7,      44.7,       0.0);
( 295219.0, 3793028.7,      44.8,      44.8,       0.0);
     ( 295233.1, 3793028.7,      44.9,      44.9,       0.0);
( 295148.3, 3793037.4,      44.0,      44.0,       0.0);
     ( 295162.5, 3793037.4,      44.5,      44.5,       0.0);
( 295176.6, 3793037.4,      44.9,      44.9,       0.0);
     ( 295190.7, 3793037.4,      45.0,      45.0,       0.0);
( 295204.8, 3793037.4,      45.0,      45.0,       0.0);
     ( 295219.0, 3793037.4,      45.0,      45.0,       0.0);
( 295148.3, 3793046.1,      44.3,      44.3,       0.0);
     ( 295162.5, 3793046.1,      44.6,      44.6,       0.0);
( 295176.6, 3793046.1,      45.0,      45.0,       0.0);
     ( 295190.7, 3793046.1,      45.1,      45.1,       0.0);
( 295204.8, 3793046.1,      45.3,      45.3,       0.0);
     ( 295148.3, 3793054.9,      44.6,      44.6,       0.0);
( 295162.5, 3793054.9,      44.8,      44.8,       0.0);
     ( 295176.6, 3793054.9,      45.0,      45.0,       0.0);
( 295190.7, 3793054.9,      45.2,      45.2,       0.0);
     ( 295148.3, 3793063.6,      44.9,      44.9,       0.0);
( 295162.5, 3793063.6,      44.9,      44.9,       0.0);
```



```
     ( 295176.6, 3793063.6,      45.0,      45.0,       0.0);
( 295148.3, 3793072.3,      45.0,      45.0,       0.0);
     ( 295162.5, 3793072.3,      45.1,      45.1,       0.0);
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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 *** AERMET - VERSION  14134 ***   ***
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PAGE   7
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                     * SOURCE-RECEPTOR COMBINATIONS FOR WHICH
CALCULATIONS MAY NOT BE PERFORMED *
                       LESS THAN 1.0 METER; WITHIN OPENPIT; OR
BEYOND 80KM FOR FASTAREA/FASTALL


                            SOURCE          - - RECEPTOR
LOCATION - -         DISTANCE
                              ID            XR (METERS)   YR
(METERS)         (METERS)
                         - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - -
                            L0000008            295176.6
3793063.6             0.97
                            L0000008            295148.3
3793072.3            -3.31
                            L0000008            295162.5
3793072.3            -6.98
                            L0000009            295233.1
3793028.7            -0.71
                            L0000009            295204.8
3793037.4            -2.09
                            L0000009            295219.0
3793037.4            -7.15
                            L0000009            295190.7
3793046.1            -1.68
                            L0000009            295204.8
3793046.1            -9.78
                            L0000009            295190.7
3793054.9            -8.14
                            L0000009            295176.6
3793063.6            -2.53
                            L0000010            295289.6
3792993.8            -1.61
                            L0000010            295303.8
3792993.8            -2.26
                            L0000010            295317.9
3792993.8            -0.13
                            L0000010            295261.4
3793002.5            -0.07
                            L0000010            295275.5
3793002.5            -6.44
```



```
                            L0000010            295289.6
3793002.5           -10.23
                            L0000010            295261.4
3793011.3            -7.32
                            L0000010            295275.5
3793011.3           -14.47
                            L0000010            295247.2
3793020.0            -4.10
                            L0000010            295261.4
3793020.0           -14.17
                            L0000011            295346.1
3792958.9            -1.81
                            L0000011            295332.0
3792967.7            -4.99
                            L0000011            295346.1
3792967.7           -10.24
                            L0000011            295317.9
3792976.4            -4.21
                            L0000011            295332.0
3792976.4           -12.60
                            L0000011            295346.1
3792976.4           -18.57
                            L0000011            295303.8
3792985.1             0.42
                            L0000011            295317.9
3792985.1           -10.49
                            L0000011            295332.0
3792985.1           -19.86
                            L0000011            295303.8
3792993.8            -4.33
                            L0000011            295317.9
3792993.8           -16.13
```

```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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04/08/16
 *** AERMET - VERSION  14134 ***   ***
***         10:22:10

PAGE   8
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                        *** METEOROLOGICAL
DAYS SELECTED FOR PROCESSING ***
                                                                (1
=YES; 0=NO)

            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1

               NOTE:  METEOROLOGICAL DATA ACTUALLY PROCESSED
WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE.


                                    *** UPPER BOUND OF FIRST
THROUGH FIFTH WIND SPEED CATEGORIES ***

(METERS/SEC)

                                                  1.54,   3.09,
5.14,   8.23,  10.80,
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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***         10:22:10

PAGE   9
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                        *** UP TO THE FIRST 24 HOURS
OF METEOROLOGICAL DATA ***

   Surface file:   ..\Oxnard Airport\723927.SFC
Met Version:  14134
   Profile file:   ..\Oxnard Airport\723927.PFL
   Surface format: FREE
   Profile format: FREE
   Surface station no.:    93110                   Upper air
station no.:    93214
                     Name: UNKNOWN
Name: UNKNOWN
                     Year:   2009
Year:   2009

 First 24 hours of scalar data
 YR MO DY JDY HR     H0     U*     W*  DT/DZ ZICNV ZIMCH  M-O LEN
Z0  BOWEN ALBEDO  REF WS   WD     HT  REF TA     HT
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
 09 01 01   1 01 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.4    2.0
 09 01 01   1 02 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.4    2.0
 09 01 01   1 03 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  279.9    2.0
 09 01 01   1 04 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  279.9    2.0
 09 01 01   1 05 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  278.1    2.0
 09 01 01   1 06   -3.4  0.068 -9.000 -9.000 -999.   43.      8.5
0.06   0.84   1.00    1.76   42.   10.0  279.2    2.0
 09 01 01   1 07 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  279.9    2.0
 09 01 01   1 08   -3.3  0.068 -9.000 -9.000 -999.   43.      8.8
0.06   0.84   0.58    1.76   23.   10.0  279.2    2.0
 09 01 01   1 09    0.6  0.190  0.054  0.017   10.  199.  -1074.3
0.24   0.84   0.33    1.76  137.   10.0  278.8    2.0
 09 01 01   1 10   11.9  0.208  0.243  0.015   43.  228.    -68.7
0.24   0.84   0.24    1.76  151.   10.0  279.9    2.0
 09 01 01   1 11   98.9  0.258  0.747  0.013  153.  314.    -15.7
0.11   0.84   0.21    2.36  264.   10.0  282.0    2.0
 09 01 01   1 12  110.5  0.260  0.881  0.013  224.  319.    -14.4
```



```
0.11   0.84   0.20    2.36  246.   10.0  283.8    2.0
 09 01 01   1 13  110.7  0.260  1.018  0.012  344.  319.    -14.4
0.11   0.84   0.20    2.36  293.   10.0  284.2    2.0
 09 01 01   1 14   94.7  0.378  1.041  0.005  431.  557.    -51.4
0.11   0.84   0.21    3.86  279.   10.0  284.9    2.0
 09 01 01   1 15   62.9  0.288  0.941  0.010  479.  376.    -34.5
0.11   0.84   0.24    2.86  282.   10.0  284.2    2.0
 09 01 01   1 16   25.6  0.274  0.701  0.010  486.  344.    -72.6
0.11   0.84   0.33    2.86  294.   10.0  283.8    2.0
 09 01 01   1 17   -6.5  0.127 -9.000 -9.000 -999.  125.     28.6
0.04   0.84   0.57    2.36  321.   10.0  282.0    2.0
 09 01 01   1 18   -2.9  0.062 -9.000 -9.000 -999.   40.      7.4
0.04   0.84   1.00    1.76  337.   10.0  282.0    2.0
 09 01 01   1 19   -2.9  0.062 -9.000 -9.000 -999.   37.      7.4
0.04   0.84   1.00    1.76  354.   10.0  281.4    2.0
 09 01 01   1 20 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.9    2.0
 09 01 01   1 21 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  279.9    2.0
 09 01 01   1 22 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.4    2.0
 09 01 01   1 23 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.9    2.0
 09 01 01   1 24   -4.7  0.080 -9.000 -9.000 -999.   54.      9.8
0.12   0.84   1.00    1.76   90.   10.0  279.9    2.0


 First hour of profile data
 YR MO DY HR HEIGHT F  WDIR    WSPD AMB_TMP sigmaA  sigmaW
sigmaV
 09 01 01 01   10.0 1 -999.  -99.00   280.4
99.0  -99.00  -99.00

 F indicates top of profile (=1) or below (=0)
```



```
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 *** AERMET - VERSION  14134 ***   ***
***         10:22:10

PAGE  10
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                 *** THE   1ST HIGHEST  8-HR AVERAGE
CONCENTRATION   VALUES FOR SOURCE GROUP:  ALL      ***
                                     INCLUDING SOURCE(S):
L0000001    , L0000002    , L0000003    , L0000004    ,
L0000005    ,
                L0000006    , L0000007    , L0000008    ,
L0000009    , L0000010    , L0000011    , L0000012    ,
L0000013    ,
                L0000014    , L0000015    , L0000016    ,
L0000017    ,

                                              *** DISCRETE
CARTESIAN RECEPTOR POINTS ***

                                        ** CONC OF CO       IN
MICROGRAMS/M**3                          **

      X-COORD (M)  Y-COORD (M)        CONC     (YYMMDDHH)
X-COORD (M)  Y-COORD (M)        CONC     (YYMMDDHH)
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
-
        295148.33   3792958.94       49.59056c (12020808)
295162.46   3792958.94       51.31668c (12020808)
        295176.59   3792958.94       53.17520c (12020808)
295190.72   3792958.94       55.08188c (12020808)
        295204.85   3792958.94       57.15095c (12020808)
295218.98   3792958.94       59.64428c (12020808)
        295233.11   3792958.94       62.46687c (12020808)
295247.24   3792958.94       65.41619c (12020808)
        295261.37   3792958.94       68.50961c (12020808)
295275.50   3792958.94       72.09070c (12020808)
        295289.63   3792958.94       76.41058c (12020808)
295303.76   3792958.94       81.63561c (12020808)
        295317.89   3792958.94       87.77846c (12020808)
295332.02   3792958.94       97.01627b (11050308)
        295346.15   3792958.94       83.45556b (11050308)
295148.33   3792967.66       51.33082c (12020808)
        295162.46   3792967.66       53.30632c (12020808)
295176.59   3792967.66       55.43476c (12020808)
        295190.72   3792967.66       57.54452c (12020808)
295204.85   3792967.66       59.83738c (12020808)
        295218.98   3792967.66       62.51720c (12020808)
```

```
295233.11   3792967.66       65.57778c (12020808)
        295247.24   3792967.66       68.84238c (12020808)
295261.37   3792967.66       72.54091c (12020808)
        295275.50   3792967.66       76.75624c (12020808)
295289.63   3792967.66       81.97905c (12020808)
        295303.76   3792967.66       88.26047c (12020808)
295317.89   3792967.66      101.27433b (11050308)
        295332.02   3792967.66       86.76401b (11050308)
295346.15   3792967.66       89.56152b (11050308)
        295148.33   3792976.38       53.22126c (12020808)
295162.46   3792976.38       55.48323c (12020808)
        295176.59   3792976.38       57.92482c (12020808)
295190.72   3792976.38       60.27713c (12020808)
        295204.85   3792976.38       62.83357c (12020808)
295218.98   3792976.38       65.74745c (12020808)
        295233.11   3792976.38       69.07021c (12020808)
295247.24   3792976.38       72.77968c (12020808)
        295261.37   3792976.38       76.75967c (12020808)
295275.50   3792976.38       82.68822c (12020808)
        295289.63   3792976.38       89.02695c (12020808)
295303.76   3792976.38       96.69304c (12020808)
        295317.89   3792976.38       90.52414b (11050308)
295332.02   3792976.38       94.16263b (11050308)
        295346.15   3792976.38       95.70918b (11050308)
295148.33   3792985.10       55.45333c (12020808)
        295162.46   3792985.10       57.88352c (12020808)
295176.59   3792985.10       60.52503c (12020808)
        295190.72   3792985.10       63.13979c (12020808)
295204.85   3792985.10       65.98785c (12020808)
        295218.98   3792985.10       69.33048c (12020808)
295233.11   3792985.10       73.26577c (12020808)
        295247.24   3792985.10       77.66528c (12020808)
295261.37   3792985.10       82.40055c (12020808)
        295275.50   3792985.10       87.74269c (12020808)
295289.63   3792985.10       98.91890c (12020808)
        295303.76   3792985.10       94.96275b (11050308)
295317.89   3792985.10       99.63894b (11050308)
        295332.02   3792985.10      102.02135b (11050308)
295148.33   3792993.82       57.94428c (12020808)
        295162.46   3792993.82       60.53213c (12020808)
295176.59   3792993.82       63.39528c (12020808)
        295190.72   3792993.82       66.33595c (12020808)
295204.85   3792993.82       69.54222c (12020808)
        295218.98   3792993.82       73.45828c (12020808)
295233.11   3792993.82       78.18690c (12020808)
        295247.24   3792993.82       83.48536c (12020808)
295261.37   3792993.82       89.24141c (12020808)
        295275.50   3792993.82       95.48234b (11050308)
295289.63   3792993.82       81.98742b (11050308)
        295303.76   3792993.82       79.21767b (11050308)
295317.89   3792993.82       78.93768c (11041608)
        295148.33   3793002.54       60.69901c (12020808)
```



```
295162.46   3793002.54       63.47271c (12020808)
        295176.59   3793002.54       66.57511c (12020808)
295190.72   3793002.54       70.00777c (12020808)
        295204.85   3793002.54       73.68800c (12020808)
295218.98   3793002.54       78.33670c (12020808)
        295233.11   3793002.54       84.06048c (12020808)
295247.24   3793002.54       90.53556c (12020808)
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        10:22:10

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 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                *** THE   1ST HIGHEST  8-HR AVERAGE
CONCENTRATION   VALUES FOR SOURCE GROUP:  ALL      ***
                                INCLUDING SOURCE(S):
L0000001    , L0000002    , L0000003    , L0000004    ,
L0000005    ,
                L0000006    , L0000007    , L0000008    ,
L0000009    , L0000010    , L0000011    , L0000012    ,
L0000013    ,
                L0000014    , L0000015    , L0000016    ,
L0000017    ,

                                                *** DISCRETE
CARTESIAN RECEPTOR POINTS ***

                                          ** CONC OF CO       IN
MICROGRAMS/M**3                            **

      X-COORD (M)  Y-COORD (M)        CONC     (YYMMDDHH)
X-COORD (M)  Y-COORD (M)        CONC     (YYMMDDHH)
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
-
        295261.37   3793002.54       81.13490b (11050308)
295275.50   3793002.54       85.29550b (11050308)
        295289.63   3793002.54       87.81073b (11050308)
295148.33   3793011.26       63.66678c (12020808)
        295162.46   3793011.26       66.78229c (12020808)
295176.59   3793011.26       70.31553c (12020808)
        295190.72   3793011.26       74.11928c (12020808)
295204.85   3793011.26       78.56427c (12020808)
        295218.98   3793011.26       84.44928c (12020808)
295233.11   3793011.26       91.29799c (12020808)
        295247.24   3793011.26       99.23439c (12020808)
295261.37   3793011.26       89.16436b (11050308)
        295275.50   3793011.26       92.39111b (11050308)
295148.33   3793019.98       66.87752c (12020808)
        295162.46   3793019.98       70.53007c (12020808)
295176.59   3793019.98       74.77633c (12020808)
        295190.72   3793019.98       79.29213c (12020808)
295204.85   3793019.98       84.08883c (12020808)
        295218.98   3793019.98       91.24345c (12020808)
295233.11   3793019.98      101.01459c (12020808)
        295247.24   3793019.98       93.62125b (11050308)
```



```
295261.37   3793019.98       97.80421b (11050308)
        295148.33   3793028.70       70.52604c (12020808)
295162.46   3793028.70       74.85172c (12020808)
        295176.59   3793028.70       79.97867c (12020808)
295190.72   3793028.70       85.43229c (12020808)
        295204.85   3793028.70       91.25053c (12020808)
295218.98   3793028.70       98.04486b (13012224)
        295233.11   3793028.70       82.58463c (11020508)
295148.33   3793037.42       74.78771c (12020808)
        295162.46   3793037.42       79.97015c (12020808)
295176.59   3793037.42       86.19212c (12020808)
        295190.72   3793037.42       92.87129c (12020808)
295204.85   3793037.42       79.26881b (11050308)
        295218.98   3793037.42       83.21293b (11050308)
295148.33   3793046.14       80.42002c (12020808)
        295162.46   3793046.14       86.26145c (12020808)
295176.59   3793046.14       93.56574c (12020808)
        295190.72   3793046.14       82.21386b (11050308)
295204.85   3793046.14       87.09880b (11050308)
        295148.33   3793054.86       85.57837c (12020808)
295162.46   3793054.86       94.84808c (12020808)
        295176.59   3793054.86      103.33439c (12020808)
295190.72   3793054.86       91.54377b (11050308)
        295148.33   3793063.58       92.94879c (12020808)
295162.46   3793063.58       99.57807b (13012224)
        295176.59   3793063.58       72.51463b (11050308)
295148.33   3793072.30       76.34254b (11050308)
        295162.46   3793072.30       80.21088b (11050308)
```

```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        10:22:10

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 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                                  *** THE SUMMARY
OF HIGHEST  8-HR RESULTS ***


                                     ** CONC OF CO       IN
MICROGRAMS/M**3                           **

                                                   DATE
NETWORK
GROUP ID                           AVERAGE CONC     (YYMMDDHH)
RECEPTOR  (XR, YR, ZELEV, ZHILL, ZFLAG)    OF TYPE  GRID-ID
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

ALL      HIGH   1ST HIGH VALUE IS     103.33439c ON 12020808: AT
(  295176.59,  3793054.86,    44.98,    44.98,    0.00)  DC


 *** RECEPTOR TYPES:  GC = GRIDCART
                      GP = GRIDPOLR
                      DC = DISCCART
                      DP = DISCPOLR
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        10:22:10

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 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

 *** Message Summary : AERMOD Model Execution ***

  --------- Summary of Total Messages --------

 A Total of            0 Fatal Error Message(s)
 A Total of            0 Warning Message(s)
 A Total of        11814 Informational Message(s)

 A Total of        43872 Hours Were Processed

 A Total of         9787 Calm Hours Identified

 A Total of         2027 Missing Hours Identified (  4.62
Percent)


    ******** FATAL ERROR MESSAGES ********
                 ***  NONE  ***


    ********   WARNING MESSAGES   ********
                 ***  NONE  ***


    ************************************
    *** AERMOD Finishes Successfully ***
    ************************************
```

```
**
****************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 9.1.0
** Lakes Environmental Software Inc.
** Date: 4/8/2016
** File: C:\Users\Brett Pomeroy\Dropbox\Pomeroy Environmental
Services\AERMOD\Ventura Kaiser\NO2 1hr\NO2 1hr.ADI
**
****************************************
**
**
****************************************
** AERMOD Control Pathway
****************************************
**
**
CO STARTING
   TITLEONE C:\Users\Brett Pomeroy\Dropbox\Pomeroy Environmental
Services\AERMOD
   MODELOPT DFAULT CONC ARM
   AVERTIME 1
   URBANOPT 822499
   POLLUTID NO2
   RUNORNOT RUN
** NO2 Conversion Options
   ARMRATIO 0.800 0.750
   ERRORFIL "NO2 1hr.err"
CO FINISHED
**
****************************************
** AERMOD Source Pathway
****************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** ---------------------------------------------------------------
-------
** Line Source Represented by Separated Volume Sources
** LINE VOLUME Source ID = SLINE1
** DESCRSRC 101 Fwy
** PREFIX
** Length of Side = 38.00
** Configuration = Separated
** Emission Rate = 1.2
** Elevated
** Vertical Dimension = 3.00
** SZINIT = 0.70
** Nodes = 4
```



```
** 294713.905, 3793405.305, 43.87, 0.00, 34.05
** 295188.318, 3793128.775, 46.00, 0.00, 34.05
** 295444.552, 3792981.631, 46.00, 0.00, 34.05
** 295761.673, 3792801.506, 44.43, 0.00, 34.05
** ---------------------------------------------------------------
-------
   LOCATION L0000001     VOLUME   294730.319 3793395.737 44.00
   LOCATION L0000002     VOLUME   294793.566 3793358.871 44.77
   LOCATION L0000003     VOLUME   294856.813 3793322.005 45.00
   LOCATION L0000004     VOLUME   294920.060 3793285.140 45.10
   LOCATION L0000005     VOLUME   294983.306 3793248.274 45.52
   LOCATION L0000006     VOLUME   295046.553 3793211.408 45.92
   LOCATION L0000007     VOLUME   295109.800 3793174.542 46.00
   LOCATION L0000008     VOLUME   295173.047 3793137.677 46.00
   LOCATION L0000009     VOLUME   295236.473 3793101.122 46.00
   LOCATION L0000010     VOLUME   295299.957 3793064.666 46.00
   LOCATION L0000011     VOLUME   295363.441 3793028.210 46.00
   LOCATION L0000012     VOLUME   295426.924 3792991.754 46.00
   LOCATION L0000013     VOLUME   295490.532 3792955.514 46.00
   LOCATION L0000014     VOLUME   295554.187 3792919.358 46.00
   LOCATION L0000015     VOLUME   295617.842 3792883.202 45.95
   LOCATION L0000016     VOLUME   295681.497 3792847.046 45.00
   LOCATION L0000017     VOLUME   295745.152 3792810.890 44.49
** End of LINE VOLUME Source ID = SLINE1
** Source Parameters **
** LINE VOLUME Source ID = SLINE1
   SRCPARAM L0000001     0.0705882353      0.00     34.05
0.70
   SRCPARAM L0000002     0.0705882353      0.00     34.05
0.70
   SRCPARAM L0000003     0.0705882353      0.00     34.05
0.70
   SRCPARAM L0000004     0.0705882353      0.00     34.05
0.70
   SRCPARAM L0000005     0.0705882353      0.00     34.05
0.70
   SRCPARAM L0000006     0.0705882353      0.00     34.05
0.70
   SRCPARAM L0000007     0.0705882353      0.00     34.05
0.70
   SRCPARAM L0000008     0.0705882353      0.00     34.05
0.70
   SRCPARAM L0000009     0.0705882353      0.00     34.05
0.70
   SRCPARAM L0000010     0.0705882353      0.00     34.05
0.70
   SRCPARAM L0000011     0.0705882353      0.00     34.05
0.70
   SRCPARAM L0000012     0.0705882353      0.00     34.05
0.70
   SRCPARAM L0000013     0.0705882353      0.00     34.05
0.70
```



```
   SRCPARAM L0000014     0.0705882353      0.00     34.05
0.70
   SRCPARAM L0000015     0.0705882353      0.00     34.05
0.70
   SRCPARAM L0000016     0.0705882353      0.00     34.05
0.70
   SRCPARAM L0000017     0.0705882353      0.00     34.05
0.70
** ---------------------------------------------------------------
-------
   URBANSRC ALL
   SRCGROUP ALL
SO FINISHED
**
****************************************
** AERMOD Receptor Pathway
****************************************
**
**
RE STARTING
   INCLUDED "NO2 1hr.rou"
RE FINISHED
**
****************************************
** AERMOD Meteorology Pathway
****************************************
**
**
ME STARTING
   SURFFILE "..\Oxnard Airport\723927.SFC"
   PROFFILE "..\Oxnard Airport\723927.PFL"
   SURFDATA 93110 2009
   UAIRDATA 93214 2009
   PROFBASE 11.0 METERS
ME FINISHED
**
****************************************
** AERMOD Output Pathway
****************************************
**
**
OU STARTING
   RECTABLE ALLAVE 1ST
   RECTABLE 1 1ST
** Auto-Generated Plotfiles
   PLOTFILE 1 ALL 1ST "NO2 1HR.AD\01H1GALL.PLT" 31
   SUMMFILE "NO2 1hr.sum"
OU FINISHED

 ***********************************
 *** SETUP Finishes Successfully ***
 ***********************************
```

```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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04/08/16
 *** AERMET - VERSION  14134 ***   ***
***         10:39:24

PAGE   1
 **MODELOPTs:   RegDFAULT CONC      ELEV      ARM       URBAN

                                                ***     MODEL SETUP
OPTIONS SUMMARY       ***
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 **Model Is Setup For Calculation of Average CONCentration
Values.

   --  DEPOSITION LOGIC  --
 **NO GAS DEPOSITION Data Provided.
 **NO PARTICLE DEPOSITION Data Provided.
 **Model Uses NO DRY DEPLETION.  DRYDPLT  =  F
 **Model Uses NO WET DEPLETION.  WETDPLT  =  F

 **Model Uses URBAN Dispersion Algorithm for the SBL for    17
Source(s),
   for Total of    1 Urban Area(s):
   Urban Population =    822499.0 ;  Urban Roughness Length =
1.000 m

 **Model Uses Regulatory DEFAULT Options:
         1. Stack-tip Downwash.
         2. Model Accounts for ELEVated Terrain Effects.
         3. Use Calms Processing Routine.
         4. Use Missing Data Processing Routine.
         5. No Exponential Decay.
         6. Ambient Ratio Method (ARM) Used for NO2 Conversion
              with a  1-hour NO2/NOx Ratio of  0.800
              with an Annual NO2/NOx Ratio of  0.750
         7. Urban Roughness Length of 1.0 Meter Assumed.

 **Other Options Specified:
         CCVR_Sub - Meteorological data includes CCVR
substitutions
         TEMP_Sub - Meteorological data includes TEMP
substitutions

 **Model Assumes No FLAGPOLE Receptor Heights.

 **The User Specified a Pollutant Type of:  NO2

 **Note that special processing requirements apply for the 1-hour
NO2 NAAQS - check available guidance.
```



```
   Model will process user-specified ranks of daily maximum 1-
hour values averaged across the number of years modeled.
   For annual NO2 NAAQS modeling, the multi-year maximum of
PERIOD values can be simulated using the MULTYEAR keyword.
   Multi-year PERIOD and 1-hour values should only be done in a
single model run using the MULTYEAR option with a
   single multi-year meteorological data file using STARTEND
keyword.

 **Model Calculates  1 Short Term Average(s) of:   1-HR

 **This Run Includes:     17 Source(s);       1 Source Group(s);
and     129 Receptor(s)

                 with:      0 POINT(s), including
                            0 POINTCAP(s) and      0 POINTHOR(s)
                  and:     17 VOLUME source(s)
                  and:      0 AREA type source(s)
                  and:      0 LINE source(s)
                  and:      0 OPENPIT source(s)


 **Model Set To Continue RUNning After the Setup Testing.

 **The AERMET Input Meteorological Data Version Date:  14134

 **Output Options Selected:
          Model Outputs Tables of Highest Short Term Values by
Receptor (RECTABLE Keyword)
          Model Outputs External File(s) of High Values for
Plotting (PLOTFILE Keyword)
          Model Outputs Separate Summary File of High Ranked
Values (SUMMFILE Keyword)

 **NOTE:  The Following Flags May Appear Following CONC Values:
c for Calm Hours

m for Missing Hours

b for Both Calm and Missing Hours

 **Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =
11.00 ;  Decay Coef. =    0.000     ;  Rot. Angle =     0.0
                 Emission Units =
GRAMS/SEC                          ;  Emission Rate Unit
Factor =   0.10000E+07
                 Output Units   = MICROGRAMS/M**3

 **Approximate Storage Requirements of Model =      3.5 MB of
RAM.

 **Detailed Error/Message File:   NO2 1hr.err
```



```
 **File for Summary of Results:   NO2 1hr.sum
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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04/08/16
 *** AERMET - VERSION  14134 ***   ***
***         10:39:24

PAGE   2
 **MODELOPTs:   RegDFAULT CONC      ELEV      ARM       URBAN


                                                   *** VOLUME
SOURCE DATA ***

                NUMBER EMISSION RATE                    BASE
RELEASE    INIT.    INIT.   URBAN  EMISSION RATE
   SOURCE       PART.  (GRAMS/SEC)     X        Y      ELEV.
HEIGHT      SY       SZ     SOURCE  SCALAR VARY
     ID         CATS.                (METERS) (METERS) (METERS)
(METERS) (METERS) (METERS)              BY
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 L0000001         0   0.70588E-01  294730.3 3793395.7    44.0
0.00    34.05     0.70     YES
 L0000002         0   0.70588E-01  294793.6 3793358.9    44.8
0.00    34.05     0.70     YES
 L0000003         0   0.70588E-01  294856.8 3793322.0    45.0
0.00    34.05     0.70     YES
 L0000004         0   0.70588E-01  294920.1 3793285.1    45.1
0.00    34.05     0.70     YES
 L0000005         0   0.70588E-01  294983.3 3793248.3    45.5
0.00    34.05     0.70     YES
 L0000006         0   0.70588E-01  295046.6 3793211.4    45.9
0.00    34.05     0.70     YES
 L0000007         0   0.70588E-01  295109.8 3793174.5    46.0
0.00    34.05     0.70     YES
 L0000008         0   0.70588E-01  295173.0 3793137.7    46.0
0.00    34.05     0.70     YES
 L0000009         0   0.70588E-01  295236.5 3793101.1    46.0
0.00    34.05     0.70     YES
 L0000010         0   0.70588E-01  295300.0 3793064.7    46.0
0.00    34.05     0.70     YES
 L0000011         0   0.70588E-01  295363.4 3793028.2    46.0
0.00    34.05     0.70     YES
 L0000012         0   0.70588E-01  295426.9 3792991.8    46.0
0.00    34.05     0.70     YES
 L0000013         0   0.70588E-01  295490.5 3792955.5    46.0
0.00    34.05     0.70     YES
 L0000014         0   0.70588E-01  295554.2 3792919.4    46.0
0.00    34.05     0.70     YES
 L0000015         0   0.70588E-01  295617.8 3792883.2    45.9
0.00    34.05     0.70     YES
```

```
 L0000016         0   0.70588E-01  295681.5 3792847.0    45.0
0.00    34.05     0.70     YES
 L0000017         0   0.70588E-01  295745.2 3792810.9    44.5
0.00    34.05     0.70     YES
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        10:39:24

PAGE   3
 **MODELOPTs:   RegDFAULT CONC      ELEV      ARM       URBAN


                                                *** SOURCE IDs
DEFINING SOURCE GROUPS ***

 SRCGROUP ID                                                SOURCE
IDs
 ------------                                               -------
---


  ALL        L0000001    , L0000002    , L0000003    ,
L0000004    , L0000005    , L0000006    , L0000007    ,
L0000008    ,

             L0000009    , L0000010    , L0000011    ,
L0000012    , L0000013    , L0000014    , L0000015    ,
L0000016    ,

             L0000017    ,
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        10:39:24

PAGE   4
 **MODELOPTs:   RegDFAULT CONC      ELEV      ARM       URBAN


                                          *** SOURCE IDs DEFINED
AS URBAN SOURCES ***

  URBAN ID   URBAN POP                                      SOURCE
IDs
  --------   ---------                                      -------
---


               822499.   L0000001    , L0000002    ,
L0000003    , L0000004    , L0000005    , L0000006    ,
L0000007    ,
 L0000008    ,

             L0000009    , L0000010    , L0000011    ,
L0000012    , L0000013    , L0000014    , L0000015    ,
L0000016    ,

             L0000017    ,
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
04/08/16
 *** AERMET - VERSION  14134 ***   ***
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PAGE   5
 **MODELOPTs:   RegDFAULT CONC      ELEV      ARM       URBAN

                                                *** DISCRETE
CARTESIAN RECEPTORS ***
                                             (X-COORD, Y-COORD,
ZELEV, ZHILL, ZFLAG)

(METERS)

     ( 295148.3, 3792958.9,      43.0,      43.0,       0.0);
( 295162.5, 3792958.9,      43.2,      43.2,       0.0);
     ( 295176.6, 3792958.9,      43.4,      43.4,       0.0);
( 295190.7, 3792958.9,      43.4,      43.4,       0.0);
     ( 295204.8, 3792958.9,      43.4,      43.4,       0.0);
( 295219.0, 3792958.9,      43.6,      43.6,       0.0);
     ( 295233.1, 3792958.9,      43.9,      43.9,       0.0);
( 295247.2, 3792958.9,      44.0,      44.0,       0.0);
     ( 295261.4, 3792958.9,      44.0,      44.0,       0.0);
( 295275.5, 3792958.9,      44.1,      44.1,       0.0);
     ( 295289.6, 3792958.9,      44.3,      44.3,       0.0);
( 295303.8, 3792958.9,      44.5,      44.5,       0.0);
     ( 295317.9, 3792958.9,      44.8,      44.8,       0.0);
( 295332.0, 3792958.9,      45.0,      45.0,       0.0);
     ( 295346.1, 3792958.9,      45.0,      45.0,       0.0);
( 295148.3, 3792967.7,      43.0,      43.0,       0.0);
     ( 295162.5, 3792967.7,      43.3,      43.3,       0.0);
( 295176.6, 3792967.7,      43.6,      43.6,       0.0);
     ( 295190.7, 3792967.7,      43.7,      43.7,       0.0);
( 295204.8, 3792967.7,      43.7,      43.7,       0.0);
     ( 295219.0, 3792967.7,      43.8,      43.8,       0.0);
( 295233.1, 3792967.7,      43.9,      43.9,       0.0);
     ( 295247.2, 3792967.7,      44.0,      44.0,       0.0);
( 295261.4, 3792967.7,      44.0,      44.0,       0.0);
     ( 295275.5, 3792967.7,      44.2,      44.2,       0.0);
( 295289.6, 3792967.7,      44.5,      44.5,       0.0);
     ( 295303.8, 3792967.7,      44.7,      44.7,       0.0);
( 295317.9, 3792967.7,      44.9,      44.9,       0.0);
     ( 295332.0, 3792967.7,      45.0,      45.0,       0.0);
( 295346.1, 3792967.7,      45.0,      45.0,       0.0);
     ( 295148.3, 3792976.4,      43.0,      43.0,       0.0);
( 295162.5, 3792976.4,      43.5,      43.5,       0.0);
     ( 295176.6, 3792976.4,      43.9,      43.9,       0.0);
( 295190.7, 3792976.4,      44.0,      44.0,       0.0);
     ( 295204.8, 3792976.4,      44.0,      44.0,       0.0);
( 295219.0, 3792976.4,      44.0,      44.0,       0.0);
```

```
     ( 295233.1, 3792976.4,      44.0,      44.0,       0.0);
( 295247.2, 3792976.4,      44.0,      44.0,       0.0);
     ( 295261.4, 3792976.4,      44.0,      44.0,       0.0);
( 295275.5, 3792976.4,      44.2,      44.2,       0.0);
     ( 295289.6, 3792976.4,      44.7,      44.7,       0.0);
( 295303.8, 3792976.4,      45.0,      45.0,       0.0);
     ( 295317.9, 3792976.4,      45.0,      45.0,       0.0);
( 295332.0, 3792976.4,      45.0,      45.0,       0.0);
     ( 295346.1, 3792976.4,      45.0,      45.0,       0.0);
( 295148.3, 3792985.1,      43.3,      43.3,       0.0);
     ( 295162.5, 3792985.1,      43.6,      43.6,       0.0);
( 295176.6, 3792985.1,      44.0,      44.0,       0.0);
     ( 295190.7, 3792985.1,      44.0,      44.0,       0.0);
( 295204.8, 3792985.1,      44.0,      44.0,       0.0);
     ( 295219.0, 3792985.1,      44.1,      44.1,       0.0);
( 295233.1, 3792985.1,      44.2,      44.2,       0.0);
     ( 295247.2, 3792985.1,      44.2,      44.2,       0.0);
( 295261.4, 3792985.1,      44.2,      44.2,       0.0);
     ( 295275.5, 3792985.1,      44.4,      44.4,       0.0);
( 295289.6, 3792985.1,      44.8,      44.8,       0.0);
     ( 295303.8, 3792985.1,      45.0,      45.0,       0.0);
( 295317.9, 3792985.1,      45.0,      45.0,       0.0);
     ( 295332.0, 3792985.1,      45.0,      45.0,       0.0);
( 295148.3, 3792993.8,      43.5,      43.5,       0.0);
     ( 295162.5, 3792993.8,      43.8,      43.8,       0.0);
( 295176.6, 3792993.8,      44.0,      44.0,       0.0);
     ( 295190.7, 3792993.8,      44.0,      44.0,       0.0);
( 295204.8, 3792993.8,      44.0,      44.0,       0.0);
     ( 295219.0, 3792993.8,      44.2,      44.2,       0.0);
( 295233.1, 3792993.8,      44.5,      44.5,       0.0);
     ( 295247.2, 3792993.8,      44.5,      44.5,       0.0);
( 295261.4, 3792993.8,      44.5,      44.5,       0.0);
     ( 295275.5, 3792993.8,      44.7,      44.7,       0.0);
( 295289.6, 3792993.8,      44.9,      44.9,       0.0);
     ( 295303.8, 3792993.8,      45.0,      45.0,       0.0);
( 295317.9, 3792993.8,      45.0,      45.0,       0.0);
     ( 295148.3, 3793002.5,      43.8,      43.8,       0.0);
( 295162.5, 3793002.5,      43.9,      43.9,       0.0);
     ( 295176.6, 3793002.5,      44.0,      44.0,       0.0);
( 295190.7, 3793002.5,      44.0,      44.0,       0.0);
     ( 295204.8, 3793002.5,      44.0,      44.0,       0.0);
( 295219.0, 3793002.5,      44.3,      44.3,       0.0);
     ( 295233.1, 3793002.5,      44.7,      44.7,       0.0);
( 295247.2, 3793002.5,      44.8,      44.8,       0.0);
     ( 295261.4, 3793002.5,      44.8,      44.8,       0.0);
( 295275.5, 3793002.5,      44.9,      44.9,       0.0);
     ( 295289.6, 3793002.5,      44.9,      44.9,       0.0);
( 295148.3, 3793011.3,      44.0,      44.0,       0.0);
     ( 295162.5, 3793011.3,      44.1,      44.1,       0.0);
( 295176.6, 3793011.3,      44.1,      44.1,       0.0);
     ( 295190.7, 3793011.3,      44.1,      44.1,       0.0);
( 295204.8, 3793011.3,      44.1,      44.1,       0.0);
```



```
     ( 295219.0, 3793011.3,      44.4,      44.4,       0.0);
( 295233.1, 3793011.3,      44.9,      44.9,       0.0);
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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 *** AERMET - VERSION  14134 ***   ***
***        10:39:24

PAGE   6
 **MODELOPTs:   RegDFAULT CONC      ELEV      ARM       URBAN

                                                 *** DISCRETE
CARTESIAN RECEPTORS ***
                                              (X-COORD, Y-COORD,
ZELEV, ZHILL, ZFLAG)

(METERS)

     ( 295247.2, 3793011.3,      45.0,      45.0,       0.0);
( 295261.4, 3793011.3,      45.0,      45.0,       0.0);
     ( 295275.5, 3793011.3,      45.0,      45.0,       0.0);
( 295148.3, 3793020.0,      44.0,      44.0,       0.0);
     ( 295162.5, 3793020.0,      44.2,      44.2,       0.0);
( 295176.6, 3793020.0,      44.4,      44.4,       0.0);
     ( 295190.7, 3793020.0,      44.4,      44.4,       0.0);
( 295204.8, 3793020.0,      44.4,      44.4,       0.0);
     ( 295219.0, 3793020.0,      44.6,      44.6,       0.0);
( 295233.1, 3793020.0,      44.9,      44.9,       0.0);
     ( 295247.2, 3793020.0,      45.0,      45.0,       0.0);
( 295261.4, 3793020.0,      45.0,      45.0,       0.0);
     ( 295148.3, 3793028.7,      44.0,      44.0,       0.0);
( 295162.5, 3793028.7,      44.3,      44.3,       0.0);
     ( 295176.6, 3793028.7,      44.7,      44.7,       0.0);
( 295190.7, 3793028.7,      44.7,      44.7,       0.0);
     ( 295204.8, 3793028.7,      44.7,      44.7,       0.0);
( 295219.0, 3793028.7,      44.8,      44.8,       0.0);
     ( 295233.1, 3793028.7,      44.9,      44.9,       0.0);
( 295148.3, 3793037.4,      44.0,      44.0,       0.0);
     ( 295162.5, 3793037.4,      44.5,      44.5,       0.0);
( 295176.6, 3793037.4,      44.9,      44.9,       0.0);
     ( 295190.7, 3793037.4,      45.0,      45.0,       0.0);
( 295204.8, 3793037.4,      45.0,      45.0,       0.0);
     ( 295219.0, 3793037.4,      45.0,      45.0,       0.0);
( 295148.3, 3793046.1,      44.3,      44.3,       0.0);
     ( 295162.5, 3793046.1,      44.6,      44.6,       0.0);
( 295176.6, 3793046.1,      45.0,      45.0,       0.0);
     ( 295190.7, 3793046.1,      45.1,      45.1,       0.0);
( 295204.8, 3793046.1,      45.3,      45.3,       0.0);
     ( 295148.3, 3793054.9,      44.6,      44.6,       0.0);
( 295162.5, 3793054.9,      44.8,      44.8,       0.0);
     ( 295176.6, 3793054.9,      45.0,      45.0,       0.0);
( 295190.7, 3793054.9,      45.2,      45.2,       0.0);
     ( 295148.3, 3793063.6,      44.9,      44.9,       0.0);
( 295162.5, 3793063.6,      44.9,      44.9,       0.0);
```



```
     ( 295176.6, 3793063.6,      45.0,      45.0,       0.0);
( 295148.3, 3793072.3,      45.0,      45.0,       0.0);
     ( 295162.5, 3793072.3,      45.1,      45.1,       0.0);
```

```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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 *** AERMET - VERSION  14134 ***   ***
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PAGE   7
 **MODELOPTs:   RegDFAULT CONC      ELEV      ARM       URBAN

                      * SOURCE-RECEPTOR COMBINATIONS FOR WHICH
CALCULATIONS MAY NOT BE PERFORMED *
                        LESS THAN 1.0 METER; WITHIN OPENPIT; OR
BEYOND 80KM FOR FASTAREA/FASTALL


                            SOURCE          - - RECEPTOR
LOCATION - -         DISTANCE
                              ID            XR (METERS)   YR
(METERS)         (METERS)
                         - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - -

                            L0000008            295176.6
3793063.6             0.97
                            L0000008            295148.3
3793072.3            -3.31
                            L0000008            295162.5
3793072.3            -6.98
                            L0000009            295233.1
3793028.7            -0.71
                            L0000009            295204.8
3793037.4            -2.09
                            L0000009            295219.0
3793037.4            -7.15
                            L0000009            295190.7
3793046.1            -1.68
                            L0000009            295204.8
3793046.1            -9.78
                            L0000009            295190.7
3793054.9            -8.14
                            L0000009            295176.6
3793063.6            -2.53
                            L0000010            295289.6
3792993.8            -1.61
                            L0000010            295303.8
3792993.8            -2.26
                            L0000010            295317.9
3792993.8            -0.13
                            L0000010            295261.4
3793002.5            -0.07
                            L0000010            295275.5
3793002.5            -6.44
```



```
                            L0000010            295289.6
3793002.5           -10.23
                            L0000010            295261.4
3793011.3            -7.32
                            L0000010            295275.5
3793011.3           -14.47
                            L0000010            295247.2
3793020.0            -4.10
                            L0000010            295261.4
3793020.0           -14.17
                            L0000011            295346.1
3792958.9            -1.81
                            L0000011            295332.0
3792967.7            -4.99
                            L0000011            295346.1
3792967.7           -10.24
                            L0000011            295317.9
3792976.4            -4.21
                            L0000011            295332.0
3792976.4           -12.60
                            L0000011            295346.1
3792976.4           -18.57
                            L0000011            295303.8
3792985.1             0.42
                            L0000011            295317.9
3792985.1           -10.49
                            L0000011            295332.0
3792985.1           -19.86
                            L0000011            295303.8
3792993.8            -4.33
                            L0000011            295317.9
3792993.8           -16.13
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        10:39:24

PAGE   8
 **MODELOPTs:   RegDFAULT CONC      ELEV      ARM       URBAN

                                          *** METEOROLOGICAL
DAYS SELECTED FOR PROCESSING ***
                                                              (1
=YES; 0=NO)

            1 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1

              NOTE:  METEOROLOGICAL DATA ACTUALLY PROCESSED
WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE.


                                    *** UPPER BOUND OF FIRST
THROUGH FIFTH WIND SPEED CATEGORIES ***

(METERS/SEC)

                                                 1.54,   3.09,
5.14,   8.23,  10.80,
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        10:39:24

PAGE   9
 **MODELOPTs:   RegDFAULT CONC      ELEV      ARM       URBAN

                                     *** UP TO THE FIRST 24 HOURS
OF METEOROLOGICAL DATA ***

   Surface file:   ..\Oxnard Airport\723927.SFC
Met Version:  14134
   Profile file:   ..\Oxnard Airport\723927.PFL
   Surface format: FREE
   Profile format: FREE
   Surface station no.:    93110                  Upper air
station no.:    93214
                Name: UNKNOWN
Name: UNKNOWN
                Year:   2009
Year:   2009

 First 24 hours of scalar data
 YR MO DY JDY HR     H0     U*     W*  DT/DZ ZICNV ZIMCH  M-O LEN
Z0  BOWEN ALBEDO  REF WS   WD     HT  REF TA     HT
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
 09 01 01   1 01 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.4    2.0
 09 01 01   1 02 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.4    2.0
 09 01 01   1 03 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  279.9    2.0
 09 01 01   1 04 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  279.9    2.0
 09 01 01   1 05 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  278.1    2.0
 09 01 01   1 06   -3.4  0.068 -9.000 -9.000 -999.   43.      8.5
0.06   0.84   1.00    1.76   42.   10.0  279.2    2.0
 09 01 01   1 07 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  279.9    2.0
 09 01 01   1 08   -3.3  0.068 -9.000 -9.000 -999.   43.      8.8
0.06   0.84   0.58    1.76   23.   10.0  279.2    2.0
 09 01 01   1 09    0.6  0.190  0.054  0.017   10.  199.  -1074.3
0.24   0.84   0.33    1.76  137.   10.0  278.8    2.0
 09 01 01   1 10   11.9  0.208  0.243  0.015   43.  228.    -68.7
0.24   0.84   0.24    1.76  151.   10.0  279.9    2.0
 09 01 01   1 11   98.9  0.258  0.747  0.013  153.  314.    -15.7
0.11   0.84   0.21    2.36  264.   10.0  282.0    2.0
 09 01 01   1 12  110.5  0.260  0.881  0.013  224.  319.    -14.4
```

```
0.11   0.84   0.20    2.36  246.   10.0  283.8    2.0
 09 01 01   1 13  110.7  0.260  1.018  0.012  344.  319.    -14.4
0.11   0.84   0.20    2.36  293.   10.0  284.2    2.0
 09 01 01   1 14   94.7  0.378  1.041  0.005  431.  557.    -51.4
0.11   0.84   0.21    3.86  279.   10.0  284.9    2.0
 09 01 01   1 15   62.9  0.288  0.941  0.010  479.  376.    -34.5
0.11   0.84   0.24    2.86  282.   10.0  284.2    2.0
 09 01 01   1 16   25.6  0.274  0.701  0.010  486.  344.    -72.6
0.11   0.84   0.33    2.86  294.   10.0  283.8    2.0
 09 01 01   1 17   -6.5  0.127 -9.000 -9.000 -999.  125.     28.6
0.04   0.84   0.57    2.36  321.   10.0  282.0    2.0
 09 01 01   1 18   -2.9  0.062 -9.000 -9.000 -999.   40.      7.4
0.04   0.84   1.00    1.76  337.   10.0  282.0    2.0
 09 01 01   1 19   -2.9  0.062 -9.000 -9.000 -999.   37.      7.4
0.04   0.84   1.00    1.76  354.   10.0  281.4    2.0
 09 01 01   1 20 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.9    2.0
 09 01 01   1 21 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  279.9    2.0
 09 01 01   1 22 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.4    2.0
 09 01 01   1 23 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.9    2.0
 09 01 01   1 24   -4.7  0.080 -9.000 -9.000 -999.   54.      9.8
0.12   0.84   1.00    1.76   90.   10.0  279.9    2.0


 First hour of profile data
 YR MO DY HR HEIGHT F  WDIR    WSPD AMB_TMP sigmaA  sigmaW
sigmaV
 09 01 01 01   10.0 1 -999.  -99.00   280.4
99.0  -99.00  -99.00

 F indicates top of profile (=1) or below (=0)
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
04/08/16
 *** AERMET - VERSION  14134 ***   ***
***         10:39:24

PAGE  10
 **MODELOPTs:   RegDFAULT CONC      ELEV      ARM       URBAN

    *** THE   1ST-HIGHEST MAX DAILY 1-HR AVERAGE CONCENTRATION
VALUES AVERAGED OVER   5 YEARS FOR SOURCE GROUP: ALL      ***
                                INCLUDING SOURCE(S):
L0000001    , L0000002    , L0000003    , L0000004    ,
L0000005    ,
                L0000006    , L0000007    , L0000008    ,
L0000009    , L0000010    , L0000011    , L0000012    ,
L0000013    ,
                L0000014    , L0000015    , L0000016    ,
L0000017    ,

                                         *** DISCRETE
CARTESIAN RECEPTOR POINTS ***

                                     ** CONC OF NO2      IN
MICROGRAMS/M**3                       **

       X-COORD (M)   Y-COORD (M)        CONC
X-COORD (M)   Y-COORD (M)        CONC
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
         295148.33    3792958.94       55.34125
295162.46    3792958.94       57.71764
         295176.59    3792958.94       60.36359
295190.72    3792958.94       63.07138
         295204.85    3792958.94       66.01412
295218.98    3792958.94       69.75258
         295233.11    3792958.94       74.22752
295247.24    3792958.94       79.08267
         295261.37    3792958.94       84.23564
295275.50    3792958.94       90.15758
         295289.63    3792958.94       97.15696
295303.76    3792958.94      114.35323
         295317.89    3792958.94      123.09634
295332.02    3792958.94      134.17662
         295346.15    3792958.94      122.55087
295148.33    3792967.66       57.56744
         295162.46    3792967.66       60.23467
295176.59    3792967.66       63.14589
         295190.72    3792967.66       66.12746
295204.85    3792967.66       69.66661
         295218.98    3792967.66       73.96596
295233.11    3792967.66       79.03004
```



```
         295247.24    3792967.66       84.39132
295261.37    3792967.66       90.35265
         295275.50    3792967.66       97.64705
295289.63    3792967.66      106.03276
         295303.76    3792967.66      123.63680
295317.89    3792967.66      147.17150
         295332.02    3792967.66      125.91246
295346.15    3792967.66      132.61846
         295148.33    3792976.38       59.99058
295162.46    3792976.38       63.01625
         295176.59    3792976.38       66.21337
295190.72    3792976.38       69.64921
         295204.85    3792976.38       73.83962
295218.98    3792976.38       79.06232
         295233.11    3792976.38       84.54540
295247.24    3792976.38       90.66590
         295261.37    3792976.38       98.09338
295275.50    3792976.38      106.86529
         295289.63    3792976.38      116.56379
295303.76    3792976.38      132.91404
         295317.89    3792976.38      129.92859
295332.02    3792976.38      137.28650
         295346.15    3792976.38      143.08575
295148.33    3792985.10       62.81487
         295162.46    3792985.10       66.04214
295176.59    3792985.10       69.53880
         295190.72    3792985.10       73.64800
295204.85    3792985.10       78.53280
         295218.98    3792985.10       85.15458
295233.11    3792985.10       91.57224
         295247.24    3792985.10       99.25601
295261.37    3792985.10      108.21977
         295275.50    3792985.10      118.49696
295289.63    3792985.10      129.04306
         295303.76    3792985.10      134.87311
295317.89    3792985.10      143.15653
         295332.02    3792985.10      149.71333
295148.33    3792993.82       65.96069
         295162.46    3792993.82       69.43100
295176.59    3792993.82       73.51899
         295190.72    3792993.82       78.35573
295204.85    3792993.82       83.96313
         295218.98    3792993.82       90.00933
295233.11    3792993.82      102.40481
         295247.24    3792993.82      111.77790
295261.37    3792993.82      121.96561
         295275.50    3792993.82      133.14110
295289.63    3792993.82      120.60960
         295303.76    3792993.82      121.89898
295317.89    3792993.82      125.43733
         295148.33    3793002.54       69.45320
295162.46    3793002.54       73.37111
```



```
         295176.59    3793002.54       78.18261
295190.72    3793002.54       83.98734
         295204.85    3793002.54       90.15867
295218.98    3793002.54       97.27760
         295233.11    3793002.54      109.54606
295247.24    3793002.54      133.71155
```

```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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 *** AERMET - VERSION  14134 ***   ***
***        10:39:24

PAGE  11
 **MODELOPTs:   RegDFAULT CONC      ELEV      ARM       URBAN

    *** THE   1ST-HIGHEST MAX DAILY 1-HR AVERAGE CONCENTRATION
VALUES AVERAGED OVER   5 YEARS FOR SOURCE GROUP: ALL      ***
                                  INCLUDING SOURCE(S):
L0000001    , L0000002    , L0000003    , L0000004    ,
L0000005    ,
             L0000006    , L0000007    , L0000008    ,
L0000009    , L0000010    , L0000011    , L0000012    ,
L0000013    ,
             L0000014    , L0000015    , L0000016    ,
L0000017    ,

                                                *** DISCRETE
CARTESIAN RECEPTOR POINTS ***

                                          ** CONC OF NO2      IN
MICROGRAMS/M**3                            **

       X-COORD (M)   Y-COORD (M)        CONC
X-COORD (M)   Y-COORD (M)        CONC
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
         295261.37    3793002.54      117.59448
295275.50    3793002.54      124.09647
         295289.63    3793002.54      129.90592
295148.33    3793011.26       73.34732
         295162.46    3793011.26       78.17988
295176.59    3793011.26       84.05897
         295190.72    3793011.26       90.56714
295204.85    3793011.26       97.72891
         295218.98    3793011.26      106.49842
295233.11    3793011.26      116.32476
         295247.24    3793011.26      148.91428
295261.37    3793011.26      128.26020
         295275.50    3793011.26      134.59782
295148.33    3793019.98       78.11291
         295162.46    3793019.98       84.27378
295176.59    3793019.98       91.22639
         295190.72    3793019.98       98.81243
295204.85    3793019.98      107.82906
         295218.98    3793019.98      118.09200
295233.11    3793019.98      128.70904
         295247.24    3793019.98      133.12511
295261.37    3793019.98      140.29716
```



```
         295148.33    3793028.70       83.21485
295162.46    3793028.70       92.73300
         295176.59    3793028.70      100.87883
295190.72    3793028.70      110.45701
         295204.85    3793028.70      121.25822
295218.98    3793028.70      132.65419
         295233.11    3793028.70      117.92689
295148.33    3793037.42       89.45557
         295162.46    3793037.42       99.05158
295176.59    3793037.42      117.21144
         295190.72    3793037.42      128.89971
295204.85    3793037.42      115.58724
         295218.98    3793037.42      121.34454
295148.33    3793046.14       97.28990
         295162.46    3793046.14      106.00595
295176.59    3793046.14      124.97866
         295190.72    3793046.14      118.76158
295204.85    3793046.14      125.51938
         295148.33    3793054.86      106.87623
295162.46    3793054.86      116.74379
         295176.59    3793054.86      139.52502
295190.72    3793054.86      130.46011
         295148.33    3793063.58      119.76459
295162.46    3793063.58      130.94689
         295176.59    3793063.58      109.74966
295148.33    3793072.30      112.01653
         295162.46    3793072.30      117.44523
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        10:39:24

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 **MODELOPTs:   RegDFAULT CONC      ELEV      ARM       URBAN

                      *** THE SUMMARY OF MAXIMUM   1ST-HIGHEST
MAX DAILY  1-HR RESULTS AVERAGED OVER   5 YEARS ***


                                   ** CONC OF NO2      IN
MICROGRAMS/M**3                         **


NETWORK
GROUP ID                          AVERAGE CONC
RECEPTOR  (XR, YR, ZELEV, ZHILL, ZFLAG)  OF TYPE  GRID-ID
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - -

ALL       1ST HIGHEST VALUE IS     149.71333 AT (  295332.02,
3792985.10,    45.04,    45.04,    0.00)  DC
          2ND HIGHEST VALUE IS     148.91428 AT (  295247.24,
3793011.26,    45.00,    45.00,    0.00)  DC
          3RD HIGHEST VALUE IS     147.17150 AT (  295317.89,
3792967.66,    44.89,    44.89,    0.00)  DC
          4TH HIGHEST VALUE IS     143.15653 AT (  295317.89,
3792985.10,    45.00,    45.00,    0.00)  DC
          5TH HIGHEST VALUE IS     143.08575 AT (  295346.15,
3792976.38,    45.00,    45.00,    0.00)  DC
          6TH HIGHEST VALUE IS     140.29716 AT (  295261.37,
3793019.98,    45.00,    45.00,    0.00)  DC
          7TH HIGHEST VALUE IS     139.52502 AT (  295176.59,
3793054.86,    44.98,    44.98,    0.00)  DC
          8TH HIGHEST VALUE IS     137.28650 AT (  295332.02,
3792976.38,    45.00,    45.00,    0.00)  DC
          9TH HIGHEST VALUE IS     134.87311 AT (  295303.76,
3792985.10,    45.00,    45.00,    0.00)  DC
         10TH HIGHEST VALUE IS     134.59782 AT (  295275.50,
3793011.26,    45.03,    45.03,    0.00)  DC


 *** RECEPTOR TYPES:  GC = GRIDCART
                      GP = GRIDPOLR
                      DC = DISCCART
                      DP = DISCPOLR
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        10:39:24

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 **MODELOPTs:   RegDFAULT CONC      ELEV      ARM       URBAN

 *** Message Summary : AERMOD Model Execution ***

  --------- Summary of Total Messages --------

 A Total of            0 Fatal Error Message(s)
 A Total of            1 Warning Message(s)
 A Total of        11814 Informational Message(s)

 A Total of        43872 Hours Were Processed

 A Total of         9787 Calm Hours Identified

 A Total of         2027 Missing Hours Identified (  4.62
Percent)


    ******** FATAL ERROR MESSAGES ********
                 ***  NONE  ***


    ********   WARNING MESSAGES   ********
 MX W481   43873         MAIN: Data Remaining After End of Year.
Number of Hours=           48

    ************************************
    *** AERMOD Finishes Successfully ***
    ************************************
```

```
**
****************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 9.1.0
** Lakes Environmental Software Inc.
** Date: 4/8/2016
** File: C:\Users\Brett Pomeroy\Dropbox\Pomeroy Environmental
Services\AERMOD\Ventura Kaiser\PM10 24Hr\PM10 24Hr.ADI
**
****************************************
**
**
****************************************
** AERMOD Control Pathway
****************************************
**
**
CO STARTING
   TITLEONE C:\Users\Brett Pomeroy\Dropbox\Pomeroy Environmental
Services\AERMOD
   MODELOPT DFAULT CONC
   AVERTIME 24
   URBANOPT 822499
   POLLUTID PM_10
   RUNORNOT RUN
   ERRORFIL "PM10 24Hr.err"
CO FINISHED
**
****************************************
** AERMOD Source Pathway
****************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** ---------------------------------------------------------------
-------
** Line Source Represented by Separated Volume Sources
** LINE VOLUME Source ID = SLINE1
** DESCRSRC 101 Fwy
** PREFIX
** Length of Side = 38.00
** Configuration = Separated
** Emission Rate = 0.0535
** Elevated
** Vertical Dimension = 3.00
** SZINIT = 0.70
** Nodes = 4
** 294713.905, 3793405.305, 43.87, 0.00, 34.05
** 295188.318, 3793128.775, 46.00, 0.00, 34.05
```



```
** 295444.552, 3792981.631, 46.00, 0.00, 34.05
** 295761.673, 3792801.506, 44.43, 0.00, 34.05
** ---------------------------------------------------------------
-------
   LOCATION L0000001     VOLUME   294730.319 3793395.737 44.00
   LOCATION L0000002     VOLUME   294793.566 3793358.871 44.77
   LOCATION L0000003     VOLUME   294856.813 3793322.005 45.00
   LOCATION L0000004     VOLUME   294920.060 3793285.140 45.10
   LOCATION L0000005     VOLUME   294983.306 3793248.274 45.52
   LOCATION L0000006     VOLUME   295046.553 3793211.408 45.92
   LOCATION L0000007     VOLUME   295109.800 3793174.542 46.00
   LOCATION L0000008     VOLUME   295173.047 3793137.677 46.00
   LOCATION L0000009     VOLUME   295236.473 3793101.122 46.00
   LOCATION L0000010     VOLUME   295299.957 3793064.666 46.00
   LOCATION L0000011     VOLUME   295363.441 3793028.210 46.00
   LOCATION L0000012     VOLUME   295426.924 3792991.754 46.00
   LOCATION L0000013     VOLUME   295490.532 3792955.514 46.00
   LOCATION L0000014     VOLUME   295554.187 3792919.358 46.00
   LOCATION L0000015     VOLUME   295617.842 3792883.202 45.95
   LOCATION L0000016     VOLUME   295681.497 3792847.046 45.00
   LOCATION L0000017     VOLUME   295745.152 3792810.890 44.49
** End of LINE VOLUME Source ID = SLINE1
** Source Parameters **
** LINE VOLUME Source ID = SLINE1
   SRCPARAM L0000001     0.0031470588      0.00     34.05
0.70
   SRCPARAM L0000002     0.0031470588      0.00     34.05
0.70
   SRCPARAM L0000003     0.0031470588      0.00     34.05
0.70
   SRCPARAM L0000004     0.0031470588      0.00     34.05
0.70
   SRCPARAM L0000005     0.0031470588      0.00     34.05
0.70
   SRCPARAM L0000006     0.0031470588      0.00     34.05
0.70
   SRCPARAM L0000007     0.0031470588      0.00     34.05
0.70
   SRCPARAM L0000008     0.0031470588      0.00     34.05
0.70
   SRCPARAM L0000009     0.0031470588      0.00     34.05
0.70
   SRCPARAM L0000010     0.0031470588      0.00     34.05
0.70
   SRCPARAM L0000011     0.0031470588      0.00     34.05
0.70
   SRCPARAM L0000012     0.0031470588      0.00     34.05
0.70
   SRCPARAM L0000013     0.0031470588      0.00     34.05
0.70
   SRCPARAM L0000014     0.0031470588      0.00     34.05
0.70
```



```
   SRCPARAM L0000015     0.0031470588      0.00     34.05
0.70
   SRCPARAM L0000016     0.0031470588      0.00     34.05
0.70
   SRCPARAM L0000017     0.0031470588      0.00     34.05
0.70
** ---------------------------------------------------------------
-------
   URBANSRC ALL
   SRCGROUP ALL
SO FINISHED
**
****************************************
** AERMOD Receptor Pathway
****************************************
**
**
RE STARTING
   INCLUDED "PM10 24Hr.rou"
RE FINISHED
**
****************************************
** AERMOD Meteorology Pathway
****************************************
**
**
ME STARTING
   SURFFILE "..\Oxnard Airport\723927.SFC"
   PROFFILE "..\Oxnard Airport\723927.PFL"
   SURFDATA 93110 2009
   UAIRDATA 93214 2009
   PROFBASE 11.0 METERS
ME FINISHED
**
****************************************
** AERMOD Output Pathway
****************************************
**
**
OU STARTING
   RECTABLE ALLAVE 1ST
   RECTABLE 24 1ST
** Auto-Generated Plotfiles
   PLOTFILE 24 ALL 1ST "PM10 24HR.AD\24H1GALL.PLT" 31
   SUMMFILE "PM10 24Hr.sum"
OU FINISHED

 ***********************************
 *** SETUP Finishes Successfully ***
 ***********************************
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        10:27:23

PAGE   1
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                                ***     MODEL SETUP
OPTIONS SUMMARY       ***
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 **Model Is Setup For Calculation of Average CONCentration
Values.

   --  DEPOSITION LOGIC  --
 **NO GAS DEPOSITION Data Provided.
 **NO PARTICLE DEPOSITION Data Provided.
 **Model Uses NO DRY DEPLETION.  DRYDPLT  =  F
 **Model Uses NO WET DEPLETION.  WETDPLT  =  F

 **Model Uses URBAN Dispersion Algorithm for the SBL for    17
Source(s),
   for Total of    1 Urban Area(s):
   Urban Population =    822499.0 ;  Urban Roughness Length =
1.000 m

 **Model Uses Regulatory DEFAULT Options:
         1. Stack-tip Downwash.
         2. Model Accounts for ELEVated Terrain Effects.
         3. Use Calms Processing Routine.
         4. Use Missing Data Processing Routine.
         5. No Exponential Decay.
         6. Urban Roughness Length of 1.0 Meter Assumed.

 **Other Options Specified:
         CCVR_Sub - Meteorological data includes CCVR
substitutions
         TEMP_Sub - Meteorological data includes TEMP
substitutions

 **Model Assumes No FLAGPOLE Receptor Heights.

 **The User Specified a Pollutant Type of:  PM_10

 **Model Calculates  1 Short Term Average(s) of:  24-HR

 **This Run Includes:     17 Source(s);       1 Source Group(s);
and     129 Receptor(s)
```

```
                 with:      0 POINT(s), including
                            0 POINTCAP(s) and       0 POINTHOR(s)
                  and:     17 VOLUME source(s)
                  and:      0 AREA type source(s)
                  and:      0 LINE source(s)
                  and:      0 OPENPIT source(s)


 **Model Set To Continue RUNning After the Setup Testing.

 **The AERMET Input Meteorological Data Version Date:  14134

 **Output Options Selected:
          Model Outputs Tables of Highest Short Term Values by
Receptor (RECTABLE Keyword)
          Model Outputs External File(s) of High Values for
Plotting (PLOTFILE Keyword)
          Model Outputs Separate Summary File of High Ranked
Values (SUMMFILE Keyword)

 **NOTE:  The Following Flags May Appear Following CONC Values:
c for Calm Hours

m for Missing Hours

b for Both Calm and Missing Hours

 **Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =
11.00 ;  Decay Coef. =    0.000     ;  Rot. Angle =     0.0
                  Emission Units =
GRAMS/SEC                                ;  Emission Rate Unit
Factor =   0.10000E+07
                  Output Units   = MICROGRAMS/M**3

 **Approximate Storage Requirements of Model =      3.5 MB of
RAM.

 **Detailed Error/Message File:   PM10 24Hr.err
 **File for Summary of Results:   PM10 24Hr.sum
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        10:27:23

PAGE   2
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN


                                                  *** VOLUME
SOURCE DATA ***

                NUMBER EMISSION RATE                    BASE
RELEASE    INIT.    INIT.   URBAN  EMISSION RATE
  SOURCE       PART.  (GRAMS/SEC)     X        Y      ELEV.
HEIGHT      SY      SZ     SOURCE  SCALAR VARY
     ID        CATS.                (METERS) (METERS) (METERS)
(METERS) (METERS) (METERS)              BY
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 L0000001         0   0.31471E-02  294730.3 3793395.7    44.0
0.00    34.05     0.70     YES
 L0000002         0   0.31471E-02  294793.6 3793358.9    44.8
0.00    34.05     0.70     YES
 L0000003         0   0.31471E-02  294856.8 3793322.0    45.0
0.00    34.05     0.70     YES
 L0000004         0   0.31471E-02  294920.1 3793285.1    45.1
0.00    34.05     0.70     YES
 L0000005         0   0.31471E-02  294983.3 3793248.3    45.5
0.00    34.05     0.70     YES
 L0000006         0   0.31471E-02  295046.6 3793211.4    45.9
0.00    34.05     0.70     YES
 L0000007         0   0.31471E-02  295109.8 3793174.5    46.0
0.00    34.05     0.70     YES
 L0000008         0   0.31471E-02  295173.0 3793137.7    46.0
0.00    34.05     0.70     YES
 L0000009         0   0.31471E-02  295236.5 3793101.1    46.0
0.00    34.05     0.70     YES
 L0000010         0   0.31471E-02  295300.0 3793064.7    46.0
0.00    34.05     0.70     YES
 L0000011         0   0.31471E-02  295363.4 3793028.2    46.0
0.00    34.05     0.70     YES
 L0000012         0   0.31471E-02  295426.9 3792991.8    46.0
0.00    34.05     0.70     YES
 L0000013         0   0.31471E-02  295490.5 3792955.5    46.0
0.00    34.05     0.70     YES
 L0000014         0   0.31471E-02  295554.2 3792919.4    46.0
0.00    34.05     0.70     YES
 L0000015         0   0.31471E-02  295617.8 3792883.2    45.9
0.00    34.05     0.70     YES
```



```
 L0000016         0   0.31471E-02  295681.5 3792847.0    45.0
0.00    34.05     0.70     YES
 L0000017         0   0.31471E-02  295745.2 3792810.9    44.5
0.00    34.05     0.70     YES
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        10:27:23

PAGE   3
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN


                                             *** SOURCE IDs
DEFINING SOURCE GROUPS ***

 SRCGROUP ID                                          SOURCE
IDs
 -----------                                          -------
---


  ALL        L0000001    , L0000002    , L0000003    ,
L0000004    , L0000005    , L0000006    , L0000007    ,
L0000008    ,

             L0000009    , L0000010    , L0000011    ,
L0000012    , L0000013    , L0000014    , L0000015    ,
L0000016    ,

             L0000017    ,
```

```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
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 *** AERMET - VERSION  14134 ***   ***
***         10:27:23

PAGE   4
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN


                                        *** SOURCE IDs DEFINED
AS URBAN SOURCES ***

  URBAN ID   URBAN POP                                   SOURCE
IDs
  --------   ---------                                   -------
---


               822499.   L0000001    , L0000002    ,
L0000003    , L0000004    , L0000005    , L0000006    ,
L0000007    ,
 L0000008    ,

               L0000009    , L0000010    , L0000011    ,
L0000012    , L0000013    , L0000014    , L0000015    ,
L0000016    ,

               L0000017    ,
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
04/08/16
 *** AERMET - VERSION  14134 ***   ***
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PAGE   5
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                                 *** DISCRETE
CARTESIAN RECEPTORS ***
                                            (X-COORD, Y-COORD,
ZELEV, ZHILL, ZFLAG)

(METERS)

     ( 295148.3, 3792958.9,      43.0,      43.0,       0.0);
( 295162.5, 3792958.9,      43.2,      43.2,       0.0);
     ( 295176.6, 3792958.9,      43.4,      43.4,       0.0);
( 295190.7, 3792958.9,      43.4,      43.4,       0.0);
     ( 295204.8, 3792958.9,      43.4,      43.4,       0.0);
( 295219.0, 3792958.9,      43.6,      43.6,       0.0);
     ( 295233.1, 3792958.9,      43.9,      43.9,       0.0);
( 295247.2, 3792958.9,      44.0,      44.0,       0.0);
     ( 295261.4, 3792958.9,      44.0,      44.0,       0.0);
( 295275.5, 3792958.9,      44.1,      44.1,       0.0);
     ( 295289.6, 3792958.9,      44.3,      44.3,       0.0);
( 295303.8, 3792958.9,      44.5,      44.5,       0.0);
     ( 295317.9, 3792958.9,      44.8,      44.8,       0.0);
( 295332.0, 3792958.9,      45.0,      45.0,       0.0);
     ( 295346.1, 3792958.9,      45.0,      45.0,       0.0);
( 295148.3, 3792967.7,      43.0,      43.0,       0.0);
     ( 295162.5, 3792967.7,      43.3,      43.3,       0.0);
( 295176.6, 3792967.7,      43.6,      43.6,       0.0);
     ( 295190.7, 3792967.7,      43.7,      43.7,       0.0);
( 295204.8, 3792967.7,      43.7,      43.7,       0.0);
     ( 295219.0, 3792967.7,      43.8,      43.8,       0.0);
( 295233.1, 3792967.7,      43.9,      43.9,       0.0);
     ( 295247.2, 3792967.7,      44.0,      44.0,       0.0);
( 295261.4, 3792967.7,      44.0,      44.0,       0.0);
     ( 295275.5, 3792967.7,      44.2,      44.2,       0.0);
( 295289.6, 3792967.7,      44.5,      44.5,       0.0);
     ( 295303.8, 3792967.7,      44.7,      44.7,       0.0);
( 295317.9, 3792967.7,      44.9,      44.9,       0.0);
     ( 295332.0, 3792967.7,      45.0,      45.0,       0.0);
( 295346.1, 3792967.7,      45.0,      45.0,       0.0);
     ( 295148.3, 3792976.4,      43.0,      43.0,       0.0);
( 295162.5, 3792976.4,      43.5,      43.5,       0.0);
     ( 295176.6, 3792976.4,      43.9,      43.9,       0.0);
( 295190.7, 3792976.4,      44.0,      44.0,       0.0);
     ( 295204.8, 3792976.4,      44.0,      44.0,       0.0);
( 295219.0, 3792976.4,      44.0,      44.0,       0.0);
```



```
     ( 295233.1, 3792976.4,      44.0,      44.0,       0.0);
( 295247.2, 3792976.4,      44.0,      44.0,       0.0);
     ( 295261.4, 3792976.4,      44.0,      44.0,       0.0);
( 295275.5, 3792976.4,      44.2,      44.2,       0.0);
     ( 295289.6, 3792976.4,      44.7,      44.7,       0.0);
( 295303.8, 3792976.4,      45.0,      45.0,       0.0);
     ( 295317.9, 3792976.4,      45.0,      45.0,       0.0);
( 295332.0, 3792976.4,      45.0,      45.0,       0.0);
     ( 295346.1, 3792976.4,      45.0,      45.0,       0.0);
( 295148.3, 3792985.1,      43.3,      43.3,       0.0);
     ( 295162.5, 3792985.1,      43.6,      43.6,       0.0);
( 295176.6, 3792985.1,      44.0,      44.0,       0.0);
     ( 295190.7, 3792985.1,      44.0,      44.0,       0.0);
( 295204.8, 3792985.1,      44.0,      44.0,       0.0);
     ( 295219.0, 3792985.1,      44.1,      44.1,       0.0);
( 295233.1, 3792985.1,      44.2,      44.2,       0.0);
     ( 295247.2, 3792985.1,      44.2,      44.2,       0.0);
( 295261.4, 3792985.1,      44.2,      44.2,       0.0);
     ( 295275.5, 3792985.1,      44.4,      44.4,       0.0);
( 295289.6, 3792985.1,      44.8,      44.8,       0.0);
     ( 295303.8, 3792985.1,      45.0,      45.0,       0.0);
( 295317.9, 3792985.1,      45.0,      45.0,       0.0);
     ( 295332.0, 3792985.1,      45.0,      45.0,       0.0);
( 295148.3, 3792993.8,      43.5,      43.5,       0.0);
     ( 295162.5, 3792993.8,      43.8,      43.8,       0.0);
( 295176.6, 3792993.8,      44.0,      44.0,       0.0);
     ( 295190.7, 3792993.8,      44.0,      44.0,       0.0);
( 295204.8, 3792993.8,      44.0,      44.0,       0.0);
     ( 295219.0, 3792993.8,      44.2,      44.2,       0.0);
( 295233.1, 3792993.8,      44.5,      44.5,       0.0);
     ( 295247.2, 3792993.8,      44.5,      44.5,       0.0);
( 295261.4, 3792993.8,      44.5,      44.5,       0.0);
     ( 295275.5, 3792993.8,      44.7,      44.7,       0.0);
( 295289.6, 3792993.8,      44.9,      44.9,       0.0);
     ( 295303.8, 3792993.8,      45.0,      45.0,       0.0);
( 295317.9, 3792993.8,      45.0,      45.0,       0.0);
     ( 295148.3, 3793002.5,      43.8,      43.8,       0.0);
( 295162.5, 3793002.5,      43.9,      43.9,       0.0);
     ( 295176.6, 3793002.5,      44.0,      44.0,       0.0);
( 295190.7, 3793002.5,      44.0,      44.0,       0.0);
     ( 295204.8, 3793002.5,      44.0,      44.0,       0.0);
( 295219.0, 3793002.5,      44.3,      44.3,       0.0);
     ( 295233.1, 3793002.5,      44.7,      44.7,       0.0);
( 295247.2, 3793002.5,      44.8,      44.8,       0.0);
     ( 295261.4, 3793002.5,      44.8,      44.8,       0.0);
( 295275.5, 3793002.5,      44.9,      44.9,       0.0);
     ( 295289.6, 3793002.5,      44.9,      44.9,       0.0);
( 295148.3, 3793011.3,      44.0,      44.0,       0.0);
     ( 295162.5, 3793011.3,      44.1,      44.1,       0.0);
( 295176.6, 3793011.3,      44.1,      44.1,       0.0);
     ( 295190.7, 3793011.3,      44.1,      44.1,       0.0);
( 295204.8, 3793011.3,      44.1,      44.1,       0.0);
```



```
     ( 295219.0, 3793011.3,      44.4,      44.4,       0.0);
( 295233.1, 3793011.3,      44.9,      44.9,       0.0);
```

```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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 *** AERMET - VERSION  14134 ***   ***
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PAGE   6
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                          *** DISCRETE
CARTESIAN RECEPTORS ***
                                       (X-COORD, Y-COORD,
ZELEV, ZHILL, ZFLAG)

(METERS)

     ( 295247.2, 3793011.3,      45.0,      45.0,       0.0);
( 295261.4, 3793011.3,      45.0,      45.0,       0.0);
     ( 295275.5, 3793011.3,      45.0,      45.0,       0.0);
( 295148.3, 3793020.0,      44.0,      44.0,       0.0);
     ( 295162.5, 3793020.0,      44.2,      44.2,       0.0);
( 295176.6, 3793020.0,      44.4,      44.4,       0.0);
     ( 295190.7, 3793020.0,      44.4,      44.4,       0.0);
( 295204.8, 3793020.0,      44.4,      44.4,       0.0);
     ( 295219.0, 3793020.0,      44.6,      44.6,       0.0);
( 295233.1, 3793020.0,      44.9,      44.9,       0.0);
     ( 295247.2, 3793020.0,      45.0,      45.0,       0.0);
( 295261.4, 3793020.0,      45.0,      45.0,       0.0);
     ( 295148.3, 3793028.7,      44.0,      44.0,       0.0);
( 295162.5, 3793028.7,      44.3,      44.3,       0.0);
     ( 295176.6, 3793028.7,      44.7,      44.7,       0.0);
( 295190.7, 3793028.7,      44.7,      44.7,       0.0);
     ( 295204.8, 3793028.7,      44.7,      44.7,       0.0);
( 295219.0, 3793028.7,      44.8,      44.8,       0.0);
     ( 295233.1, 3793028.7,      44.9,      44.9,       0.0);
( 295148.3, 3793037.4,      44.0,      44.0,       0.0);
     ( 295162.5, 3793037.4,      44.5,      44.5,       0.0);
( 295176.6, 3793037.4,      44.9,      44.9,       0.0);
     ( 295190.7, 3793037.4,      45.0,      45.0,       0.0);
( 295204.8, 3793037.4,      45.0,      45.0,       0.0);
     ( 295219.0, 3793037.4,      45.0,      45.0,       0.0);
( 295148.3, 3793046.1,      44.3,      44.3,       0.0);
     ( 295162.5, 3793046.1,      44.6,      44.6,       0.0);
( 295176.6, 3793046.1,      45.0,      45.0,       0.0);
     ( 295190.7, 3793046.1,      45.1,      45.1,       0.0);
( 295204.8, 3793046.1,      45.3,      45.3,       0.0);
     ( 295148.3, 3793054.9,      44.6,      44.6,       0.0);
( 295162.5, 3793054.9,      44.8,      44.8,       0.0);
     ( 295176.6, 3793054.9,      45.0,      45.0,       0.0);
( 295190.7, 3793054.9,      45.2,      45.2,       0.0);
     ( 295148.3, 3793063.6,      44.9,      44.9,       0.0);
( 295162.5, 3793063.6,      44.9,      44.9,       0.0);
```



```
     ( 295176.6, 3793063.6,      45.0,      45.0,       0.0);
( 295148.3, 3793072.3,      45.0,      45.0,       0.0);
     ( 295162.5, 3793072.3,      45.1,      45.1,       0.0);
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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 *** AERMET - VERSION  14134 ***   ***
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PAGE   7
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                     * SOURCE-RECEPTOR COMBINATIONS FOR WHICH
CALCULATIONS MAY NOT BE PERFORMED *
                       LESS THAN 1.0 METER; WITHIN OPENPIT; OR
BEYOND 80KM FOR FASTAREA/FASTALL

                            SOURCE          - - RECEPTOR
LOCATION - -         DISTANCE
                              ID            XR (METERS)   YR
(METERS)         (METERS)
                         - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - -
                            L0000008            295176.6
3793063.6             0.97
                            L0000008            295148.3
3793072.3            -3.31
                            L0000008            295162.5
3793072.3            -6.98
                            L0000009            295233.1
3793028.7            -0.71
                            L0000009            295204.8
3793037.4            -2.09
                            L0000009            295219.0
3793037.4            -7.15
                            L0000009            295190.7
3793046.1            -1.68
                            L0000009            295204.8
3793046.1            -9.78
                            L0000009            295190.7
3793054.9            -8.14
                            L0000009            295176.6
3793063.6            -2.53
                            L0000010            295289.6
3792993.8            -1.61
                            L0000010            295303.8
3792993.8            -2.26
                            L0000010            295317.9
3792993.8            -0.13
                            L0000010            295261.4
3793002.5            -0.07
                            L0000010            295275.5
3793002.5            -6.44
```



```
                            L0000010            295289.6
3793002.5            -10.23
                            L0000010            295261.4
3793011.3             -7.32
                            L0000010            295275.5
3793011.3            -14.47
                            L0000010            295247.2
3793020.0             -4.10
                            L0000010            295261.4
3793020.0            -14.17
                            L0000011            295346.1
3792958.9             -1.81
                            L0000011            295332.0
3792967.7             -4.99
                            L0000011            295346.1
3792967.7            -10.24
                            L0000011            295317.9
3792976.4             -4.21
                            L0000011            295332.0
3792976.4            -12.60
                            L0000011            295346.1
3792976.4            -18.57
                            L0000011            295303.8
3792985.1              0.42
                            L0000011            295317.9
3792985.1            -10.49
                            L0000011            295332.0
3792985.1            -19.86
                            L0000011            295303.8
3792993.8             -4.33
                            L0000011            295317.9
3792993.8            -16.13
```

```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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04/08/16
 *** AERMET - VERSION  14134 ***   ***
***         10:27:23

PAGE   8
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                        *** METEOROLOGICAL
DAYS SELECTED FOR PROCESSING ***
                                                                (1
=YES; 0=NO)

            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1

               NOTE:  METEOROLOGICAL DATA ACTUALLY PROCESSED
WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE.


                                  *** UPPER BOUND OF FIRST
THROUGH FIFTH WIND SPEED CATEGORIES ***

(METERS/SEC)

                                                 1.54,   3.09,
5.14,   8.23,  10.80,
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
04/08/16
 *** AERMET - VERSION  14134 ***   ***
***         10:27:23

PAGE   9
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                   *** UP TO THE FIRST 24 HOURS
OF METEOROLOGICAL DATA ***

   Surface file:   ..\Oxnard Airport\723927.SFC
Met Version:  14134
   Profile file:   ..\Oxnard Airport\723927.PFL
   Surface format: FREE
   Profile format: FREE
   Surface station no.:    93110                  Upper air
station no.:    93214
                     Name: UNKNOWN
Name: UNKNOWN
                     Year:   2009
Year:   2009

 First 24 hours of scalar data
 YR MO DY JDY HR     H0     U*     W*  DT/DZ ZICNV ZIMCH  M-O LEN
Z0  BOWEN ALBEDO  REF WS   WD     HT  REF TA     HT
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
 09 01 01   1 01 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.4    2.0
 09 01 01   1 02 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.4    2.0
 09 01 01   1 03 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  279.9    2.0
 09 01 01   1 04 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  279.9    2.0
 09 01 01   1 05 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  278.1    2.0
 09 01 01   1 06   -3.4  0.068 -9.000 -9.000 -999.   43.      8.5
0.06   0.84   1.00    1.76   42.   10.0  279.2    2.0
 09 01 01   1 07 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  279.9    2.0
 09 01 01   1 08   -3.3  0.068 -9.000 -9.000 -999.   43.      8.8
0.06   0.84   0.58    1.76   23.   10.0  279.2    2.0
 09 01 01   1 09    0.6  0.190  0.054  0.017   10.  199.  -1074.3
0.24   0.84   0.33    1.76  137.   10.0  278.8    2.0
 09 01 01   1 10   11.9  0.208  0.243  0.015   43.  228.    -68.7
0.24   0.84   0.24    1.76  151.   10.0  279.9    2.0
 09 01 01   1 11   98.9  0.258  0.747  0.013  153.  314.    -15.7
0.11   0.84   0.21    2.36  264.   10.0  282.0    2.0
 09 01 01   1 12  110.5  0.260  0.881  0.013  224.  319.    -14.4
```



```
0.11   0.84   0.20    2.36  246.   10.0  283.8    2.0
 09 01 01   1 13  110.7  0.260  1.018  0.012  344.  319.    -14.4
0.11   0.84   0.20    2.36  293.   10.0  284.2    2.0
 09 01 01   1 14   94.7  0.378  1.041  0.005  431.  557.    -51.4
0.11   0.84   0.21    3.86  279.   10.0  284.9    2.0
 09 01 01   1 15   62.9  0.288  0.941  0.010  479.  376.    -34.5
0.11   0.84   0.24    2.86  282.   10.0  284.2    2.0
 09 01 01   1 16   25.6  0.274  0.701  0.010  486.  344.    -72.6
0.11   0.84   0.33    2.86  294.   10.0  283.8    2.0
 09 01 01   1 17   -6.5  0.127 -9.000 -9.000 -999.  125.     28.6
0.04   0.84   0.57    2.36  321.   10.0  282.0    2.0
 09 01 01   1 18   -2.9  0.062 -9.000 -9.000 -999.   40.      7.4
0.04   0.84   1.00    1.76  337.   10.0  282.0    2.0
 09 01 01   1 19   -2.9  0.062 -9.000 -9.000 -999.   37.      7.4
0.04   0.84   1.00    1.76  354.   10.0  281.4    2.0
 09 01 01   1 20 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.9    2.0
 09 01 01   1 21 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  279.9    2.0
 09 01 01   1 22 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.4    2.0
 09 01 01   1 23 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.9    2.0
 09 01 01   1 24   -4.7  0.080 -9.000 -9.000 -999.   54.      9.8
0.12   0.84   1.00    1.76   90.   10.0  279.9    2.0


 First hour of profile data
 YR MO DY HR HEIGHT F  WDIR    WSPD AMB_TMP sigmaA  sigmaW
sigmaV
 09 01 01 01   10.0 1 -999.  -99.00   280.4
99.0  -99.00  -99.00

 F indicates top of profile (=1) or below (=0)
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
04/08/16
 *** AERMET - VERSION  14134 ***   ***
***         10:27:23

PAGE  10
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                              *** THE   1ST HIGHEST 24-HR AVERAGE
CONCENTRATION   VALUES FOR SOURCE GROUP:  ALL      ***
                                  INCLUDING SOURCE(S):
L0000001    , L0000002    , L0000003    , L0000004    ,
L0000005    ,
                L0000006    , L0000007    , L0000008    ,
L0000009    , L0000010    , L0000011    , L0000012    ,
L0000013    ,
                L0000014    , L0000015    , L0000016    ,
L0000017    ,

                                          *** DISCRETE
CARTESIAN RECEPTOR POINTS ***

                                     ** CONC OF PM_10    IN
MICROGRAMS/M**3                       **

      X-COORD (M)  Y-COORD (M)        CONC     (YYMMDDHH)
X-COORD (M)  Y-COORD (M)        CONC     (YYMMDDHH)
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
-
        295148.33   3792958.94        1.40674c (10011724)
295162.46   3792958.94        1.45982c (10011724)
        295176.59   3792958.94        1.51778c (10011724)
295190.72   3792958.94        1.57578c (10011724)
        295204.85   3792958.94        1.63746c (10011724)
295218.98   3792958.94        1.71300c (10011724)
        295233.11   3792958.94        1.79793c (10122124)
295247.24   3792958.94        1.88718c (10122124)
        295261.37   3792958.94        1.98533c (10122124)
295275.50   3792958.94        2.10257c (10122124)
        295289.63   3792958.94        2.24390c (10122124)
295303.76   3792958.94        2.43621c (09022124)
        295317.89   3792958.94        2.69134c (09022124)
295332.02   3792958.94        2.91844c (09022124)
        295346.15   3792958.94        2.15632c (10121824)
295148.33   3792967.66        1.45904c (10011724)
        295162.46   3792967.66        1.52085c (10011724)
295176.59   3792967.66        1.58865c (10011724)
        295190.72   3792967.66        1.65361c (10011724)
295204.85   3792967.66        1.72355c (10011724)
        295218.98   3792967.66        1.80407c (10011724)
```

```
295233.11   3792967.66        1.89496c (10122124)
        295247.24   3792967.66        1.99404c (10122124)
295261.37   3792967.66        2.10497c (10122124)
        295275.50   3792967.66        2.24319c (10122124)
295289.63   3792967.66        2.42943c (09022124)
        295303.76   3792967.66        2.64175c (09022124)
295317.89   3792967.66        2.93682c (09022124)
        295332.02   3792967.66        2.04335b (11050324)
295346.15   3792967.66        2.19669c (13012524)
        295148.33   3792976.38        1.51617c (10011724)
295162.46   3792976.38        1.58768c (10011724)
        295176.59   3792976.38        1.66617c (10011724)
295190.72   3792976.38        1.73875c (10011724)
        295204.85   3792976.38        1.81822c (10011724)
295218.98   3792976.38        1.90593c (10011724)
        295233.11   3792976.38        2.00501c (10122124)
295247.24   3792976.38        2.11677c (10122124)
        295261.37   3792976.38        2.24361c (10122124)
295275.50   3792976.38        2.41890c (09022124)
        295289.63   3792976.38        2.67729c (09022124)
295303.76   3792976.38        2.93318c (09022124)
        295317.89   3792976.38        2.13830b (11050324)
295332.02   3792976.38        2.27895b (11050324)
        295346.15   3792976.38        2.38446b (11050324)
295148.33   3792985.10        1.58727c (10011724)
        295162.46   3792985.10        1.66186c (10011724)
295176.59   3792985.10        1.74355c (10011724)
        295190.72   3792985.10        1.82287c (10011724)
295204.85   3792985.10        1.91187c (10011724)
        295218.98   3792985.10        2.01711c (10122124)
295233.11   3792985.10        2.13877c (10122124)
        295247.24   3792985.10        2.27153c (10122124)
295261.37   3792985.10        2.42797c (09022124)
        295275.50   3792985.10        2.67040c (09022124)
295289.63   3792985.10        2.91154c (09022124)
        295303.76   3792985.10        2.29971c (12010324)
295317.89   3792985.10        2.42612b (11050324)
        295332.02   3792985.10        2.54254b (11050324)
295148.33   3792993.82        1.66757c (10011724)
        295162.46   3792993.82        1.74433c (10011724)
295176.59   3792993.82        1.82844c (10011724)
        295190.72   3792993.82        1.91607c (10122124)
295204.85   3792993.82        2.01904c (10122124)
        295218.98   3792993.82        2.14618c (10122124)
295233.11   3792993.82        2.29653c (10122124)
        295247.24   3792993.82        2.45617c (09022124)
295261.37   3792993.82        2.69239c (09022124)
        295275.50   3792993.82        2.92802c (09022124)
295289.63   3792993.82        2.31181c (10121824)
        295303.76   3792993.82        1.91701b (11050324)
295317.89   3792993.82        1.96107b (11050324)
        295148.33   3793002.54        1.75613c (10011724)
```



```
295162.46   3793002.54        1.83618c (10011724)
        295176.59   3793002.54        1.92449c (10122124)
295190.72   3793002.54        2.02580c (10122124)
        295204.85   3793002.54        2.14302c (10122124)
295218.98   3793002.54        2.29644c (10122124)
        295233.11   3793002.54        2.48429c (10122124)
295247.24   3793002.54        2.73522c (09022124)
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        10:27:23

PAGE  11
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                *** THE   1ST HIGHEST 24-HR AVERAGE
CONCENTRATION   VALUES FOR SOURCE GROUP:  ALL      ***
                                  INCLUDING SOURCE(S):
L0000001    , L0000002    , L0000003    , L0000004    ,
L0000005    ,
                L0000006    , L0000007    , L0000008    ,
L0000009    , L0000010    , L0000011    , L0000012    ,
L0000013    ,
                L0000014    , L0000015    , L0000016    ,
L0000017    ,

                                                *** DISCRETE
CARTESIAN RECEPTOR POINTS ***

                                          ** CONC OF PM_10    IN
MICROGRAMS/M**3                            **

      X-COORD (M)  Y-COORD (M)        CONC     (YYMMDDHH)
X-COORD (M)  Y-COORD (M)        CONC     (YYMMDDHH)
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
-
        295261.37   3793002.54        1.87682c (13012524)
295275.50   3793002.54        2.06151c (13012524)
        295289.63   3793002.54        2.35444c (10121824)
295148.33   3793011.26        1.84857c (10011724)
        295162.46   3793011.26        1.93979c (10011724)
295176.59   3793011.26        2.04052c (10122124)
        295190.72   3793011.26        2.15727c (10122124)
295204.85   3793011.26        2.29308c (10122124)
        295218.98   3793011.26        2.47627c (10122124)
295233.11   3793011.26        2.71020c (10122124)
        295247.24   3793011.26        2.96513c (09022124)
295261.37   3793011.26        2.09778b (11050324)
        295275.50   3793011.26        2.23235b (11050324)
295148.33   3793019.98        1.94431c (10011724)
        295162.46   3793019.98        2.05597c (10011724)
295176.59   3793019.98        2.18104c (10122124)
        295190.72   3793019.98        2.31802c (10122124)
295204.85   3793019.98        2.48185c (10122124)
        295218.98   3793019.98        2.70089c (09022124)
295233.11   3793019.98        3.01053c (09022124)
        295247.24   3793019.98        2.23371c (12010324)
```



```
295261.37   3793019.98        2.37042b (11050324)
        295148.33   3793028.70        2.05283c (10122124)
295162.46   3793028.70        2.19191c (10122124)
        295176.59   3793028.70        2.34487c (10122124)
295190.72   3793028.70        2.52166c (09022124)
        295204.85   3793028.70        2.72978c (09022124)
295218.98   3793028.70        3.05863c (09121524)
        295233.11   3793028.70        2.48496c (10121824)
295148.33   3793037.42        2.18195c (10122124)
        295162.46   3793037.42        2.35366c (10122124)
295176.59   3793037.42        2.53817c (10122124)
        295190.72   3793037.42        2.76899c (09022124)
295204.85   3793037.42        1.92190c (13012524)
        295218.98   3793037.42        2.19094c (10121824)
295148.33   3793046.14        2.34644c (10122124)
        295162.46   3793046.14        2.54701c (10122124)
295176.59   3793046.14        2.75883c (10122124)
        295190.72   3793046.14        1.96061b (11120124)
295204.85   3793046.14        2.04454c (13012524)
        295148.33   3793054.86        2.54361c (10122124)
295162.46   3793054.86        2.78530c (10122124)
        295176.59   3793054.86        3.02866c (09022124)
295190.72   3793054.86        2.16117b (11050324)
        295148.33   3793063.58        2.78559c (10122124)
295162.46   3793063.58        3.08644c (10122124)
        295176.59   3793063.58        1.69245b (11050324)
295148.33   3793072.30        2.04691c (10121824)
        295162.46   3793072.30        2.35633c (10121824)
```

```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        10:27:23

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 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                                *** THE SUMMARY
OF HIGHEST 24-HR RESULTS ***


                                     ** CONC OF PM_10    IN
MICROGRAMS/M**3                           **

                                                  DATE
NETWORK
GROUP ID                           AVERAGE CONC     (YYMMDDHH)
RECEPTOR  (XR, YR, ZELEV, ZHILL, ZFLAG)    OF TYPE  GRID-ID
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

ALL      HIGH   1ST HIGH VALUE IS       3.08644c ON 10122124: AT
(  295162.46,  3793063.58,    44.93,    44.93,    0.00)  DC


 *** RECEPTOR TYPES:  GC = GRIDCART
                      GP = GRIDPOLR
                      DC = DISCCART
                      DP = DISCPOLR
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        10:27:23

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 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

 *** Message Summary : AERMOD Model Execution ***

  --------- Summary of Total Messages --------

 A Total of            0 Fatal Error Message(s)
 A Total of            0 Warning Message(s)
 A Total of        11814 Informational Message(s)

 A Total of        43872 Hours Were Processed

 A Total of         9787 Calm Hours Identified

 A Total of         2027 Missing Hours Identified (  4.62
Percent)


    ******** FATAL ERROR MESSAGES ********
                 ***  NONE  ***


    ********   WARNING MESSAGES   ********
                 ***  NONE  ***


    ************************************
    *** AERMOD Finishes Successfully ***
    ************************************
```

```
**
****************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 9.1.0
** Lakes Environmental Software Inc.
** Date: 4/8/2016
** File: C:\Users\Brett Pomeroy\Dropbox\Pomeroy Environmental
Services\AERMOD\Ventura Kaiser\PM25 24hr\PM25 24hr.ADI
**
****************************************
**
**
****************************************
** AERMOD Control Pathway
****************************************
**
**
CO STARTING
   TITLEONE C:\Users\Brett Pomeroy\Dropbox\Pomeroy Environmental
Services\AERMOD
   MODELOPT DFAULT CONC
   AVERTIME 24
   URBANOPT 822499
   POLLUTID PM_2.5
   RUNORNOT RUN
   ERRORFIL "PM25 24hr.err"
CO FINISHED
**
****************************************
** AERMOD Source Pathway
****************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** -------------------------------------------------------------
-------
** Line Source Represented by Separated Volume Sources
** LINE VOLUME Source ID = SLINE1
** DESCRSRC 101 Fwy
** PREFIX
** Length of Side = 38.00
** Configuration = Separated
** Emission Rate = 0.0232
** Elevated
** Vertical Dimension = 3.00
** SZINIT = 0.70
** Nodes = 4
** 294713.905, 3793405.305, 43.87, 0.00, 34.05
** 295188.318, 3793128.775, 46.00, 0.00, 34.05
```



```
** 295444.552, 3792981.631, 46.00, 0.00, 34.05
** 295761.673, 3792801.506, 44.43, 0.00, 34.05
** -------------------------------------------------------------
-------
   LOCATION L0000001     VOLUME   294730.319 3793395.737 44.00
   LOCATION L0000002     VOLUME   294793.566 3793358.871 44.77
   LOCATION L0000003     VOLUME   294856.813 3793322.005 45.00
   LOCATION L0000004     VOLUME   294920.060 3793285.140 45.10
   LOCATION L0000005     VOLUME   294983.306 3793248.274 45.52
   LOCATION L0000006     VOLUME   295046.553 3793211.408 45.92
   LOCATION L0000007     VOLUME   295109.800 3793174.542 46.00
   LOCATION L0000008     VOLUME   295173.047 3793137.677 46.00
   LOCATION L0000009     VOLUME   295236.473 3793101.122 46.00
   LOCATION L0000010     VOLUME   295299.957 3793064.666 46.00
   LOCATION L0000011     VOLUME   295363.441 3793028.210 46.00
   LOCATION L0000012     VOLUME   295426.924 3792991.754 46.00
   LOCATION L0000013     VOLUME   295490.532 3792955.514 46.00
   LOCATION L0000014     VOLUME   295554.187 3792919.358 46.00
   LOCATION L0000015     VOLUME   295617.842 3792883.202 45.95
   LOCATION L0000016     VOLUME   295681.497 3792847.046 45.00
   LOCATION L0000017     VOLUME   295745.152 3792810.890 44.49
** End of LINE VOLUME Source ID = SLINE1
** Source Parameters **
** LINE VOLUME Source ID = SLINE1
   SRCPARAM L0000001     0.0013647059      0.00     34.05
0.70
   SRCPARAM L0000002     0.0013647059      0.00     34.05
0.70
   SRCPARAM L0000003     0.0013647059      0.00     34.05
0.70
   SRCPARAM L0000004     0.0013647059      0.00     34.05
0.70
   SRCPARAM L0000005     0.0013647059      0.00     34.05
0.70
   SRCPARAM L0000006     0.0013647059      0.00     34.05
0.70
   SRCPARAM L0000007     0.0013647059      0.00     34.05
0.70
   SRCPARAM L0000008     0.0013647059      0.00     34.05
0.70
   SRCPARAM L0000009     0.0013647059      0.00     34.05
0.70
   SRCPARAM L0000010     0.0013647059      0.00     34.05
0.70
   SRCPARAM L0000011     0.0013647059      0.00     34.05
0.70
   SRCPARAM L0000012     0.0013647059      0.00     34.05
0.70
   SRCPARAM L0000013     0.0013647059      0.00     34.05
0.70
   SRCPARAM L0000014     0.0013647059      0.00     34.05
0.70
```



```
   SRCPARAM L0000015     0.0013647059      0.00     34.05
0.70
   SRCPARAM L0000016     0.0013647059      0.00     34.05
0.70
   SRCPARAM L0000017     0.0013647059      0.00     34.05
0.70
** -------------------------------------------------------------
-------
   URBANSRC ALL
   SRCGROUP ALL
SO FINISHED
**
****************************************
** AERMOD Receptor Pathway
****************************************
**
**
RE STARTING
   INCLUDED "PM25 24hr.rou"
RE FINISHED
**
****************************************
** AERMOD Meteorology Pathway
****************************************
**
**
ME STARTING
   SURFFILE "..\Oxnard Airport\723927.SFC"
   PROFFILE "..\Oxnard Airport\723927.PFL"
   SURFDATA 93110 2009
   UAIRDATA 93214 2009
   PROFBASE 11.0 METERS
ME FINISHED
**
****************************************
** AERMOD Output Pathway
****************************************
**
**
OU STARTING
   RECTABLE ALLAVE 1ST
   RECTABLE 24 1ST
** Auto-Generated Plotfiles
   PLOTFILE 24 ALL 1ST "PM25 24HR.AD\24H1GALL.PLT" 31
   SUMMFILE "PM25 24hr.sum"
OU FINISHED

 ***********************************
 *** SETUP Finishes Successfully ***
 ***********************************
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        10:31:26

PAGE   1
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                                ***     MODEL SETUP
OPTIONS SUMMARY       ***
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 **Model Is Setup For Calculation of Average CONCentration
Values.

   --  DEPOSITION LOGIC  --
 **NO GAS DEPOSITION Data Provided.
 **NO PARTICLE DEPOSITION Data Provided.
 **Model Uses NO DRY DEPLETION.  DRYDPLT  =  F
 **Model Uses NO WET DEPLETION.  WETDPLT  =  F

 **Model Uses URBAN Dispersion Algorithm for the SBL for    17
Source(s),
   for Total of    1 Urban Area(s):
   Urban Population =    822499.0 ;  Urban Roughness Length =
1.000 m

 **Model Uses Regulatory DEFAULT Options:
         1. Stack-tip Downwash.
         2. Model Accounts for ELEVated Terrain Effects.
         3. Use Calms Processing Routine.
         4. Use Missing Data Processing Routine.
         5. No Exponential Decay.
         6. Urban Roughness Length of 1.0 Meter Assumed.

 **Other Options Specified:
         CCVR_Sub - Meteorological data includes CCVR
substitutions
         TEMP_Sub - Meteorological data includes TEMP
substitutions

 **Model Assumes No FLAGPOLE Receptor Heights.

 **The User Specified a Pollutant Type of:  PM_2.5

 **Model Calculates  1 Short Term Average(s) of:  24-HR

 **This Run Includes:     17 Source(s);       1 Source Group(s);
and     129 Receptor(s)
```

```
                 with:      0 POINT(s), including
                            0 POINTCAP(s) and      0 POINTHOR(s)
                  and:     17 VOLUME source(s)
                  and:      0 AREA type source(s)
                  and:      0 LINE source(s)
                  and:      0 OPENPIT source(s)


 **Model Set To Continue RUNning After the Setup Testing.

 **The AERMET Input Meteorological Data Version Date:  14134

 **Output Options Selected:
          Model Outputs Tables of Highest Short Term Values by
Receptor (RECTABLE Keyword)
          Model Outputs External File(s) of High Values for
Plotting (PLOTFILE Keyword)
          Model Outputs Separate Summary File of High Ranked
Values (SUMMFILE Keyword)

 **NOTE:  The Following Flags May Appear Following CONC Values:
c for Calm Hours

m for Missing Hours

b for Both Calm and Missing Hours

 **Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =
11.00 ;  Decay Coef. =    0.000     ;  Rot. Angle =     0.0
                  Emission Units =
GRAMS/SEC                           ;  Emission Rate Unit
Factor =   0.10000E+07
                  Output Units   = MICROGRAMS/M**3

 **Approximate Storage Requirements of Model =      3.5 MB of
RAM.

 **Detailed Error/Message File:   PM25 24hr.err
 **File for Summary of Results:   PM25 24hr.sum
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
04/08/16
 *** AERMET - VERSION  14134 ***   ***
***         10:31:26

PAGE   2
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN


                                                  *** VOLUME
SOURCE DATA ***

               NUMBER EMISSION RATE                     BASE
RELEASE    INIT.    INIT.   URBAN  EMISSION RATE
  SOURCE       PART.  (GRAMS/SEC)     X        Y      ELEV.
HEIGHT      SY      SZ     SOURCE  SCALAR VARY
     ID        CATS.                (METERS) (METERS) (METERS)
(METERS) (METERS) (METERS)              BY
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 L0000001         0   0.13647E-02  294730.3 3793395.7    44.0
0.00    34.05     0.70     YES
 L0000002         0   0.13647E-02  294793.6 3793358.9    44.8
0.00    34.05     0.70     YES
 L0000003         0   0.13647E-02  294856.8 3793322.0    45.0
0.00    34.05     0.70     YES
 L0000004         0   0.13647E-02  294920.1 3793285.1    45.1
0.00    34.05     0.70     YES
 L0000005         0   0.13647E-02  294983.3 3793248.3    45.5
0.00    34.05     0.70     YES
 L0000006         0   0.13647E-02  295046.6 3793211.4    45.9
0.00    34.05     0.70     YES
 L0000007         0   0.13647E-02  295109.8 3793174.5    46.0
0.00    34.05     0.70     YES
 L0000008         0   0.13647E-02  295173.0 3793137.7    46.0
0.00    34.05     0.70     YES
 L0000009         0   0.13647E-02  295236.5 3793101.1    46.0
0.00    34.05     0.70     YES
 L0000010         0   0.13647E-02  295300.0 3793064.7    46.0
0.00    34.05     0.70     YES
 L0000011         0   0.13647E-02  295363.4 3793028.2    46.0
0.00    34.05     0.70     YES
 L0000012         0   0.13647E-02  295426.9 3792991.8    46.0
0.00    34.05     0.70     YES
 L0000013         0   0.13647E-02  295490.5 3792955.5    46.0
0.00    34.05     0.70     YES
 L0000014         0   0.13647E-02  295554.2 3792919.4    46.0
0.00    34.05     0.70     YES
 L0000015         0   0.13647E-02  295617.8 3792883.2    45.9
0.00    34.05     0.70     YES
```



```
 L0000016         0   0.13647E-02  295681.5 3792847.0    45.0
0.00    34.05     0.70     YES
 L0000017         0   0.13647E-02  295745.2 3792810.9    44.5
0.00    34.05     0.70     YES
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
04/08/16
 *** AERMET - VERSION  14134 ***   ***
***         10:31:26

PAGE   3
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN


                                              *** SOURCE IDs
DEFINING SOURCE GROUPS ***

 SRCGROUP ID                                          SOURCE
IDs
 -----------                                          -------
---


  ALL        L0000001    , L0000002    , L0000003    ,
L0000004    , L0000005    , L0000006    , L0000007    ,
L0000008    ,

             L0000009    , L0000010    , L0000011    ,
L0000012    , L0000013    , L0000014    , L0000015    ,
L0000016    ,

             L0000017    ,
```

```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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PAGE   4
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN


                                        *** SOURCE IDs DEFINED
AS URBAN SOURCES ***

  URBAN ID   URBAN POP                                   SOURCE
IDs
  --------   ---------                                   -------
---


               822499.   L0000001    , L0000002    ,
L0000003    , L0000004    , L0000005    , L0000006    ,
L0000007    ,
 L0000008    ,

              L0000009    , L0000010    , L0000011    ,
L0000012    , L0000013    , L0000014    , L0000015    ,
L0000016    ,

              L0000017    ,
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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 *** AERMET - VERSION  14134 ***   ***
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PAGE   5
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                                 *** DISCRETE
CARTESIAN RECEPTORS ***
                                            (X-COORD, Y-COORD,
ZELEV, ZHILL, ZFLAG)

(METERS)

     ( 295148.3, 3792958.9,      43.0,      43.0,       0.0);
( 295162.5, 3792958.9,      43.2,      43.2,       0.0);
     ( 295176.6, 3792958.9,      43.4,      43.4,       0.0);
( 295190.7, 3792958.9,      43.4,      43.4,       0.0);
     ( 295204.8, 3792958.9,      43.4,      43.4,       0.0);
( 295219.0, 3792958.9,      43.6,      43.6,       0.0);
     ( 295233.1, 3792958.9,      43.9,      43.9,       0.0);
( 295247.2, 3792958.9,      44.0,      44.0,       0.0);
     ( 295261.4, 3792958.9,      44.0,      44.0,       0.0);
( 295275.5, 3792958.9,      44.1,      44.1,       0.0);
     ( 295289.6, 3792958.9,      44.3,      44.3,       0.0);
( 295303.8, 3792958.9,      44.5,      44.5,       0.0);
     ( 295317.9, 3792958.9,      44.8,      44.8,       0.0);
( 295332.0, 3792958.9,      45.0,      45.0,       0.0);
     ( 295346.1, 3792958.9,      45.0,      45.0,       0.0);
( 295148.3, 3792967.7,      43.0,      43.0,       0.0);
     ( 295162.5, 3792967.7,      43.3,      43.3,       0.0);
( 295176.6, 3792967.7,      43.6,      43.6,       0.0);
     ( 295190.7, 3792967.7,      43.7,      43.7,       0.0);
( 295204.8, 3792967.7,      43.7,      43.7,       0.0);
     ( 295219.0, 3792967.7,      43.8,      43.8,       0.0);
( 295233.1, 3792967.7,      43.9,      43.9,       0.0);
     ( 295247.2, 3792967.7,      44.0,      44.0,       0.0);
( 295261.4, 3792967.7,      44.0,      44.0,       0.0);
     ( 295275.5, 3792967.7,      44.2,      44.2,       0.0);
( 295289.6, 3792967.7,      44.5,      44.5,       0.0);
     ( 295303.8, 3792967.7,      44.7,      44.7,       0.0);
( 295317.9, 3792967.7,      44.9,      44.9,       0.0);
     ( 295332.0, 3792967.7,      45.0,      45.0,       0.0);
( 295346.1, 3792967.7,      45.0,      45.0,       0.0);
     ( 295148.3, 3792976.4,      43.0,      43.0,       0.0);
( 295162.5, 3792976.4,      43.5,      43.5,       0.0);
     ( 295176.6, 3792976.4,      43.9,      43.9,       0.0);
( 295190.7, 3792976.4,      44.0,      44.0,       0.0);
     ( 295204.8, 3792976.4,      44.0,      44.0,       0.0);
( 295219.0, 3792976.4,      44.0,      44.0,       0.0);
```



```
     ( 295233.1, 3792976.4,      44.0,      44.0,       0.0);
( 295247.2, 3792976.4,      44.0,      44.0,       0.0);
     ( 295261.4, 3792976.4,      44.0,      44.0,       0.0);
( 295275.5, 3792976.4,      44.2,      44.2,       0.0);
     ( 295289.6, 3792976.4,      44.7,      44.7,       0.0);
( 295303.8, 3792976.4,      45.0,      45.0,       0.0);
     ( 295317.9, 3792976.4,      45.0,      45.0,       0.0);
( 295332.0, 3792976.4,      45.0,      45.0,       0.0);
     ( 295346.1, 3792976.4,      45.0,      45.0,       0.0);
( 295148.3, 3792985.1,      43.3,      43.3,       0.0);
     ( 295162.5, 3792985.1,      43.6,      43.6,       0.0);
( 295176.6, 3792985.1,      44.0,      44.0,       0.0);
     ( 295190.7, 3792985.1,      44.0,      44.0,       0.0);
( 295204.8, 3792985.1,      44.0,      44.0,       0.0);
     ( 295219.0, 3792985.1,      44.1,      44.1,       0.0);
( 295233.1, 3792985.1,      44.2,      44.2,       0.0);
     ( 295247.2, 3792985.1,      44.2,      44.2,       0.0);
( 295261.4, 3792985.1,      44.2,      44.2,       0.0);
     ( 295275.5, 3792985.1,      44.4,      44.4,       0.0);
( 295289.6, 3792985.1,      44.8,      44.8,       0.0);
     ( 295303.8, 3792985.1,      45.0,      45.0,       0.0);
( 295317.9, 3792985.1,      45.0,      45.0,       0.0);
     ( 295332.0, 3792985.1,      45.0,      45.0,       0.0);
( 295148.3, 3792993.8,      43.5,      43.5,       0.0);
     ( 295162.5, 3792993.8,      43.8,      43.8,       0.0);
( 295176.6, 3792993.8,      44.0,      44.0,       0.0);
     ( 295190.7, 3792993.8,      44.0,      44.0,       0.0);
( 295204.8, 3792993.8,      44.0,      44.0,       0.0);
     ( 295219.0, 3792993.8,      44.2,      44.2,       0.0);
( 295233.1, 3792993.8,      44.5,      44.5,       0.0);
     ( 295247.2, 3792993.8,      44.5,      44.5,       0.0);
( 295261.4, 3792993.8,      44.5,      44.5,       0.0);
     ( 295275.5, 3792993.8,      44.7,      44.7,       0.0);
( 295289.6, 3792993.8,      44.9,      44.9,       0.0);
     ( 295303.8, 3792993.8,      45.0,      45.0,       0.0);
( 295317.9, 3792993.8,      45.0,      45.0,       0.0);
     ( 295148.3, 3793002.5,      43.8,      43.8,       0.0);
( 295162.5, 3793002.5,      43.9,      43.9,       0.0);
     ( 295176.6, 3793002.5,      44.0,      44.0,       0.0);
( 295190.7, 3793002.5,      44.0,      44.0,       0.0);
     ( 295204.8, 3793002.5,      44.0,      44.0,       0.0);
( 295219.0, 3793002.5,      44.3,      44.3,       0.0);
     ( 295233.1, 3793002.5,      44.7,      44.7,       0.0);
( 295247.2, 3793002.5,      44.8,      44.8,       0.0);
     ( 295261.4, 3793002.5,      44.8,      44.8,       0.0);
( 295275.5, 3793002.5,      44.9,      44.9,       0.0);
     ( 295289.6, 3793002.5,      44.9,      44.9,       0.0);
( 295148.3, 3793011.3,      44.0,      44.0,       0.0);
     ( 295162.5, 3793011.3,      44.1,      44.1,       0.0);
( 295176.6, 3793011.3,      44.1,      44.1,       0.0);
     ( 295190.7, 3793011.3,      44.1,      44.1,       0.0);
( 295204.8, 3793011.3,      44.1,      44.1,       0.0);
```



```
     ( 295219.0, 3793011.3,      44.4,      44.4,       0.0);
( 295233.1, 3793011.3,      44.9,      44.9,       0.0);
```

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PAGE   6
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                          *** DISCRETE
CARTESIAN RECEPTORS ***
                                       (X-COORD, Y-COORD,
ZELEV, ZHILL, ZFLAG)

(METERS)

     ( 295247.2, 3793011.3,      45.0,      45.0,       0.0);
( 295261.4, 3793011.3,      45.0,      45.0,       0.0);
     ( 295275.5, 3793011.3,      45.0,      45.0,       0.0);
( 295148.3, 3793020.0,      44.0,      44.0,       0.0);
     ( 295162.5, 3793020.0,      44.2,      44.2,       0.0);
( 295176.6, 3793020.0,      44.4,      44.4,       0.0);
     ( 295190.7, 3793020.0,      44.4,      44.4,       0.0);
( 295204.8, 3793020.0,      44.4,      44.4,       0.0);
     ( 295219.0, 3793020.0,      44.6,      44.6,       0.0);
( 295233.1, 3793020.0,      44.9,      44.9,       0.0);
     ( 295247.2, 3793020.0,      45.0,      45.0,       0.0);
( 295261.4, 3793020.0,      45.0,      45.0,       0.0);
     ( 295148.3, 3793028.7,      44.0,      44.0,       0.0);
( 295162.5, 3793028.7,      44.3,      44.3,       0.0);
     ( 295176.6, 3793028.7,      44.7,      44.7,       0.0);
( 295190.7, 3793028.7,      44.7,      44.7,       0.0);
     ( 295204.8, 3793028.7,      44.7,      44.7,       0.0);
( 295219.0, 3793028.7,      44.8,      44.8,       0.0);
     ( 295233.1, 3793028.7,      44.9,      44.9,       0.0);
( 295148.3, 3793037.4,      44.0,      44.0,       0.0);
     ( 295162.5, 3793037.4,      44.5,      44.5,       0.0);
( 295176.6, 3793037.4,      44.9,      44.9,       0.0);
     ( 295190.7, 3793037.4,      45.0,      45.0,       0.0);
( 295204.8, 3793037.4,      45.0,      45.0,       0.0);
     ( 295219.0, 3793037.4,      45.0,      45.0,       0.0);
( 295148.3, 3793046.1,      44.3,      44.3,       0.0);
     ( 295162.5, 3793046.1,      44.6,      44.6,       0.0);
( 295176.6, 3793046.1,      45.0,      45.0,       0.0);
     ( 295190.7, 3793046.1,      45.1,      45.1,       0.0);
( 295204.8, 3793046.1,      45.3,      45.3,       0.0);
     ( 295148.3, 3793054.9,      44.6,      44.6,       0.0);
( 295162.5, 3793054.9,      44.8,      44.8,       0.0);
     ( 295176.6, 3793054.9,      45.0,      45.0,       0.0);
( 295190.7, 3793054.9,      45.2,      45.2,       0.0);
     ( 295148.3, 3793063.6,      44.9,      44.9,       0.0);
( 295162.5, 3793063.6,      44.9,      44.9,       0.0);
```



```
     ( 295176.6, 3793063.6,      45.0,      45.0,       0.0);
( 295148.3, 3793072.3,      45.0,      45.0,       0.0);
     ( 295162.5, 3793072.3,      45.1,      45.1,       0.0);
```



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PAGE   7
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                     * SOURCE-RECEPTOR COMBINATIONS FOR WHICH
CALCULATIONS MAY NOT BE PERFORMED *
                       LESS THAN 1.0 METER; WITHIN OPENPIT; OR
BEYOND 80KM FOR FASTAREA/FASTALL


                            SOURCE          - - RECEPTOR
LOCATION - -         DISTANCE
                              ID            XR (METERS)   YR
(METERS)         (METERS)
                         - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - -
                            L0000008            295176.6
3793063.6             0.97
                            L0000008            295148.3
3793072.3            -3.31
                            L0000008            295162.5
3793072.3            -6.98
                            L0000009            295233.1
3793028.7            -0.71
                            L0000009            295204.8
3793037.4            -2.09
                            L0000009            295219.0
3793037.4            -7.15
                            L0000009            295190.7
3793046.1            -1.68
                            L0000009            295204.8
3793046.1            -9.78
                            L0000009            295190.7
3793054.9            -8.14
                            L0000009            295176.6
3793063.6            -2.53
                            L0000010            295289.6
3792993.8            -1.61
                            L0000010            295303.8
3792993.8            -2.26
                            L0000010            295317.9
3792993.8            -0.13
                            L0000010            295261.4
3793002.5            -0.07
                            L0000010            295275.5
3793002.5            -6.44
```



```
                            L0000010            295289.6
3793002.5           -10.23
                            L0000010            295261.4
3793011.3            -7.32
                            L0000010            295275.5
3793011.3           -14.47
                            L0000010            295247.2
3793020.0            -4.10
                            L0000010            295261.4
3793020.0           -14.17
                            L0000011            295346.1
3792958.9            -1.81
                            L0000011            295332.0
3792967.7            -4.99
                            L0000011            295346.1
3792967.7           -10.24
                            L0000011            295317.9
3792976.4            -4.21
                            L0000011            295332.0
3792976.4           -12.60
                            L0000011            295346.1
3792976.4           -18.57
                            L0000011            295303.8
3792985.1             0.42
                            L0000011            295317.9
3792985.1           -10.49
                            L0000011            295332.0
3792985.1           -19.86
                            L0000011            295303.8
3792993.8            -4.33
                            L0000011            295317.9
3792993.8           -16.13
```

```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
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 *** AERMET - VERSION  14134 ***   ***
***         10:31:26

PAGE   8
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                        *** METEOROLOGICAL
DAYS SELECTED FOR PROCESSING ***
                                                                (1
=YES; 0=NO)

            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1
1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
            1 1 1 1 1 1 1 1 1 1   1 1 1 1 1

               NOTE:  METEOROLOGICAL DATA ACTUALLY PROCESSED
WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE.


                                    *** UPPER BOUND OF FIRST
THROUGH FIFTH WIND SPEED CATEGORIES ***

(METERS/SEC)

                                                  1.54,   3.09,
5.14,   8.23,  10.80,
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
04/08/16
 *** AERMET - VERSION  14134 ***   ***
***         10:31:26

PAGE   9
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                     *** UP TO THE FIRST 24 HOURS
OF METEOROLOGICAL DATA ***

   Surface file:   ..\Oxnard Airport\723927.SFC
Met Version:  14134
   Profile file:   ..\Oxnard Airport\723927.PFL
   Surface format: FREE
   Profile format: FREE
   Surface station no.:    93110                   Upper air
station no.:    93214
                     Name: UNKNOWN
Name: UNKNOWN
                     Year:   2009
Year:   2009

 First 24 hours of scalar data
 YR MO DY JDY HR     H0     U*     W*  DT/DZ ZICNV ZIMCH  M-O LEN
Z0  BOWEN ALBEDO  REF WS   WD     HT  REF TA     HT
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
 09 01 01   1 01 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.4    2.0
 09 01 01   1 02 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.4    2.0
 09 01 01   1 03 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  279.9    2.0
 09 01 01   1 04 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  279.9    2.0
 09 01 01   1 05 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  278.1    2.0
 09 01 01   1 06   -3.4  0.068 -9.000 -9.000 -999.   43.      8.5
0.06   0.84   1.00    1.76   42.   10.0  279.2    2.0
 09 01 01   1 07 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  279.9    2.0
 09 01 01   1 08   -3.3  0.068 -9.000 -9.000 -999.   43.      8.8
0.06   0.84   0.58    1.76   23.   10.0  279.2    2.0
 09 01 01   1 09    0.6  0.190  0.054  0.017   10.  199.  -1074.3
0.24   0.84   0.33    1.76  137.   10.0  278.8    2.0
 09 01 01   1 10   11.9  0.208  0.243  0.015   43.  228.    -68.7
0.24   0.84   0.24    1.76  151.   10.0  279.9    2.0
 09 01 01   1 11   98.9  0.258  0.747  0.013  153.  314.    -15.7
0.11   0.84   0.21    2.36  264.   10.0  282.0    2.0
 09 01 01   1 12  110.5  0.260  0.881  0.013  224.  319.    -14.4
```



```
0.11   0.84   0.20    2.36  246.   10.0  283.8    2.0
 09 01 01   1 13  110.7  0.260  1.018  0.012  344.  319.    -14.4
0.11   0.84   0.20    2.36  293.   10.0  284.2    2.0
 09 01 01   1 14   94.7  0.378  1.041  0.005  431.  557.    -51.4
0.11   0.84   0.21    3.86  279.   10.0  284.9    2.0
 09 01 01   1 15   62.9  0.288  0.941  0.010  479.  376.    -34.5
0.11   0.84   0.24    2.86  282.   10.0  284.2    2.0
 09 01 01   1 16   25.6  0.274  0.701  0.010  486.  344.    -72.6
0.11   0.84   0.33    2.86  294.   10.0  283.8    2.0
 09 01 01   1 17   -6.5  0.127 -9.000 -9.000 -999.  125.     28.6
0.04   0.84   0.57    2.36  321.   10.0  282.0    2.0
 09 01 01   1 18   -2.9  0.062 -9.000 -9.000 -999.   40.      7.4
0.04   0.84   1.00    1.76  337.   10.0  282.0    2.0
 09 01 01   1 19   -2.9  0.062 -9.000 -9.000 -999.   37.      7.4
0.04   0.84   1.00    1.76  354.   10.0  281.4    2.0
 09 01 01   1 20 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.9    2.0
 09 01 01   1 21 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  279.9    2.0
 09 01 01   1 22 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.4    2.0
 09 01 01   1 23 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0
0.11   0.84   1.00    0.00    0.   10.0  280.9    2.0
 09 01 01   1 24   -4.7  0.080 -9.000 -9.000 -999.   54.      9.8
0.12   0.84   1.00    1.76   90.   10.0  279.9    2.0


 First hour of profile data
 YR MO DY HR HEIGHT F  WDIR    WSPD AMB_TMP sigmaA  sigmaW
sigmaV
 09 01 01 01   10.0 1 -999.  -99.00   280.4
99.0  -99.00  -99.00

 F indicates top of profile (=1) or below (=0)
```



```
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\Dropbox\Pomeroy Environmental Services\AERMOD ***
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 *** AERMET - VERSION  14134 ***   ***
***         10:31:26

PAGE  10
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                *** THE   1ST HIGHEST 24-HR AVERAGE
CONCENTRATION   VALUES FOR SOURCE GROUP:  ALL      ***
                                     INCLUDING SOURCE(S):
L0000001    , L0000002    , L0000003    , L0000004    ,
L0000005    ,
                L0000006    , L0000007    , L0000008    ,
L0000009    , L0000010    , L0000011    , L0000012    ,
L0000013    ,
                L0000014    , L0000015    , L0000016    ,
L0000017    ,

                                            *** DISCRETE
CARTESIAN RECEPTOR POINTS ***

                                       ** CONC OF PM_2.5   IN
MICROGRAMS/M**3                         **

      X-COORD (M)  Y-COORD (M)        CONC     (YYMMDDHH)
X-COORD (M)  Y-COORD (M)        CONC     (YYMMDDHH)
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
-
        295148.33   3792958.94        0.61002c (10011724)
295162.46   3792958.94        0.63304c (10011724)
        295176.59   3792958.94        0.65818c (10011724)
295190.72   3792958.94        0.68333c (10011724)
        295204.85   3792958.94        0.71008c (10011724)
295218.98   3792958.94        0.74284c (10011724)
        295233.11   3792958.94        0.77966c (10122124)
295247.24   3792958.94        0.81837c (10122124)
        295261.37   3792958.94        0.86093c (10122124)
295275.50   3792958.94        0.91177c (10122124)
        295289.63   3792958.94        0.97306c (10122124)
295303.76   3792958.94        1.05645c (09022124)
        295317.89   3792958.94        1.16709c (09022124)
295332.02   3792958.94        1.26556c (09022124)
        295346.15   3792958.94        0.93508c (10121824)
295148.33   3792967.66        0.63271c (10011724)
        295162.46   3792967.66        0.65951c (10011724)
295176.59   3792967.66        0.68891c (10011724)
        295190.72   3792967.66        0.71708c (10011724)
295204.85   3792967.66        0.74741c (10011724)
        295218.98   3792967.66        0.78233c (10011724)
```

```
295233.11   3792967.66        0.82174c (10122124)
        295247.24   3792967.66        0.86470c (10122124)
295261.37   3792967.66        0.91281c (10122124)
        295275.50   3792967.66        0.97275c (10122124)
295289.63   3792967.66        1.05351c (09022124)
        295303.76   3792967.66        1.14558c (09022124)
295317.89   3792967.66        1.27354c (09022124)
        295332.02   3792967.66        0.88609b (11050324)
295346.15   3792967.66        0.95258c (13012524)
        295148.33   3792976.38        0.65748c (10011724)
295162.46   3792976.38        0.68849c (10011724)
        295176.59   3792976.38        0.72252c (10011724)
295190.72   3792976.38        0.75400c (10011724)
        295204.85   3792976.38        0.78846c (10011724)
295218.98   3792976.38        0.82650c (10011724)
        295233.11   3792976.38        0.86946c (10122124)
295247.24   3792976.38        0.91793c (10122124)
        295261.37   3792976.38        0.97293c (10122124)
295275.50   3792976.38        1.04894c (09022124)
        295289.63   3792976.38        1.16099c (09022124)
295303.76   3792976.38        1.27196c (09022124)
        295317.89   3792976.38        0.92726b (11050324)
295332.02   3792976.38        0.98826b (11050324)
        295346.15   3792976.38        1.03401b (11050324)
295148.33   3792985.10        0.68831c (10011724)
        295162.46   3792985.10        0.72066c (10011724)
295176.59   3792985.10        0.75608c (10011724)
        295190.72   3792985.10        0.79048c (10011724)
295204.85   3792985.10        0.82907c (10011724)
        295218.98   3792985.10        0.87471c (10122124)
295233.11   3792985.10        0.92747c (10122124)
        295247.24   3792985.10        0.98504c (10122124)
295261.37   3792985.10        1.05288c (09022124)
        295275.50   3792985.10        1.15801c (09022124)
295289.63   3792985.10        1.26257c (09022124)
        295303.76   3792985.10        0.99726c (12010324)
295317.89   3792985.10        1.05208b (11050324)
        295332.02   3792985.10        1.10256b (11050324)
295148.33   3792993.82        0.72313c (10011724)
        295162.46   3792993.82        0.75642c (10011724)
295176.59   3792993.82        0.79289c (10011724)
        295190.72   3792993.82        0.83089c (10122124)
295204.85   3792993.82        0.87555c (10122124)
        295218.98   3792993.82        0.93068c (10122124)
295233.11   3792993.82        0.99588c (10122124)
        295247.24   3792993.82        1.06511c (09022124)
295261.37   3792993.82        1.16754c (09022124)
        295275.50   3792993.82        1.26972c (09022124)
295289.63   3792993.82        1.00250c (10121824)
        295303.76   3792993.82        0.83130b (11050324)
295317.89   3792993.82        0.85041b (11050324)
        295148.33   3793002.54        0.76154c (10011724)
```



```
295162.46   3793002.54        0.79625c (10011724)
        295176.59   3793002.54        0.83454c (10122124)
295190.72   3793002.54        0.87848c (10122124)
        295204.85   3793002.54        0.92931c (10122124)
295218.98   3793002.54        0.99584c (10122124)
        295233.11   3793002.54        1.07730c (10122124)
295247.24   3793002.54        1.18612c (09022124)
```



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PAGE  11
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                *** THE   1ST HIGHEST 24-HR AVERAGE
CONCENTRATION   VALUES FOR SOURCE GROUP:  ALL      ***
                                  INCLUDING SOURCE(S):
L0000001    , L0000002    , L0000003    , L0000004    ,
L0000005    ,
                L0000006    , L0000007    , L0000008    ,
L0000009    , L0000010    , L0000011    , L0000012    ,
L0000013    ,
                L0000014    , L0000015    , L0000016    ,
L0000017    ,

                                                *** DISCRETE
CARTESIAN RECEPTOR POINTS ***

                                          ** CONC OF PM_2.5   IN
MICROGRAMS/M**3                            **

      X-COORD (M)  Y-COORD (M)        CONC     (YYMMDDHH)
X-COORD (M)  Y-COORD (M)        CONC     (YYMMDDHH)
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
-
        295261.37   3793002.54        0.81387c (13012524)
295275.50   3793002.54        0.89396c (13012524)
        295289.63   3793002.54        1.02099c (10121824)
295148.33   3793011.26        0.80162c (10011724)
        295162.46   3793011.26        0.84118c (10011724)
295176.59   3793011.26        0.88486c (10122124)
        295190.72   3793011.26        0.93549c (10122124)
295204.85   3793011.26        0.99438c (10122124)
        295218.98   3793011.26        1.07382c (10122124)
295233.11   3793011.26        1.17526c (10122124)
        295247.24   3793011.26        1.28581c (09022124)
295261.37   3793011.26        0.90969b (11050324)
        295275.50   3793011.26        0.96805b (11050324)
295148.33   3793019.98        0.84314c (10011724)
        295162.46   3793019.98        0.89156c (10011724)
295176.59   3793019.98        0.94580c (10122124)
        295190.72   3793019.98        1.00520c (10122124)
295204.85   3793019.98        1.07624c (10122124)
        295218.98   3793019.98        1.17123c (09022124)
295233.11   3793019.98        1.30550c (09022124)
        295247.24   3793019.98        0.96864c (12010324)
```



```
295261.37   3793019.98        1.02792b (11050324)
        295148.33   3793028.70        0.89020c (10122124)
295162.46   3793028.70        0.95051c (10122124)
        295176.59   3793028.70        1.01684c (10122124)
295190.72   3793028.70        1.09351c (09022124)
        295204.85   3793028.70        1.18375c (09022124)
295218.98   3793028.70        1.32636c (09121524)
        295233.11   3793028.70        1.07759c (10121824)
295148.33   3793037.42        0.94619c (10122124)
        295162.46   3793037.42        1.02065c (10122124)
295176.59   3793037.42        1.10066c (10122124)
        295190.72   3793037.42        1.20076c (09022124)
295204.85   3793037.42        0.83342c (13012524)
        295218.98   3793037.42        0.95009c (10121824)
295148.33   3793046.14        1.01752c (10122124)
        295162.46   3793046.14        1.10450c (10122124)
295176.59   3793046.14        1.19635c (10122124)
        295190.72   3793046.14        0.85021b (11120124)
295204.85   3793046.14        0.88661c (13012524)
        295148.33   3793054.86        1.10303c (10122124)
295162.46   3793054.86        1.20783c (10122124)
        295176.59   3793054.86        1.31336c (09022124)
295190.72   3793054.86        0.93718b (11050324)
        295148.33   3793063.58        1.20796c (10122124)
295162.46   3793063.58        1.33842c (10122124)
        295176.59   3793063.58        0.73392b (11050324)
295148.33   3793072.30        0.88763c (10121824)
        295162.46   3793072.30        1.02181c (10121824)
```

```
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***        10:31:26

PAGE  12
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                                *** THE SUMMARY
OF HIGHEST 24-HR RESULTS ***


                                     ** CONC OF PM_2.5   IN
MICROGRAMS/M**3                           **

                                                  DATE
NETWORK
GROUP ID                           AVERAGE CONC     (YYMMDDHH)
RECEPTOR  (XR, YR, ZELEV, ZHILL, ZFLAG)    OF TYPE  GRID-ID
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

ALL      HIGH   1ST HIGH VALUE IS       1.33842c ON 10122124: AT
(  295162.46,  3793063.58,    44.93,    44.93,    0.00)  DC


 *** RECEPTOR TYPES:  GC = GRIDCART
                      GP = GRIDPOLR
                      DC = DISCCART
                      DP = DISCPOLR
```



```
 *** AERMOD - VERSION  15181 ***   *** C:\Users\Brett Pomeroy
\Dropbox\Pomeroy Environmental Services\AERMOD ***
04/08/16
 *** AERMET - VERSION  14134 ***   ***
***        10:31:26

PAGE  13
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

 *** Message Summary : AERMOD Model Execution ***

  --------- Summary of Total Messages --------

 A Total of            0 Fatal Error Message(s)
 A Total of            0 Warning Message(s)
 A Total of        11814 Informational Message(s)

 A Total of        43872 Hours Were Processed

 A Total of         9787 Calm Hours Identified

 A Total of         2027 Missing Hours Identified (  4.62
Percent)


    ******** FATAL ERROR MESSAGES ********
                 ***  NONE  ***


    ********   WARNING MESSAGES   ********
                 ***  NONE  ***


    ************************************
    *** AERMOD Finishes Successfully ***
    ************************************
```

# Appendix VII
# Greenhouse Gas Emissions

# Greenhouse Gas Emissions

## Project Construction & Operation

# Kaiser Ventura

**Ventura County, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Medical Office Building | 72.00 | 1000sqft | 3.58 | 72,000.00 | 0 |
| Parking Lot | 420.00 | Space | 4.00 | 168,000.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.6 | **Precipitation Freq (Days)** | 31 |
| **Climate Zone** | 8 | | | **Operational Year** | 2017 |
| **Utility Company** | Southern California Edison | | | | |
| **CO2 Intensity (lb/MWhr)** | 630.89 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - site is 7.58 acres

Construction Phase - custom project schedule to target worst-case.

Grading - import 4,662 cy of soil

Construction Off-road Equipment Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstructionPhase | NumDays | 20.00 | 33.00 |
| tblConstructionPhase | NumDays | 230.00 | 260.00 |
| tblConstructionPhase | NumDays | 20.00 | 22.00 |
| tblConstructionPhase | NumDays | 20.00 | 21.00 |
| tblConstructionPhase | PhaseEndDate | 2/14/2018 | 12/30/2017 |
| tblConstructionPhase | PhaseEndDate | 12/29/2017 | 12/30/2017 |
| tblConstructionPhase | PhaseEndDate | 1/29/2018 | 12/30/2017 |
| tblConstructionPhase | PhaseStartDate | 12/31/2017 | 11/15/2017 |
| tblConstructionPhase | PhaseStartDate | 12/31/2016 | 1/1/2017 |
| tblConstructionPhase | PhaseStartDate | 12/31/2017 | 12/1/2017 |
| tblGrading | AcresOfGrading | 11.00 | 10.00 |
| tblGrading | MaterialImported | 0.00 | 4,662.00 |
| tblLandUse | LotAcreage | 1.65 | 3.58 |
| tblLandUse | LotAcreage | 3.78 | 4.00 |
| tblProjectCharacteristics | OperationalYear | 2014 | 2017 |

## 2.0 Emissions Summary

## 2.1 Overall Construction

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2016 | 0.0460 | 0.5130 | 0.3592 | 5.5000e-004 | 0.0782 | 0.0255 | 0.1037 | 0.0388 | 0.0235 | 0.0622 | 0.0000 | 51.2610 | 51.2610 | 9.4900e-003 | 0.0000 | 51.4603 |
| 2017 | 1.4092 | 4.1860 | 3.6091 | 6.0900e-003 | 0.1352 | 0.2541 | 0.3893 | 0.0365 | 0.2385 | 0.2750 | 0.0000 | 525.0045 | 525.0045 | 0.0886 | 0.0000 | 526.8659 |
| **Total** | **1.4551** | **4.6990** | **3.9683** | **6.6400e-003** | **0.2134** | **0.2796** | **0.4930** | **0.0753** | **0.2619** | **0.3372** | **0.0000** | **576.2655** | **576.2655** | **0.0981** | **0.0000** | **578.3262** |

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2016 | 0.0460 | 0.5130 | 0.3592 | 5.5000e-004 | 0.0387 | 0.0255 | 0.0641 | 0.0184 | 0.0235 | 0.0418 | 0.0000 | 51.2610 | 51.2610 | 9.4900e-003 | 0.0000 | 51.4603 |
| 2017 | 1.4092 | 4.1860 | 3.6091 | 6.0900e-003 | 0.1352 | 0.2541 | 0.3893 | 0.0365 | 0.2385 | 0.2750 | 0.0000 | 525.0041 | 525.0041 | 0.0886 | 0.0000 | 526.8655 |
| **Total** | **1.4551** | **4.6990** | **3.9683** | **6.6400e-003** | **0.1738** | **0.2796** | **0.4534** | **0.0549** | **0.2619** | **0.3169** | **0.0000** | **576.2651** | **576.2651** | **0.0981** | **0.0000** | **578.3258** |

| | **ROG** | **NOx** | **CO** | **SO2** | **Fugitive PM10** | **Exhaust PM10** | **PM10 Total** | **Fugitive PM2.5** | **Exhaust PM2.5** | **PM2.5 Total** | **Bio- CO2** | **NBio-CO2** | **Total CO2** | **CH4** | **N20** | **CO2e** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **18.53** | **0.00** | **8.02** | **27.06** | **0.00** | **6.04** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 2.2 Overall Operational

**Unmitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 1.0270 | 4.0000e-005 | 4.6100e-003 | 0.0000 | | 2.0000e-005 | 2.0000e-005 | | 2.0000e-005 | 2.0000e-005 | 0.0000 | 8.7900e-003 | 8.7900e-003 | 2.0000e-005 | 0.0000 | 9.3100e-003 |
| Energy | 3.7200e-003 | 0.0339 | 0.0284 | 2.0000e-004 | | 2.5700e-003 | 2.5700e-003 | | 2.5700e-003 | 2.5700e-003 | 0.0000 | 400.9883 | 400.9883 | 0.0174 | 4.1400e-003 | 402.6376 |
| Mobile | 1.0479 | 2.2273 | 9.3992 | 0.0201 | 1.4511 | 0.0255 | 1.4765 | 0.3874 | 0.0234 | 0.4108 | 0.0000 | 1,542.3392 | 1,542.3392 | 0.0637 | 0.0000 | 1,543.6760 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 157.8458 | 0.0000 | 157.8458 | 9.3284 | 0.0000 | 353.7426 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 2.8663 | 39.1357 | 42.0020 | 0.2962 | 7.3200e-003 | 50.4923 |
| **Total** | **2.0786** | **2.2612** | **9.4323** | **0.0203** | **1.4511** | **0.0281** | **1.4791** | **0.3874** | **0.0260** | **0.4134** | **160.7120** | **1,982.4720** | **2,143.1841** | **9.7057** | **0.0115** | **2,350.5578** |

## 2.2 Overall Operational

**Mitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 0.9570 | 4.0000e-005 | 4.6100e-003 | 0.0000 | | 2.0000e-005 | 2.0000e-005 | | 2.0000e-005 | 2.0000e-005 | 0.0000 | 8.7900e-003 | 8.7900e-003 | 2.0000e-005 | 0.0000 | 9.3100e-003 |
| Energy | 2.6700e-003 | 0.0243 | 0.0204 | 1.5000e-004 | | 1.8400e-003 | 1.8400e-003 | | 1.8400e-003 | 1.8400e-003 | 0.0000 | 311.8609 | 311.8609 | 0.0136 | 3.2000e-003 | 313.1388 |
| Mobile | 1.0479 | 2.2273 | 9.3992 | 0.0201 | 1.4511 | 0.0255 | 1.4765 | 0.3874 | 0.0234 | 0.4108 | 0.0000 | 1,542.3392 | 1,542.3392 | 0.0637 | 0.0000 | 1,543.6760 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 78.9229 | 0.0000 | 78.9229 | 4.6642 | 0.0000 | 176.8713 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 2.2930 | 30.3738 | 32.6669 | 0.2369 | 5.8500e-003 | 39.4554 |
| **Total** | **2.0075** | **2.2516** | **9.4242** | **0.0202** | **1.4511** | **0.0273** | **1.4784** | **0.3874** | **0.0253** | **0.4127** | **81.2159** | **1,884.5827** | **1,965.7986** | **4.9784** | **9.0500e-003** | **2,073.1508** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **3.42** | **0.42** | **0.09** | **0.25** | **0.00** | **2.60** | **0.05** | **0.00** | **2.80** | **0.18** | **49.46** | **4.94** | **8.28** | **48.71** | **21.03** | **11.80** |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Grading | Grading | 12/1/2016 | 12/30/2016 | 5 | 22 | |
| 2 | Building Construction | Building Construction | 1/1/2017 | 12/30/2017 | 5 | 260 | |
| 3 | Architectural Coating | Architectural Coating | 11/15/2017 | 12/30/2017 | 5 | 33 | |
| 4 | Paving | Paving | 12/1/2017 | 12/30/2017 | 5 | 21 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 10**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 115,560; Non-Residential Outdoor: 38,520 (Architectural Coating – sqft)**

**OffRoad Equipment**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| Grading | Excavators | 1 | 8.00 | 162 | 0.38 |
| Building Construction | Cranes | 1 | 7.00 | 226 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Paving | Pavers | 2 | 8.00 | 125 | 0.42 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 255 | 0.40 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Grading | Graders | 1 | 8.00 | 174 | 0.41 |
| Grading | Tractors/Loaders/Backhoes | 3 | 8.00 | 97 | 0.37 |
| Paving | Paving Equipment | 2 | 8.00 | 130 | 0.36 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Grading | 6 | 15.00 | 0.00 | 583.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 94.00 | 39.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 19.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

## 3.2 Grading - 2016

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0719 | 0.0000 | 0.0719 | 0.0370 | 0.0000 | 0.0370 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0403 | 0.4229 | 0.2869 | 3.3000e-004 | | 0.0242 | 0.0242 | | 0.0223 | 0.0223 | 0.0000 | 30.8730 | 30.8730 | 9.3100e-003 | 0.0000 | 31.0686 |
| **Total** | **0.0403** | **0.4229** | **0.2869** | **3.3000e-004** | **0.0719** | **0.0242** | **0.0961** | **0.0370** | **0.0223** | **0.0593** | **0.0000** | **30.8730** | **30.8730** | **9.3100e-003** | **0.0000** | **31.0686** |

## 3.2 Grading - 2016

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 5.0400e-003 | 0.0894 | 0.0654 | 2.1000e-004 | 4.9700e-003 | 1.2900e-003 | 6.2700e-003 | 1.3600e-003 | 1.1900e-003 | 2.5500e-003 | 0.0000 | 19.2129 | 19.2129 | 1.2000e-004 | 0.0000 | 19.2154 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 5.8000e-004 | 7.0000e-004 | 7.0000e-003 | 2.0000e-005 | 1.3300e-003 | 1.0000e-005 | 1.3400e-003 | 3.5000e-004 | 1.0000e-005 | 3.6000e-004 | 0.0000 | 1.1751 | 1.1751 | 6.0000e-005 | 0.0000 | 1.1764 |
| **Total** | **5.6200e-003** | **0.0901** | **0.0724** | **2.3000e-004** | **6.3000e-003** | **1.3000e-003** | **7.6100e-003** | **1.7100e-003** | **1.2000e-003** | **2.9100e-003** | **0.0000** | **20.3880** | **20.3880** | **1.8000e-004** | **0.0000** | **20.3918** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0323 | 0.0000 | 0.0323 | 0.0167 | 0.0000 | 0.0167 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0403 | 0.4229 | 0.2869 | 3.3000e-004 | | 0.0242 | 0.0242 | | 0.0223 | 0.0223 | 0.0000 | 30.8730 | 30.8730 | 9.3100e-003 | 0.0000 | 31.0685 |
| **Total** | **0.0403** | **0.4229** | **0.2869** | **3.3000e-004** | **0.0323** | **0.0242** | **0.0565** | **0.0167** | **0.0223** | **0.0389** | **0.0000** | **30.8730** | **30.8730** | **9.3100e-003** | **0.0000** | **31.0685** |

## 3.2 Grading - 2016

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 5.0400e-003 | 0.0894 | 0.0654 | 2.1000e-004 | 4.9700e-003 | 1.2900e-003 | 6.2700e-003 | 1.3600e-003 | 1.1900e-003 | 2.5500e-003 | 0.0000 | 19.2129 | 19.2129 | 1.2000e-004 | 0.0000 | 19.2154 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 5.8000e-004 | 7.0000e-004 | 7.0000e-003 | 2.0000e-005 | 1.3300e-003 | 1.0000e-005 | 1.3400e-003 | 3.5000e-004 | 1.0000e-005 | 3.6000e-004 | 0.0000 | 1.1751 | 1.1751 | 6.0000e-005 | 0.0000 | 1.1764 |
| **Total** | **5.6200e-003** | **0.0901** | **0.0724** | **2.3000e-004** | **6.3000e-003** | **1.3000e-003** | **7.6100e-003** | **1.7100e-003** | **1.2000e-003** | **2.9100e-003** | **0.0000** | **20.3880** | **20.3880** | **1.8000e-004** | **0.0000** | **20.3918** |

## 3.3 Building Construction - 2017

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.4033 | 3.4327 | 2.3568 | 3.4900e-003 | | 0.2316 | 0.2316 | | 0.2175 | 0.2175 | 0.0000 | 311.3228 | 311.3228 | 0.0766 | 0.0000 | 312.9319 |
| **Total** | **0.4033** | **3.4327** | **2.3568** | **3.4900e-003** | | **0.2316** | **0.2316** | | **0.2175** | **0.2175** | **0.0000** | **311.3228** | **311.3228** | **0.0766** | **0.0000** | **312.9319** |

## 3.3 Building Construction - 2017

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0420 | 0.4557 | 0.5839 | 1.1300e-003 | 0.0328 | 6.9900e-003 | 0.0398 | 9.3500e-003 | 6.4300e-003 | 0.0158 | 0.0000 | 100.8672 | 100.8672 | 6.4000e-004 | 0.0000 | 100.8807 |
| Worker | 0.0389 | 0.0466 | 0.4650 | 1.1500e-003 | 0.0985 | 7.5000e-004 | 0.0993 | 0.0262 | 6.9000e-004 | 0.0269 | 0.0000 | 83.6493 | 83.6493 | 4.1100e-003 | 0.0000 | 83.7357 |
| **Total** | **0.0809** | **0.5023** | **1.0489** | **2.2800e-003** | **0.1314** | **7.7400e-003** | **0.1391** | **0.0355** | **7.1200e-003** | **0.0426** | **0.0000** | **184.5166** | **184.5166** | **4.7500e-003** | **0.0000** | **184.6164** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.4033 | 3.4327 | 2.3568 | 3.4900e-003 | | 0.2316 | 0.2316 | | 0.2175 | 0.2175 | 0.0000 | 311.3225 | 311.3225 | 0.0766 | 0.0000 | 312.9315 |
| **Total** | **0.4033** | **3.4327** | **2.3568** | **3.4900e-003** | | **0.2316** | **0.2316** | | **0.2175** | **0.2175** | **0.0000** | **311.3225** | **311.3225** | **0.0766** | **0.0000** | **312.9315** |

## 3.3 Building Construction - 2017

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0420 | 0.4557 | 0.5839 | 1.1300e-003 | 0.0328 | 6.9900e-003 | 0.0398 | 9.3500e-003 | 6.4300e-003 | 0.0158 | 0.0000 | 100.8672 | 100.8672 | 6.4000e-004 | 0.0000 | 100.8807 |
| Worker | 0.0389 | 0.0466 | 0.4650 | 1.1500e-003 | 0.0985 | 7.5000e-004 | 0.0993 | 0.0262 | 6.9000e-004 | 0.0269 | 0.0000 | 83.6493 | 83.6493 | 4.1100e-003 | 0.0000 | 83.7357 |
| **Total** | **0.0809** | **0.5023** | **1.0489** | **2.2800e-003** | **0.1314** | **7.7400e-003** | **0.1391** | **0.0355** | **7.1200e-003** | **0.0426** | **0.0000** | **184.5166** | **184.5166** | **4.7500e-003** | **0.0000** | **184.6164** |

## 3.4 Architectural Coating - 2017

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 0.8927 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 5.4800e-003 | 0.0361 | 0.0308 | 5.0000e-005 | | 2.8600e-003 | 2.8600e-003 | | 2.8600e-003 | 2.8600e-003 | 0.0000 | 4.2129 | 4.2129 | 4.4000e-004 | 0.0000 | 4.2222 |
| **Total** | **0.8982** | **0.0361** | **0.0308** | **5.0000e-005** | | **2.8600e-003** | **2.8600e-003** | | **2.8600e-003** | **2.8600e-003** | **0.0000** | **4.2129** | **4.2129** | **4.4000e-004** | **0.0000** | **4.2222** |

## 3.4 Architectural Coating - 2017

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.0000e-003 | 1.2000e-003 | 0.0119 | 3.0000e-005 | 2.5300e-003 | 2.0000e-005 | 2.5500e-003 | 6.7000e-004 | 2.0000e-005 | 6.9000e-004 | 0.0000 | 2.1460 | 2.1460 | 1.1000e-004 | 0.0000 | 2.1482 |
| **Total** | **1.0000e-003** | **1.2000e-003** | **0.0119** | **3.0000e-005** | **2.5300e-003** | **2.0000e-005** | **2.5500e-003** | **6.7000e-004** | **2.0000e-005** | **6.9000e-004** | **0.0000** | **2.1460** | **2.1460** | **1.1000e-004** | **0.0000** | **2.1482** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 0.8927 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 5.4800e-003 | 0.0361 | 0.0308 | 5.0000e-005 | | 2.8600e-003 | 2.8600e-003 | | 2.8600e-003 | 2.8600e-003 | 0.0000 | 4.2129 | 4.2129 | 4.4000e-004 | 0.0000 | 4.2222 |
| **Total** | **0.8982** | **0.0361** | **0.0308** | **5.0000e-005** | | **2.8600e-003** | **2.8600e-003** | | **2.8600e-003** | **2.8600e-003** | **0.0000** | **4.2129** | **4.2129** | **4.4000e-004** | **0.0000** | **4.2222** |

## 3.4 Architectural Coating - 2017

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.0000e-003 | 1.2000e-003 | 0.0119 | 3.0000e-005 | 2.5300e-003 | 2.0000e-005 | 2.5500e-003 | 6.7000e-004 | 2.0000e-005 | 6.9000e-004 | 0.0000 | 2.1460 | 2.1460 | 1.1000e-004 | 0.0000 | 2.1482 |
| **Total** | **1.0000e-003** | **1.2000e-003** | **0.0119** | **3.0000e-005** | **2.5300e-003** | **2.0000e-005** | **2.5500e-003** | **6.7000e-004** | **2.0000e-005** | **6.9000e-004** | **0.0000** | **2.1460** | **2.1460** | **1.1000e-004** | **0.0000** | **2.1482** |

## 3.5 Paving - 2017

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0200 | 0.2131 | 0.1546 | 2.3000e-004 | | 0.0120 | 0.0120 | | 0.0110 | 0.0110 | 0.0000 | 21.7281 | 21.7281 | 6.6600e-003 | 0.0000 | 21.8679 |
| Paving | 5.2400e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0253** | **0.2131** | **0.1546** | **2.3000e-004** | | **0.0120** | **0.0120** | | **0.0110** | **0.0110** | **0.0000** | **21.7281** | **21.7281** | **6.6600e-003** | **0.0000** | **21.8679** |

## 3.5 Paving - 2017

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 5.0000e-004 | 6.0000e-004 | 5.9900e-003 | 1.0000e-005 | 1.2700e-003 | 1.0000e-005 | 1.2800e-003 | 3.4000e-004 | 1.0000e-005 | 3.5000e-004 | 0.0000 | 1.0781 | 1.0781 | 5.0000e-005 | 0.0000 | 1.0792 |
| **Total** | **5.0000e-004** | **6.0000e-004** | **5.9900e-003** | **1.0000e-005** | **1.2700e-003** | **1.0000e-005** | **1.2800e-003** | **3.4000e-004** | **1.0000e-005** | **3.5000e-004** | **0.0000** | **1.0781** | **1.0781** | **5.0000e-005** | **0.0000** | **1.0792** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0200 | 0.2131 | 0.1546 | 2.3000e-004 | | 0.0120 | 0.0120 | | 0.0110 | 0.0110 | 0.0000 | 21.7281 | 21.7281 | 6.6600e-003 | 0.0000 | 21.8679 |
| Paving | 5.2400e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0253** | **0.2131** | **0.1546** | **2.3000e-004** | | **0.0120** | **0.0120** | | **0.0110** | **0.0110** | **0.0000** | **21.7281** | **21.7281** | **6.6600e-003** | **0.0000** | **21.8679** |

### 3.5 Paving - 2017

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 5.0000e-004 | 6.0000e-004 | 5.9900e-003 | 1.0000e-005 | 1.2700e-003 | 1.0000e-005 | 1.2800e-003 | 3.4000e-004 | 1.0000e-005 | 3.5000e-004 | 0.0000 | 1.0781 | 1.0781 | 5.0000e-005 | 0.0000 | 1.0792 |
| **Total** | **5.0000e-004** | **6.0000e-004** | **5.9900e-003** | **1.0000e-005** | **1.2700e-003** | **1.0000e-005** | **1.2800e-003** | **3.4000e-004** | **1.0000e-005** | **3.5000e-004** | **0.0000** | **1.0781** | **1.0781** | **5.0000e-005** | **0.0000** | **1.0792** |

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 1.0479 | 2.2273 | 9.3992 | 0.0201 | 1.4511 | 0.0255 | 1.4765 | 0.3874 | 0.0234 | 0.4108 | 0.0000 | 1,542.3392 | 1,542.3392 | 0.0637 | 0.0000 | 1,543.6760 |
| Unmitigated | 1.0479 | 2.2273 | 9.3992 | 0.0201 | 1.4511 | 0.0255 | 1.4765 | 0.3874 | 0.0234 | 0.4108 | 0.0000 | 1,542.3392 | 1,542.3392 | 0.0637 | 0.0000 | 1,543.6760 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Medical Office Building | 2,601.36 | 645.12 | 111.60 | 3,848,378 | 3,848,378 |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Total | 2,601.36 | 645.12 | 111.60 | 3,848,378 | 3,848,378 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Medical Office Building | 9.50 | 7.30 | 7.30 | 29.60 | 51.40 | 19.00 | 60 | 30 | 10 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

| LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0.474465 | 0.063133 | 0.180505 | 0.158349 | 0.070139 | 0.010387 | 0.013452 | 0.017129 | 0.000779 | 0.000670 | 0.005599 | 0.000320 | 0.005072 |

## 4.4 Fleet Mix

# 5.0 Energy Detail

Historical Energy Use: N

## 5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 285.4343 | 285.4343 | 0.0131 | 2.7100e-003 | 286.5514 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 364.1416 | 364.1416 | 0.0167 | 3.4600e-003 | 365.5667 |
| NaturalGas Mitigated | 2.6700e-003 | 0.0243 | 0.0204 | 1.5000e-004 | | 1.8400e-003 | 1.8400e-003 | | 1.8400e-003 | 1.8400e-003 | 0.0000 | 26.4266 | 26.4266 | 5.1000e-004 | 4.8000e-004 | 26.5874 |
| NaturalGas Unmitigated | 3.7200e-003 | 0.0339 | 0.0284 | 2.0000e-004 | | 2.5700e-003 | 2.5700e-003 | | 2.5700e-003 | 2.5700e-003 | 0.0000 | 36.8466 | 36.8466 | 7.1000e-004 | 6.8000e-004 | 37.0709 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Medical Office Building | 690480 | 3.7200e-003 | 0.0339 | 0.0284 | 2.0000e-004 | | 2.5700e-003 | 2.5700e-003 | | 2.5700e-003 | 2.5700e-003 | 0.0000 | 36.8466 | 36.8466 | 7.1000e-004 | 6.8000e-004 | 37.0709 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **3.7200e-003** | **0.0339** | **0.0284** | **2.0000e-004** | | **2.5700e-003** | **2.5700e-003** | | **2.5700e-003** | **2.5700e-003** | **0.0000** | **36.8466** | **36.8466** | **7.1000e-004** | **6.8000e-004** | **37.0709** |

## 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Medical Office Building | 495216 | 2.6700e-003 | 0.0243 | 0.0204 | 1.5000e-004 | | 1.8400e-003 | 1.8400e-003 | | 1.8400e-003 | 1.8400e-003 | 0.0000 | 26.4266 | 26.4266 | 5.1000e-004 | 4.8000e-004 | 26.5874 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **2.6700e-003** | **0.0243** | **0.0204** | **1.5000e-004** | | **1.8400e-003** | **1.8400e-003** | | **1.8400e-003** | **1.8400e-003** | **0.0000** | **26.4266** | **26.4266** | **5.1000e-004** | **4.8000e-004** | **26.5874** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Medical Office Building | 1.12464e+006 | 321.8347 | 0.0148 | 3.0600e-003 | 323.0942 |
| Parking Lot | 147840 | 42.3069 | 1.9400e-003 | 4.0000e-004 | 42.4725 |
| **Total** | | **364.1416** | **0.0167** | **3.4600e-003** | **365.5667** |

### 5.3 Energy by Land Use - Electricity

**Mitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Medical Office Building | 893952 | 255.8195 | 0.0118 | 2.4300e-003 | 256.8206 |
| Parking Lot | 103488 | 29.6148 | 1.3600e-003 | 2.8000e-004 | 29.7307 |
| **Total** | | **285.4343** | **0.0131** | **2.7100e-003** | **286.5514** |

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

Use Low VOC Cleaning Supplies

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.9570 | 4.0000e-005 | 4.6100e-003 | 0.0000 | | 2.0000e-005 | 2.0000e-005 | | 2.0000e-005 | 2.0000e-005 | 0.0000 | 8.7900e-003 | 8.7900e-003 | 2.0000e-005 | 0.0000 | 9.3100e-003 |
| Unmitigated | 1.0270 | 4.0000e-005 | 4.6100e-003 | 0.0000 | | 2.0000e-005 | 2.0000e-005 | | 2.0000e-005 | 2.0000e-005 | 0.0000 | 8.7900e-003 | 8.7900e-003 | 2.0000e-005 | 0.0000 | 9.3100e-003 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.0893 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.9373 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 4.4000e-004 | 4.0000e-005 | 4.6100e-003 | 0.0000 | | 2.0000e-005 | 2.0000e-005 | | 2.0000e-005 | 2.0000e-005 | 0.0000 | 8.7900e-003 | 8.7900e-003 | 2.0000e-005 | 0.0000 | 9.3100e-003 |
| **Total** | **1.0270** | **4.0000e-005** | **4.6100e-003** | **0.0000** | | **2.0000e-005** | **2.0000e-005** | | **2.0000e-005** | **2.0000e-005** | **0.0000** | **8.7900e-003** | **8.7900e-003** | **2.0000e-005** | **0.0000** | **9.3100e-003** |

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.0893 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.8672 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 4.4000e-004 | 4.0000e-005 | 4.6100e-003 | 0.0000 | | 2.0000e-005 | 2.0000e-005 | | 2.0000e-005 | 2.0000e-005 | 0.0000 | 8.7900e-003 | 8.7900e-003 | 2.0000e-005 | 0.0000 | 9.3100e-003 |
| **Total** | **0.9570** | **4.0000e-005** | **4.6100e-003** | **0.0000** | | **2.0000e-005** | **2.0000e-005** | | **2.0000e-005** | **2.0000e-005** | **0.0000** | **8.7900e-003** | **8.7900e-003** | **2.0000e-005** | **0.0000** | **9.3100e-003** |

## 7.0 Water Detail

## 7.1 Mitigation Measures Water

Apply Water Conservation Strategy

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT/yr | | | |
| Mitigated | 32.6669 | 0.2369 | 5.8500e-003 | 39.4554 |
| Unmitigated | 42.0020 | 0.2962 | 7.3200e-003 | 50.4923 |

## 7.2 Water by Land Use

**Unmitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Medical Office Building | 9.0346 / 1.72088 | 42.0020 | 0.2962 | 7.3200e-003 | 50.4923 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **42.0020** | **0.2962** | **7.3200e-003** | **50.4923** |

### 7.2 Water by Land Use

**Mitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Medical Office Building | 7.22768 / 1.3767 | 32.6669 | 0.2369 | 5.8500e-003 | 39.4554 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **32.6669** | **0.2369** | **5.8500e-003** | **39.4554** |

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

**Category/Year**

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| | MT/yr | | | |
| Mitigated | 78.9229 | 4.6642 | 0.0000 | 176.8713 |
| Unmitigated | 157.8458 | 9.3284 | 0.0000 | 353.7426 |

## 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Medical Office Building | 777.6 | 157.8458 | 9.3284 | 0.0000 | 353.7426 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **157.8458** | **9.3284** | **0.0000** | **353.7426** |

**Mitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Medical Office Building | 388.8 | 78.9229 | 4.6642 | 0.0000 | 176.8713 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **78.9229** | **4.6642** | **0.0000** | **176.8713** |

## 9.0 Operational Offroad

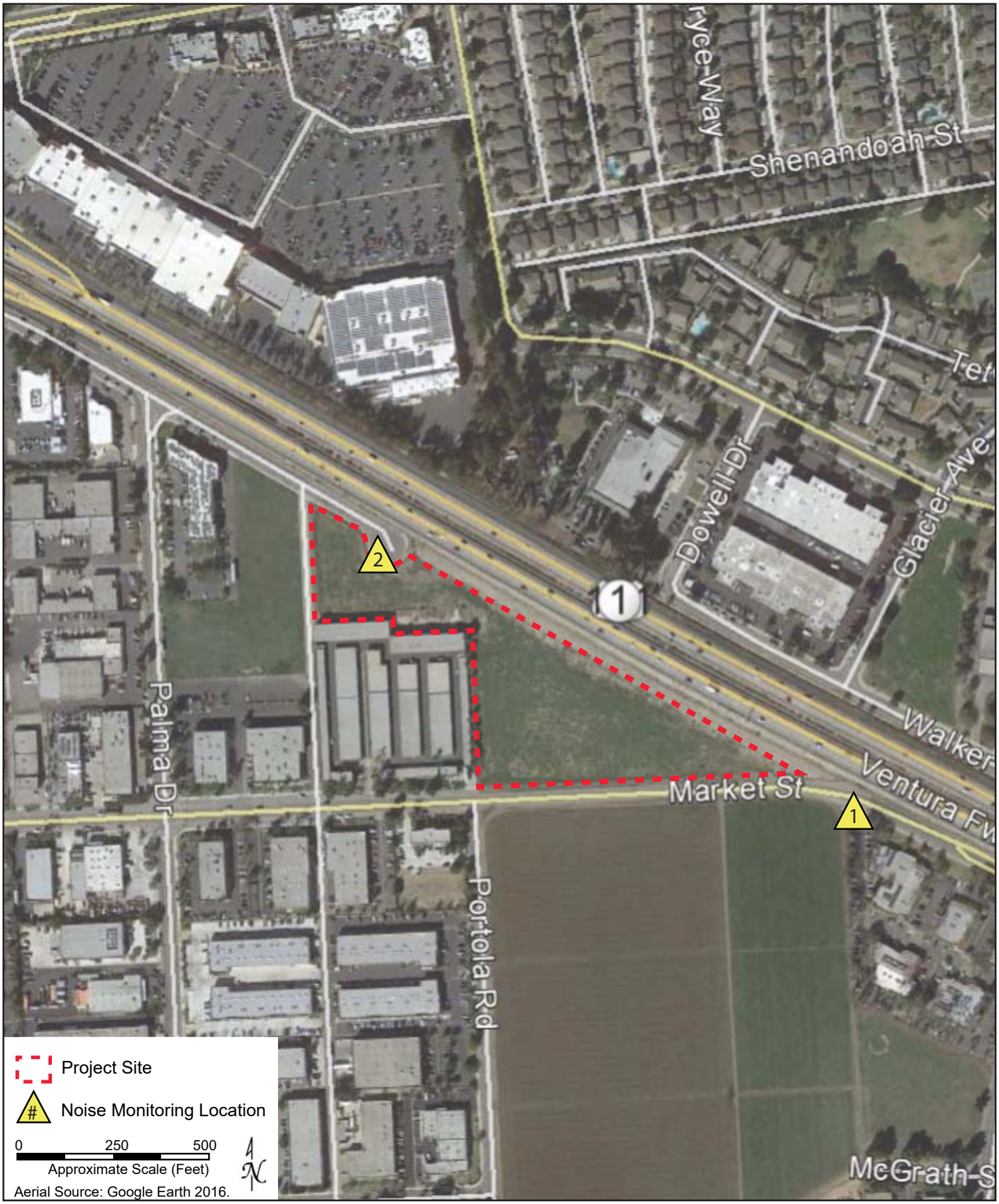
| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Vegetation

# Appendix XII
# Noise Monitoring Data and Roadway Noise Calculations

**Noise Monitoring Data &**

**Roadway Noise Calculations**




POMEROY ENVIRONMENTAL SERVICES

Noise Monitoring Location Map

# Kaiser Project

**Location 1**

## Information Panel

| | |
|---|---|
| Name | Location 1 |
| Start Time | 3/14/2016 2:41:05 PM |
| Stop Time | 3/14/2016 2:56:05 PM |
| Model Type | SoundPro DL |
| Run Time | 00:15:00 |

## Summary Data Panel

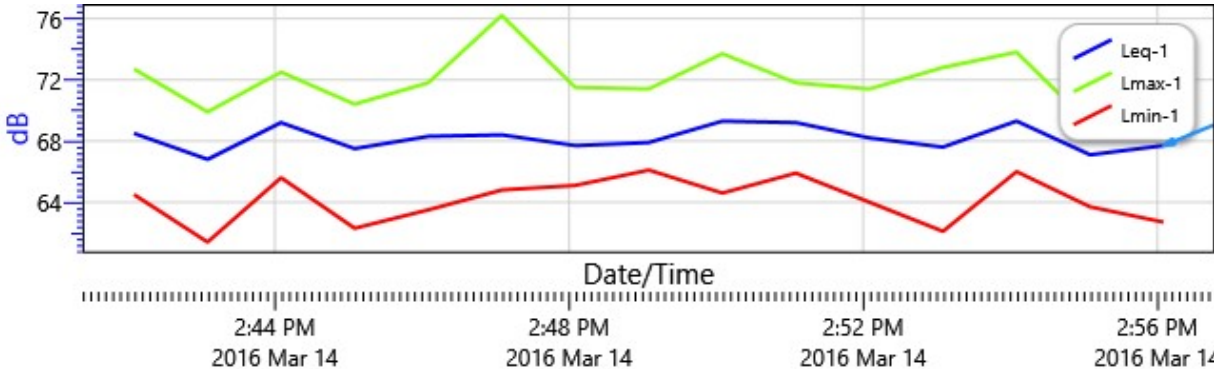
| Description | Meter | Value | Description | Meter | Value |
|---|---|---|---|---|---|
| Lmin | 1 | 61.4 dB | Lmax | 1 | 76.2 dB |
| Leq | 1 | 68.2 dB | | | |
| Exchange Rate | 1 | 3 dB | Log Rate | 1 | 60 s |
| Weighting | 1 | A | Response | 1 | SLOW |

## Logged Data Table

| Date/Time | Leq-1 | Lmax-1 | Lmin-1 |
|---|---|---|---|
| 3/14/2016 2:42:05 PM | 68.5 | 72.7 | 64.5 |
| 2:43:05 PM | 66.8 | 69.9 | 61.4 |
| 2:44:05 PM | 69.2 | 72.5 | 65.6 |
| 2:45:05 PM | 67.5 | 70.4 | 62.3 |
| 2:46:05 PM | 68.3 | 71.8 | 63.5 |
| 2:47:05 PM | 68.4 | 76.2 | 64.8 |
| 2:48:05 PM | 67.7 | 71.5 | 65.1 |
| 2:49:05 PM | 67.9 | 71.4 | 66.1 |
| 2:50:05 PM | 69.3 | 73.7 | 64.6 |
| 2:51:05 PM | 69.2 | 71.8 | 65.9 |
| 2:52:05 PM | 68.2 | 71.4 | 64 |
| 2:53:05 PM | 67.6 | 72.8 | 62.1 |
| 2:54:05 PM | 69.3 | 73.8 | 66 |
| 2:55:05 PM | 67.1 | 69.1 | 63.7 |
| 2:56:05 PM | 67.7 | 71.9 | 62.7 |

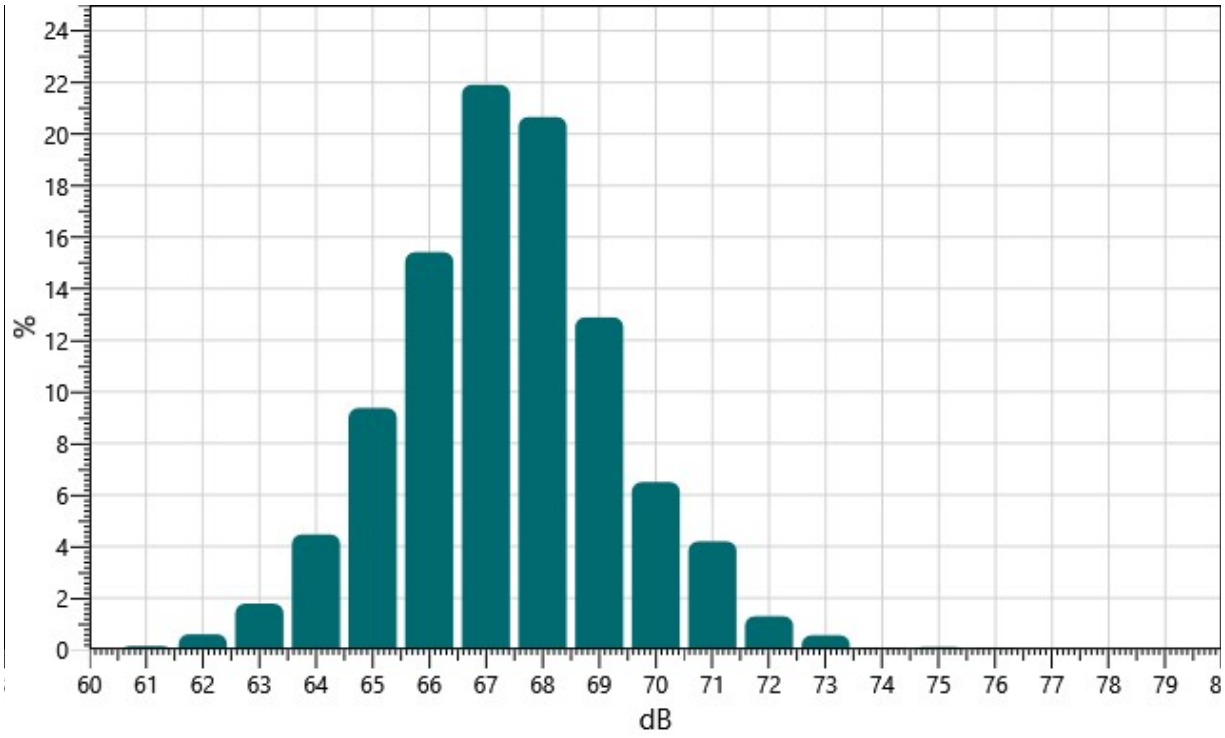
## Logged Data Chart

Location 1: Logged Data Chart




## Statistics Chart

Location 1: Statistics Chart




## Calibration History

| Date | Calibration Action | Level | Cal. Model Type | Serial Number | Cert. Due Date |
|---|---|---|---|---|---|
| 3/14/2016 2:39:45 PM | Calibration | 114.0 | | | |

# Kaiser Project

**Location 2**

## Information Panel

| | |
|---|---|
| Name | Location 2 |
| Start Time | 3/14/2016 3:00:46 PM |
| Stop Time | 3/14/2016 3:15:46 PM |
| Model Type | SoundPro DL |
| Run Time | 00:15:00 |

## Summary Data Panel

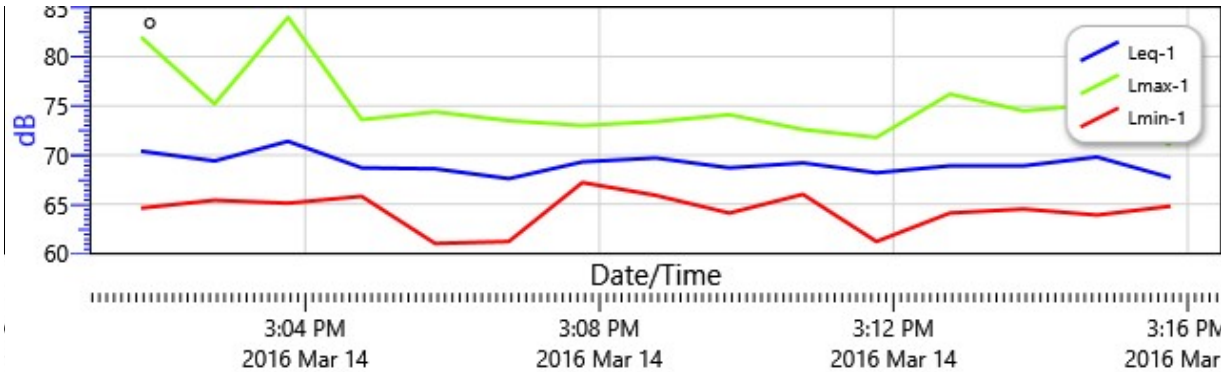
| Description | Meter | Value | Description | Meter | Value |
|---|---|---|---|---|---|
| Lmin | 1 | 61 dB | Lmax | 1 | 84 dB |
| Leq | 1 | 69.2 dB | | | |
| Exchange Rate | 1 | 3 dB | Log Rate | 1 | 60 s |
| Weighting | 1 | A | Response | 1 | SLOW |

## Logged Data Table

| Date/Time | Leq-1 | Lmax-1 | Lmin-1 |
|---|---|---|---|
| 3/14/2016 3:01:46 PM | 70.4 | 82 | 64.6 |
| 3:02:46 PM | 69.4 | 75.2 | 65.4 |
| 3:03:46 PM | 71.4 | 84 | 65.1 |
| 3:04:46 PM | 68.7 | 73.6 | 65.8 |
| 3:05:46 PM | 68.6 | 74.4 | 61 |
| 3:06:46 PM | 67.6 | 73.5 | 61.2 |
| 3:07:46 PM | 69.3 | 73 | 67.2 |
| 3:08:46 PM | 69.7 | 73.4 | 65.9 |
| 3:09:46 PM | 68.7 | 74.1 | 64.1 |
| 3:10:46 PM | 69.2 | 72.6 | 66 |
| 3:11:46 PM | 68.2 | 71.8 | 61.2 |
| 3:12:46 PM | 68.9 | 76.2 | 64.1 |
| 3:13:46 PM | 68.9 | 74.5 | 64.5 |
| 3:14:46 PM | 69.8 | 75.1 | 63.9 |
| 3:15:46 PM | 67.7 | 71 | 64.8 |

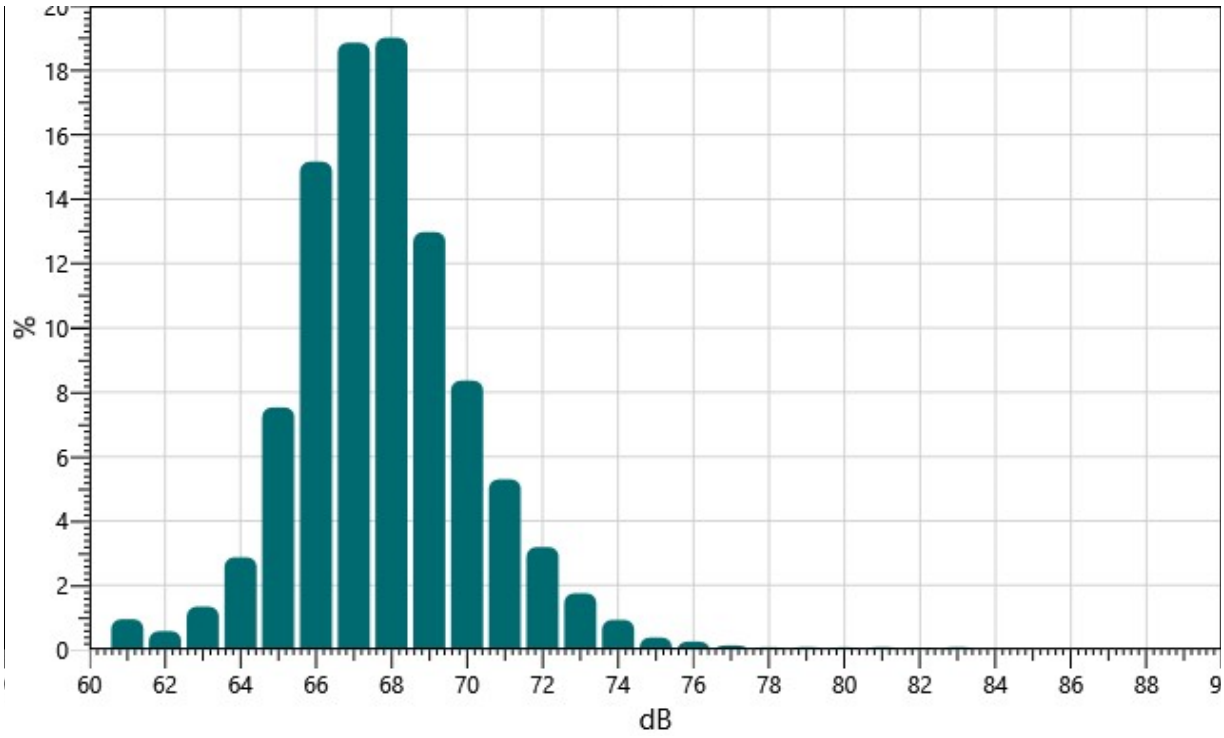
## Logged Data Chart

Location 2: Logged Data Chart




## Statistics Chart

Location 2: Statistics Chart




## Calibration History

| Date | Calibration Action | Level | Cal. Model Type | Serial Number | Cert. Due Date |
|---|---|---|---|---|---|
| 3/14/2016 2:39:45 PM | Calibration | 114.0 | | | |

## TRAFFIC NOISE LEVELS

**Project Name:** Kaiser Ventura

### Background Information

| | |
|---|---|
| Model Description: | FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels. |
| Analysis Scenario(s): | Existing , Existing Plus Project |
| Source of Traffic Volumes: | Project's Traffic Impact Study, Linscott Law & Greenspan, May 11, 2015. |
| Community Noise Descriptor: | $L_{dn}$: ____ CNEL: X |

| 24-Hour Traffic Distribution Per Below: | Day | Evening | Night |
|---|---|---|---|
| Total ADT Volumes | 77.70% | 12.70% | 9.60% |
| Medium-Duty Trucks | 87.43% | 5.05% | 7.52% |
| Heavy-Duty Trucks | 89.10% | 2.84% | 8.06% |

### Traffic Noise Levels

| Analysis Condition<br>Roadway Name<br>Roadway Segment | Land Use | Lanes | Median Width | Peak Hour Volume | ADT Volume | Design Speed (mph) | Dist. from Center to Receptor[1] | Alpha Factor | Barrier Attn. dB(A) | Vehicle Mix Medium Trucks | Vehicle Mix Heavy Trucks | Peak Hour dB(A) $L_{eq}$ | 24-Hour dB(A) CNEL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Existing Traffic Noise** | | | | | | | | | | | | | |
| Market Street | | | | | | | | | | | | | |
| between Eastman & Palma | industrial/commercial | 2 | 0 | 607 | 6,070 | 35 | 30 | 0 | 0 | 1.80% | 0.70% | 65.6 | 64.9 |
| between Palma & Portola | industrial/commercial | 2 | 0 | 613 | 6,125 | 35 | 30 | 0 | 0 | 1.80% | 0.70% | 65.7 | 64.9 |
| east of Portola | industrial/commercial | 2 | 0 | 770 | 7,700 | 35 | 30 | 0 | 0 | 1.80% | 0.70% | 66.7 | 65.9 |
| **Existing Plus Project Traffic Noise** | | | | | | | | | | | | | |
| Market Street | | | | | | | | | | | | | |
| between Eastman & Palma | industrial/commercial | 2 | 0 | 783 | 7,825 | 35 | 30 | 0 | 0 | 1.80% | 0.70% | 66.7 | 66.0 |
| between Palma & Portola | industrial/commercial | 2 | 0 | 788 | 7,880 | 35 | 30 | 0 | 0 | 1.80% | 0.70% | 66.8 | 66.0 |
| east of Portola | industrial/commercial | 2 | 0 | 946 | 9,455 | 35 | 30 | 0 | 0 | 1.80% | 0.70% | 67.6 | 66.8 |

[1] Distance in feet from the roadway centerline to nearest receptor location.

# Appendix XVI
# Traffic Impact Study

LINSCOTT LAW & GREENSPAN engineers

# TRAFFIC IMPACT STUDY

# KAISER PERMANENTE MARKET STREET MEDICAL OFFICE BUILDING PROJECT

**City of Ventura, California**
**May 11, 2015**

*Prepared for:*

**Kaiser Permanente**
**National Facilities Services, Southern California**
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Pasadena, California 91188

LLG Ref. 1-14-4079-1

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TRAFFIC IMPACT STUDY

# KAISER PERMANENTE MARKET STREET MEDICAL OFFICE BUILDING PROJECT

City of Ventura, California
May 11, 2015

## 1.0 INTRODUCTION

This traffic analysis has been conducted to identify and evaluate the potential traffic impacts of the proposed Kaiser Permanente Market Street Medical Office Building (MOB) project on the surrounding street system. The proposed project site is located primarily along the north side of the Market Street, south of the US-101 Freeway, and east of Portola Road in the City of Ventura, California. The proposed project site is bordered by the US-101 Freeway to the north and east, Market Street to the south, and existing commercial uses to the west. The proposed project site and general vicinity are shown in ***Figure 1-1***.

The traffic analysis follows City of Ventura traffic study guidelines and is consistent with traffic impact assessment guidelines set forth in the Ventura County Congestion Management Program[1]. This traffic analysis evaluates potential project-related impacts at 11 key intersections in the vicinity of the project site. The study intersections were determined in consultation with City of Ventura staff. The Intersection Capacity Utilization method was used to determine Volume-to-Capacity ratios and corresponding Levels of Service for the study intersections.

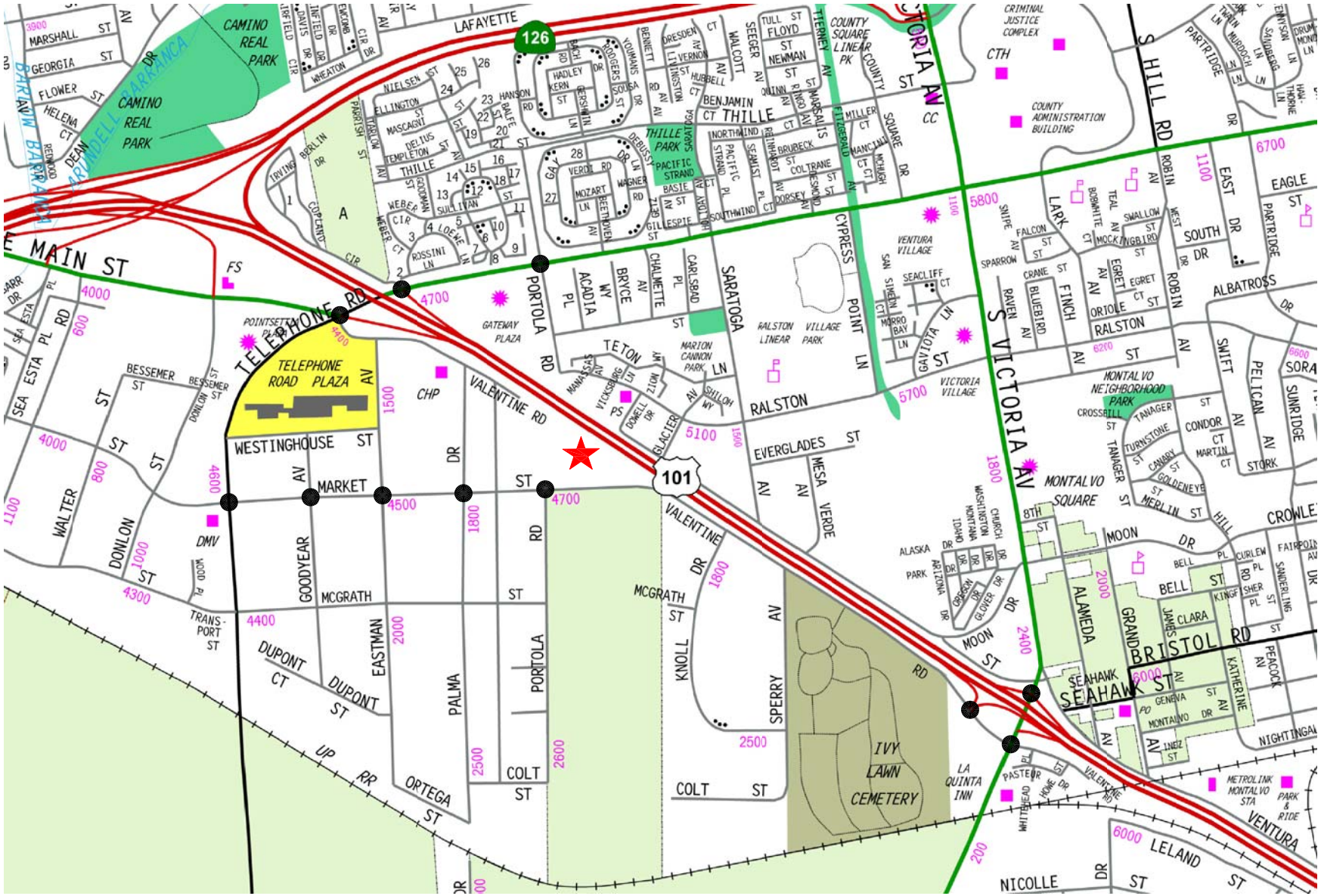
This study (i) presents existing traffic volumes, (ii) includes existing traffic volumes with the forecast traffic volumes from the proposed project, (iii) recommends mitigation measures, where necessary, (iv) forecasts future baseline traffic volumes, (v) forecasts future traffic volumes with the proposed project, (vi) determines forecast future with project-related impacts, and (vii) recommends mitigation measures, where necessary.

### 1.1 Study Area

Upon coordination with City of Ventura staff, 11 study intersections have been identified for evaluation during the weekday morning and afternoon peak hours. The 11 study intersections provide local access to the study area and define the extent of the boundaries for this traffic impact analysis. Further discussion of the existing street system and study area is provided in Section 3.0.

The general location of the project in relation to the study locations and surrounding street system is presented in *Figure 1–1*. The traffic analysis study area is generally comprised of those locations which have the greatest potential to experience significant traffic impacts due to the proposed project

[1] *2009 Ventura County Congestion Management Program*, Ventura County Transportation Commission, July 10, 2009.


MAIN ST
TELEPHONE RD
TELEPHONE ROAD PLAZA
WESTINGHOUSE ST
MARKET
VALENTINE RD
VALENTINE
RALSTON
EVERGLADES ST
MESA VERDE
PORTOLA RD
SARATOGA
CYPRESS POINT LN
VICTORIA AV
S VICTORIA AV
S HILL RD
BRISTOL RD
SEAHAWK ST
MONTALVO SQUARE
MONTALVO NEIGHBORHOOD PARK
IVY LAWN CEMETERY
LA QUINTA INN
METROLINK MONTALVO STA
PARK & RIDE
COUNTY SQUARE LINEAR PK
COUNTY ADMINISTRATION BUILDING
CRIMINAL JUSTICE COMPLEX
CTH
CC
CAMINO REAL PARK
ARUNDELL BARRANCA
BARRANCA
THILLE PARK
PACIFIC STRAND
GATEWAY PLAZA
RALSTON LINEAR VILLAGE PARK
MARION CANNON PARK
VENTURA VILLAGE
CHP
DMV
FS
PS
GOODYEAR
MCGRATH
EASTMAN
PALMA
ORTEGA
COLT ST
KNOLL
SPERRY
DUPONT CT
DUPONT ST
TRANS-PORT ST
WALTER
DONLON
BESSEMER
ESTA PL
SEA
UP RR
101
126
LAFAYETTE
NICOLLE
LELAND
VENTURA
ALAMEDA
GRANDVIEW
BELL
MOON
ALBATROSS
EAGLE
SOUTH DR
EAST DR
ROBIN
RALSTON
SWIFT
PELICAN
SORA
SUNRIDGE
CROWLEY
STORK
CONDOR
MARTIN
MERLIN
GOLDENEYE
CANARY
TURNSTONE
TANAGER
CRANE
BLUEBIRD
FINCH
ORIOLE
EGRET
SWALLOW
MOCKINGBIRD
FALCON
SPARROW
RAVEN
LARK
SNIPE
BOBWHITE
TEAL
PARTRIDGE
NIGHTINGALE
PEACOCK
KATHERINE
GENEVA
MONTALVO
INEZ ST
PASTEUR
WHITEHEAD
VALENTINE RD
ALASKA
ARIZONA
IDAHO
MONTANA
WASHINGTON
CHURCH
GLOVER
CURLEW
SANDERLING
CLARA
JAMES
KINGF
SHER
MARSHALL ST
GEORGIA ST
FLOWER ST
HELENA CT
REDWOOD
DEAN
WHEATON
DAVIS
INFELD
ARFIELD
EUCLID
BERLIN DR
IRVING
CUPERTO
ROSSINI LN
SULLIVAN
LOEME
WEBER
ELLINGTON
MASCAGNI
DELIUS
TEMPLETON
THILLE
GOODMAN
NIELSEN ST
HANSON
HADLEY
KERN
GERSHWIN
ROGERS
SOUSA
YOUMANS
BENNETT
DRESDEN
VERNON
LIVINGSTON
HUBBELL
WALCOTT
SEEGER
TULL ST
FLOYD ST
NEWMAN ST
QUINN
MARSALIS
TIERNEY
FITZGERALD
MILLER
MANCINI
MCHUGH
BENJAMIN CT
NORTHWIND
BRUBECK
COLTRANE
DORSEY
DESMOND
SEAMIST
SOUTHWIND
BASIE
GILLESPIE
VERDI
MOZART
BEETHOVEN
WAGNER
DEBUSSY
GALA
ACADIA PL
BRYCE
CHALMETTE
CARLSBAD
TETON
MANASSAS
VICKSBURG
ZION
SHILOH
GLACIER
DOWELL
SEACLIFF CT
MORRO BAY
SAN SIMEON
GAVIOTA LN
PARTRIDGE
MURDOCH
SANDBERG
DRUMMONDS
HAWTHORNE
MARIN
MARSH
MARSHALL
MAIN ST
POINTSETTA PL
SEA ESTA PL
BESSEMER ST
DONLON ST
WOOD PL
TRANS-PORT ST
DUPONT CT
DUPONT ST
ORTEGA ST
COLT ST
KNOLL DR
SPERRY AV
MESA VERDE AV
EVERGLADES ST
RALSTON ST
VALENTINE RD
PORTOLA RD
PALMA
EASTMAN
GOODYEAR
MARKET
WESTINGHOUSE ST
TELEPHONE RD
WALTER
DONLON
BESSEMER ST

as defined by the Lead Agency. In the traffic engineering practice, the study area generally includes those intersections that are:

a. Immediately adjacent or in close proximity to the project site;

b. In the vicinity of the project site that are documented to have current or projected future adverse operational issues; and

c. In the vicinity of the project site that are forecast to experience a relatively greater percentage of project-related vehicular turning movements (e.g., at freeway ramp intersections).

The locations selected for analysis were based on the above criteria, proposed Kaiser Permanente Market Street MOB project peak hour vehicle trip generation, the anticipated distribution of project vehicular trips and existing intersection/corridor operations.

# 2.0 PROJECT DESCRIPTION

## 2.1 Existing Project Site

The proposed project site is located primarily along the north side of the Market Street, south of the US-101 Freeway, and east of Portola Road. The proposed project site is bordered by the US-101 Freeway to the north and east, Market Street to the south, and existing commercial uses to the west. It is noted that the existing project site is currently vacant. The proposed project site and general vicinity are shown in *Figure 1-1*. An aerial photograph of the existing project site is contained in ***Figure 2-1***.

## 2.2 Proposed Project Description

The proposed project consists of the development of two medical office buildings totaling approximately 72,000 gross square feet of building area. The proposed medical office buildings will be located in the central portion of the site and will include a public square connecting both buildings. The proposed project will be constructed in two development phases as outlined below:

- Phase I: 56,000 gross square feet of MOB
- Phase II: 16,000 gross square feet of MOB

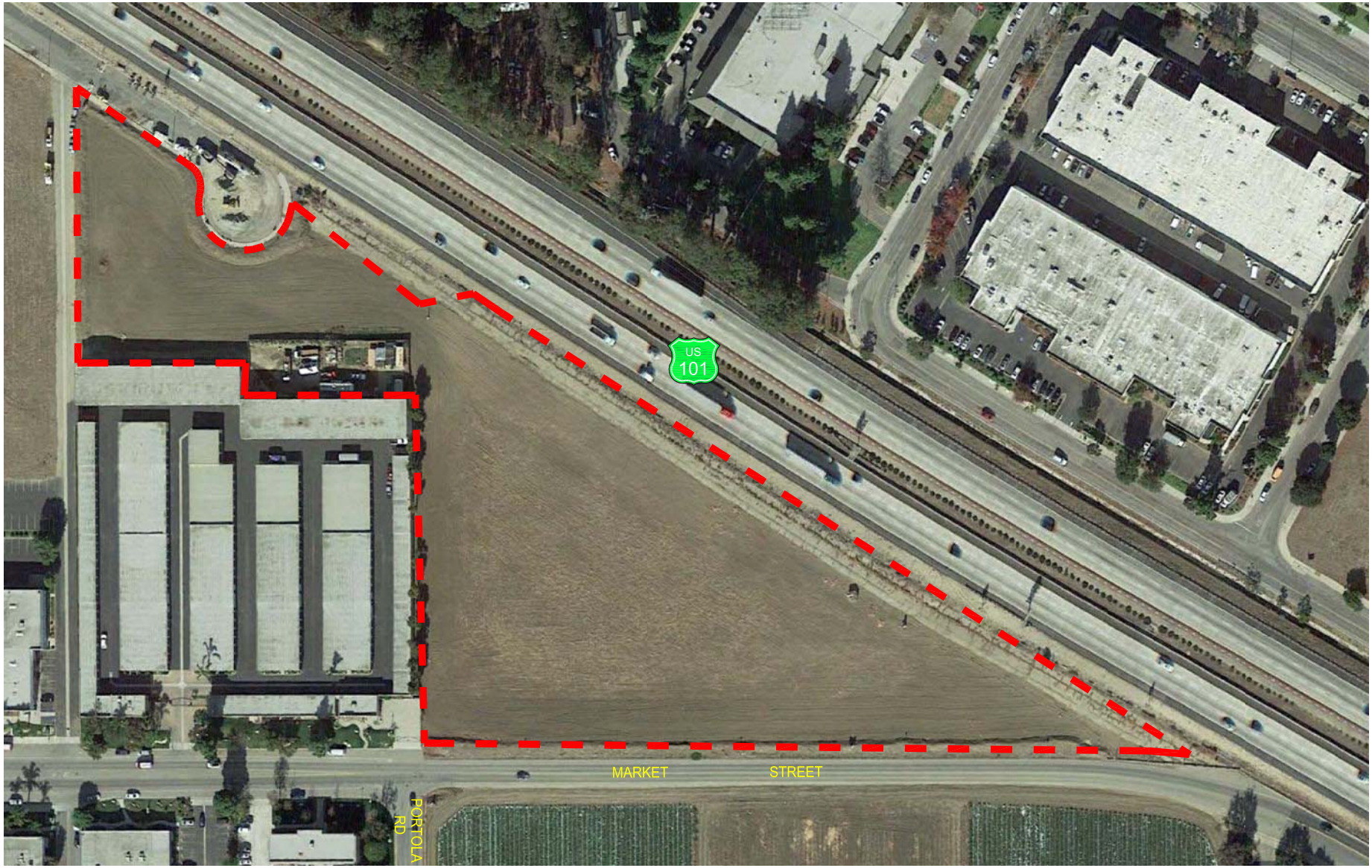
A total of 420 surface parking spaces will be provided on-site, including 384 standard parking spaces and 36 accessible spaces. Construction of the proposed project is expected to commence in year 2015 with occupancy in the year 2017. The conceptual site plan for the proposed project is illustrated in ***Figure 2-2***.

Vehicular access to the proposed project will be provided via three driveways: two driveways on Market Street and one driveway on Valentine Road at the rear of the site. Further discussion of the project's site access and circulation scheme is provided in Section 3.0.

## 2.3 City of Ventura General Plan

The project site is located within the traffic analysis zone (TAZ) 304 in the City of San Buenaventura's Traffic Analysis Model. The current City of Ventura General Plan zoning for this TAZ allows for the development of the following land uses:

- Office: 83,110 square feet
- Government Office: 6,730 square feet
- Light Industrial: 303,540 square feet
- Warehouse/Manufacturing: 41,740 square feet
- Theater: 6 Screens




N
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PROJECT SITE

FIGURE 2-1
AERIAL PHOTOGRAPH OF THE EXISTING PROJECT SITE

LINSCOTT, LAW & GREENSPAN, engineers

KAISER PERMANENTE MARKET STREET MOB PROJECT

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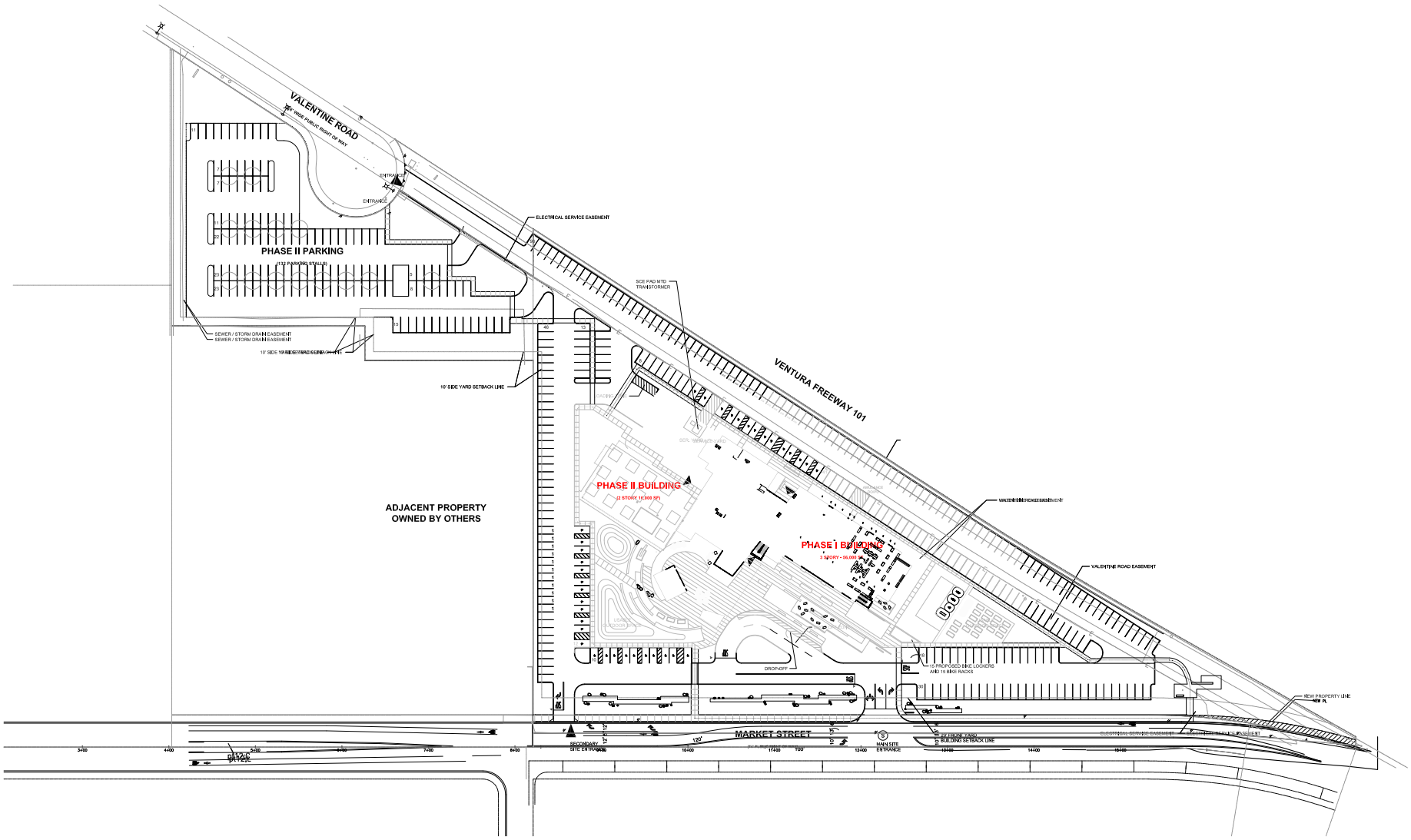


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SOURCE: TAYLOR DESIGN

# FIGURE 2-2
# SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

KAISER PERMANENTE MARKET STREET MOB PROJECT

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It should be noted that the General Plan growth projections for the vacant land in TAZ 304 include the following:

- Office: 25,000 square feet
- Light Industrial: 68,000 square feet
- Warehouse/Manufacturing: 20,000 square feet

The traffic model assumes that the proposed medical office building is in addition to the General Plan growth projections and therefore represents a worst-case analysis. Only a portion of the General Plan growth will occur on the remaining 3.39 acres of vacant land within TAZ 304. The current General Plan zoning and development potentials within the study area are included in the City of San Buenaventura's Traffic Analysis Model forecasts of future on-street traffic conditions.

# 3.0 SITE ACCESS AND CIRCULATION

Descriptions of the existing site and proposed project site access and circulation schemes are provided in the following subsections.

## 3.1 Existing Site Access

As the site is currently undeveloped, no formal paved access points (i.e., driveways) are provided for the site along the Market Street or Valentine Road project frontages. It is important to note that just east of the existing north-south private internal roadway for the adjacent mini storage facility, Valentine Road transitions to an existing cul-de-sac, since portions of the road were vacated (i.e., the portion of roadway bordering the project site to the north. An aerial photograph of the existing project site is contained in *Figure 2-1*.

## 3.2 Proposed Project Site Access

The proposed site access scheme for the Kaiser Permanente Market Street MOB project is displayed in *Figure 2-2*. Access to the proposed project site will be provided via a total of three driveways including the two driveways on Market Street and one driveway off of the existing cul-de-sac of Valentine Road. A description of the planned project site driveways are provided in the following paragraphs.

- *Market Street Westerly Project Driveway:*

  This project driveway will be located on the north side of Market Street along the southerly property frontage. The westerly project driveway will be located at the southwest corner of the project site and is planned to accommodate right-turn ingress and egress turning movements only due to the close proximity to the Portola Road/Market Street intersection. The westerly project site driveway will provide access to the surface parking spaces and would serve as an exit from the proposed service yard area planned to be located along the west side of the medical office building. The westerly project site driveway will be constructed to City of Ventura design standards.

- *Market Street Easterly Project Driveway:*

  This project driveway will be located on the north side of Market Street approximately mid-way between Portola Road and the portion of Valentine Road east of the project site. The easterly project site driveway will provide access to the planned drop-off/pick-up area for the medical office buildings. Full access will be provided (i.e., right-turn and left-turn ingress and egress turning movements) at this project driveway. It is anticipated that an exclusive left-turn lane will be provided on Market Street in order to accommodate eastbound left-turn movements into this project driveway. The easterly project site driveway will be constructed to City of Ventura design standards.

- *Valentine Road Project Driveway:*

  This project driveway will be located on the south/east side of Valentine Road at the southwest corner of the project site off the existing cul-de-sac. The Valentine Road project driveway is planned to accommodate inbound and outbound access traffic movements at the easterly end of the existing cul-de-sac. The Valentine Road project site driveway will provide access to the proposed medical buildings and associated parking spaces, service area as well as the internal roadway that runs along the northerly boundary of the project site. The Valentine Road project site driveway will be constructed to City of Ventura design standards.

## 3.3 Pedestrian Access

The project will be designed to encourage pedestrian activity and walking as a transportation mode.[2] As indicated in *Figure 2–2*, the proposed project will connect to adjacent sidewalks and the proposed Kaiser Permanente Thrive Path, and will include site enhancements to promote walkability. Walkability is a term for the extent to which walking is readily available as a safe, connected, accessible and pleasant mode of transport. There are several criteria that are widely accepted as key aspects of the walkability of urban areas that should be satisfied. The underlying principle is that pedestrians should not be delayed, diverted, or placed in danger. The widely accepted characteristics of walkability are as follows:

- Connectivity: People can walk from one place to another without encountering major obstacles, obstructions, or loss of connectivity.

- Convivial: Pedestrian routes are friendly and attractive, and are perceived as such by pedestrians.

- Conspicuous: Suitable levels of lighting, visibility and surveillance over its entire length, with high quality delineation and signage.

- Comfortable: High quality and well-maintained footpaths of suitable widths, attractive landscaping and architecture, shelter and rest spaces, and a suitable allocation of roadspace to pedestrians.

- Convenient: Walking is a realistic travel choice, partly because of the impact of the other criteria set forth above, but also because walking routes are of a suitable length as a result of land use planning with minimal delays.

[2] For example, refer to http://www.walkscore.com/, which generates a walkability score of approximately 55 (Somewhat Walkable) out of 100 for the project site. Walk Score calculates the walkability of an address by locating nearby stores, restaurants, schools, parks, etc. Walk Score measures how easy it is to live a car-lite lifestyle—not how pretty the area is for walking.

A review of the project site location and pedestrian walkway network indicates that these five primary characteristics are accommodated as part of the proposed project. The project site is accessible from nearby public bus and rail transit stops as well as other amenities along nearby major corridors. The majority of pedestrian access to the project site is envisioned to occur via the existing and future public sidewalks provided along streets in the study area. In addition, the site's internal pedestrian walkways and adjacent sidewalks will be appropriately landscaped and adorned to provide a friendly walking environment.

## 3.4 Bicycle Access

Bicycle access to the project site is facilitated by the City of Ventura bicycle roadway network. Existing or proposed bicycle facilities (e.g., Class I Bicycle Path, Class II Bicycle Lanes, Class III Bicycle Routes, Proposed Bicycle Routes, Bicycle Friendly Streets, etc.) in the City's 2005 Bicycle Plan are located within an approximate one-mile radius from the project site.[3] The Citywide Bikeway System in close proximity to the project site and in the surrounding area is illustrated in ***Figure 3-1***.

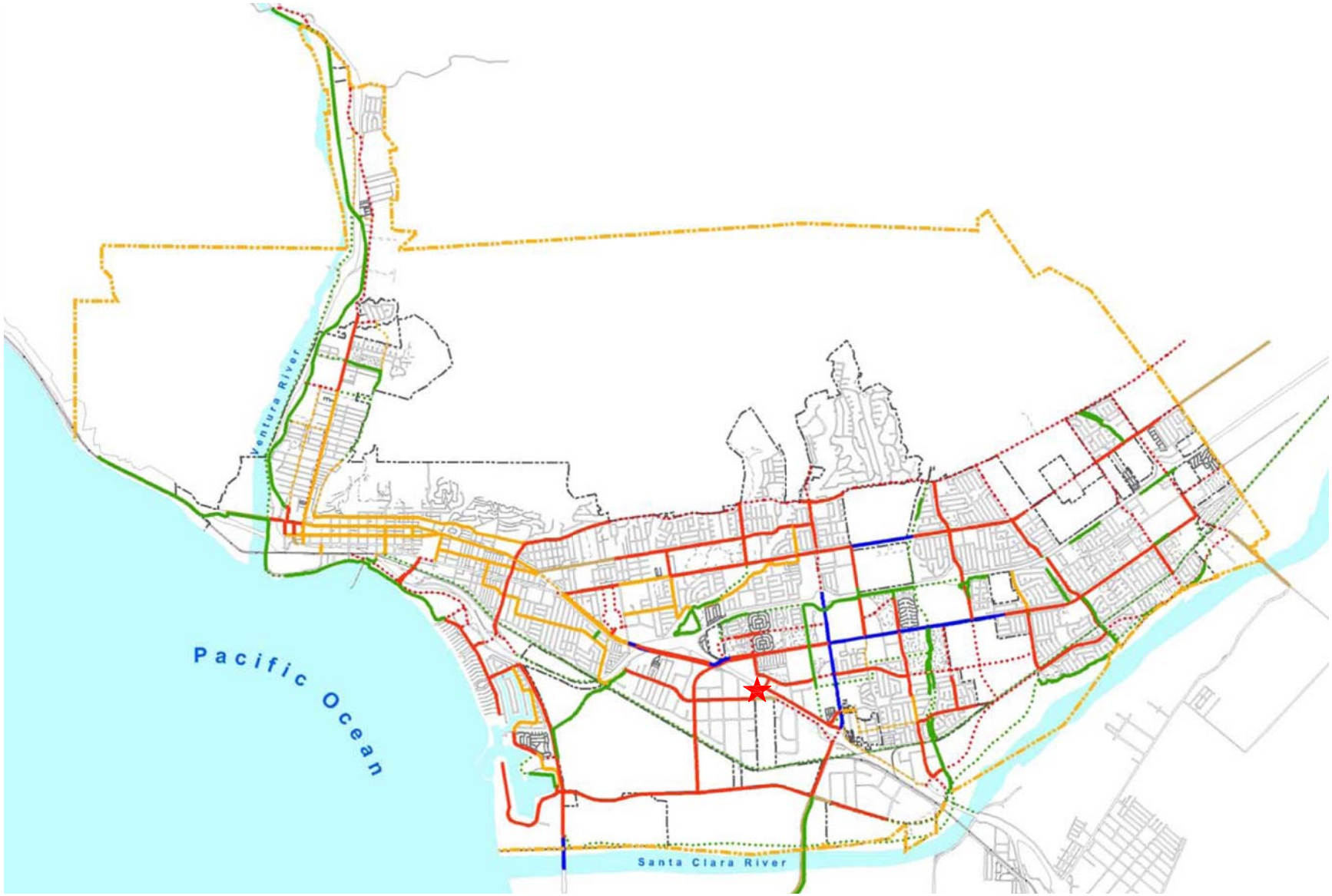
The Federal and State transportation system recognizes three primary bikeway facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). Bicycle Paths (Class I) are exclusive car free facilities that are typically not located within a roadway area. Bicycle Lanes (Class II) are part of the street design that is dedicated only for bicycles and identified by a striped lane separating vehicle lanes from bicycle lanes. Bicycle Routes (Class III) are preferably located on collector and lower volume arterial streets.

Three bicycle facilities in the City's bicycle network are located within an approximate one-mile radius from the project site:

- <u>North-South Routes</u>
  - Telephone Road: Class II Bike Lane
  - Victoria Avenue: Class II Bike Lane
- <u>East-West Routes</u>
  - Market Street: Class II Bike Lane

Use of bicycles as a transportation mode to and from the project site should be encouraged by the provision of ample and safe parking. The type of spaces and dimensions will be provided based on City Code requirements (refer to City of Ventura Municipal Code Chapter 24.415.140). The number of required bicycle parking spaces must be no less than 10 percent (10%) of the number of spaces required for motor vehicle parking for commercial. The bicycle spaces should be provided in a readily accessible location(s). The selected location(s) will encourage use and maintain visibility for

[3] Source: *2005 Ventura General Plan*, City of Ventura, August 8, 2005.




MAP SOURCE: CITY OF SAN BUENAVENTURA, CA

N

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PROJECT SITE

| | Class 1 | Class 2 | Class 3 | Shoulder |
|---|---|---|---|---|
| Existing | | | | |
| Future | | | | |
| Existing Sidewalk | | | | |

Other
City Limits
Planning Boundary

# FIGURE 3-1
# CITYWIDE BIKEWAY SYSTEM

LINSCOTT, LAW & GREENSPAN, engineers

KAISER PERMANENTE MARKET STREET MOB PROJECT

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personal safety and theft protection. Appropriate lighting will be provided to increase safety and provide theft protection during night-time parking.

# 4.0 EXISTING STREET SYSTEM

## 4.1 Local Street System

Immediate access to the Kaiser Permanente Market Street MOB project and associated parking facilities will be provided via Market Street and Valentine Road. The following 11 study intersections were selected for analysis by City staff in order to determine potential impacts related to the proposed project:

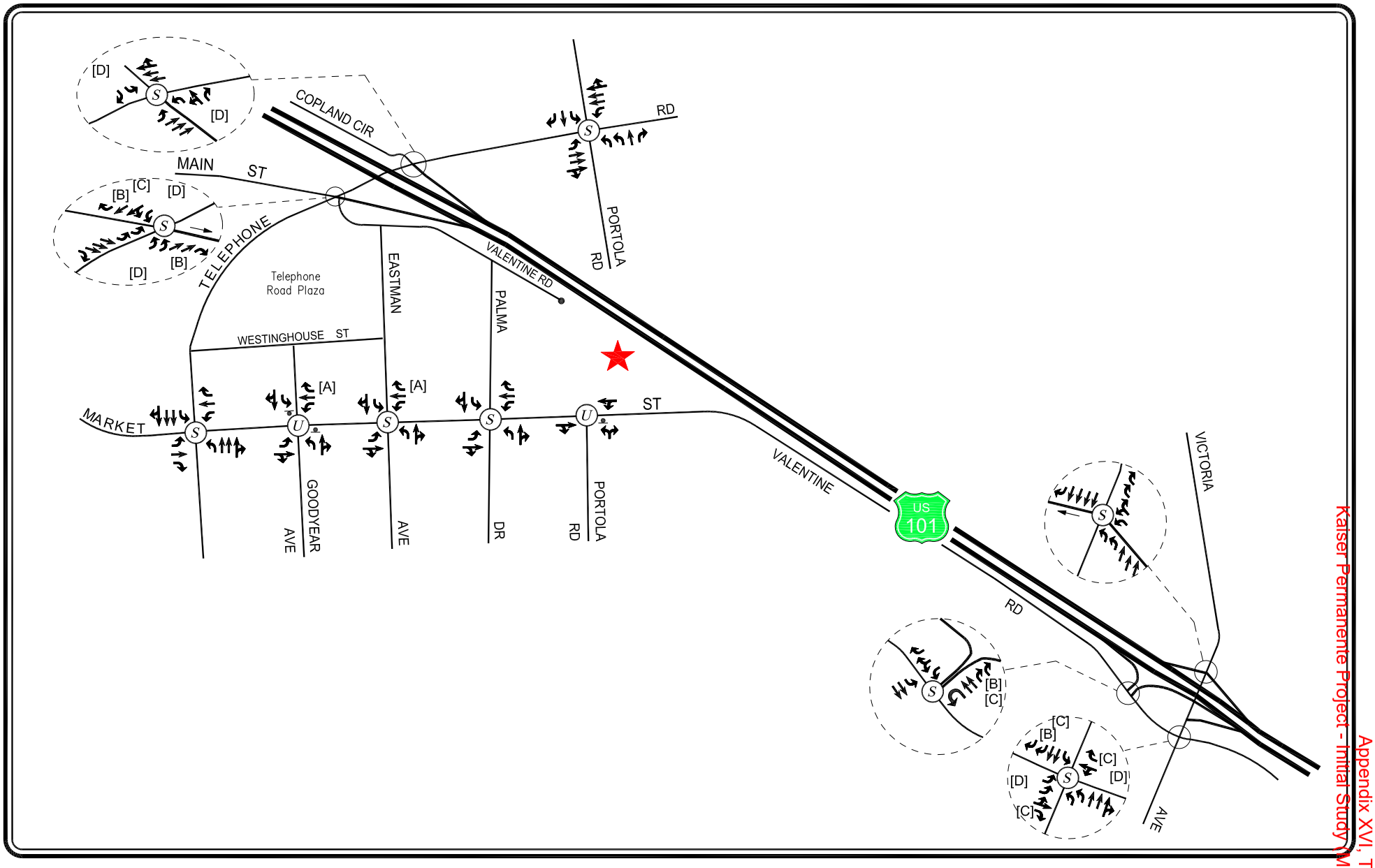
1. Telephone Road/Market Street
2. Goodyear Avenue/Market Street
3. Telephone Road/Main Street-US-101 Freeway Southbound On-Ramps-Valentine Road
4. Eastman Avenue/Market Street
5. US-101 Freeway Northbound Off-Ramp-Copland Circle/Telephone Road
6. Palma Drive/Market Street
7. Portola Road/Telephone Road
8. Portola Road/Market Street
9. US-101 Freeway Southbound Ramps/Valentine Road
10. Victoria Avenue/ US-101 Freeway Northbound Ramps
11. Victoria Avenue/Valentine Road

Nine of the 11 study intersections selected for analysis are presently controlled by traffic signals. The remaining two intersections (Intersection No. 2, Goodyear Avenue/Market Street and Intersection No. 8, Portola Road/Market Street) are stop-sign controlled. The existing lane configurations at the 11 study intersections are displayed in ***Figure 4-1***.

## 4.2 Roadway Classifications

The City of Ventura utilizes the roadway categories recognized by regional, state and federal transportation agencies. There are four categories in the roadway hierarchy, ranging from freeways with the highest capacity to two-lane undivided roadways with the lowest capacity. The roadway categories are summarized as follows:

- *Freeways* are limited-access and high speed travel ways included in the state and federal highway systems. Their purpose is to carry regional through-traffic. Access is provided by interchanges with typical spacing of one mile or greater. No local access is provided to adjacent land uses.

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| | | | |
|---|---|---|---|
| ★ | PROJECT SITE | [A] | DE-FACTO RIGHT-TURN LANE |
| (S) | SIGNALIZED INTERSECTION | [B] | NO RIGHT-TURN ON RED |
| (S) | UNSIGNALIZED INTERSECTION | [C] | OVERLAP PHASE |
| ● | STOP SIGN | [D] | SPLIT PHASE |

# FIGURE 4-1
# EXISTING LANE CONFIGURATIONS

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- *Arterial* roadways are major streets that primarily serve through-traffic and provide access to abutting properties as a secondary function. Arterials are generally designed with two to six travel lanes and their major intersections are signalized. This roadway type is divided into two categories: principal and minor arterials. Principal arterials are typically four-or-more lane roadways and serve both local and regional through-traffic. Minor arterials are typically two-to-four lane streets that service local and commute traffic.

- *Collector* roadways are streets that provide access and traffic circulation within residential and non-residential (e.g., commercial and industrial) areas. Collector roadways connect local streets to arterials and are typically designed with two through travel lanes (i.e., one through travel lane in each direction) that may accommodate on-street parking. They may also provide access to abutting properties.

- *Local* roadways distribute traffic within a neighborhood, or similar adjacent neighborhoods, and are not intended for use as a through-street or a link between higher capacity facilities such as collector or arterial roadways. Local streets are fronted by residential uses and do not typically serve commercial uses.

## 4.3 Roadway Descriptions

A review of the important roadways in the project site vicinity and study area is summarized in ***Table 4-1***. As indicated in *Table 4-1*, the important roadways within the project study area were reviewed in terms of the number of lanes provided, parking restrictions, posted speed limits, etc. Additionally, the roadway classifications of key roads in the project study area are also presented in *Table 4-1*.

## 4.4 Transit Services[4]

Public bus and rail transit service is provided within the Kaiser Permanente Market Street MOB project study area. Public bus transit service is currently provided by Gold Coast Transit (formerly South Coast Area Transit). Metrolink also operates one commuter rail transit line which stop and service the East Ventura Station. The Ventura County Line runs east-west from Montalvo to the Los Angeles Union Station. A summary of the existing transit service, including the transit route, destinations and peak hour headways is presented in ***Table 4–2***. The existing public transit routes in the Kaiser Permanente Market Street MOB project site vicinity are illustrated in ***Figure 4–2***.

[4] Walk Score also calculates a transit score based on the number and proximity of bus and rail routes near the project site. For example, refer to http://www.walkscore.com/, which generates a transit score of approximately 83 (Excellent Transit) out of 100 for the project site. Walk Score calculates the transit score of an address by locating nearby bus/rail transit routes and stops. Walk Score measures how easy it is to live a car-lite lifestyle—not how pretty the area is for using transit service.

Table 4-1
EXISTING ROADWAY DESCRIPTIONS

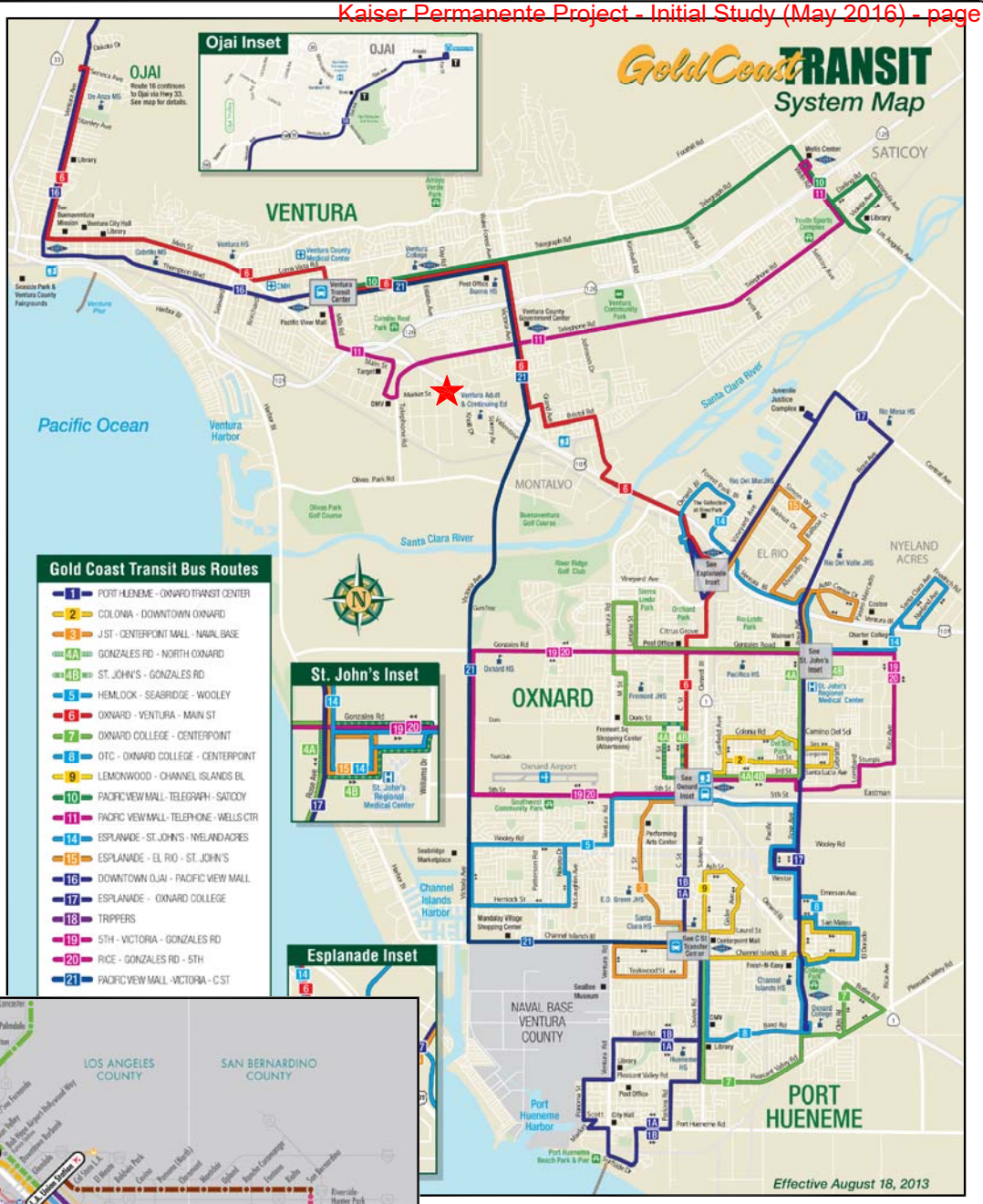
| Roadway | Classification [1] | Travel Lanes | | Median Types [4] | Speed Limit [5] |
|---|---|---|---|---|---|
| | | Direction [2] | No. Lanes [3] | | |
| Telephone Road | Primary Arterial | NB-SB | 6 | RMI | 40 to 45 |
| Goodyear Avenue | Local | NB-SB | 2 | 2WLT | |
| Eastman Avenue | Local | NB-SB | 2 | 2WLT | |
| Palma Drive | Local | NB-SB | 2 | 2WLT | |
| Portola Road | Collector - North of US-101 | NB-SB | 2 to 4 [6] | RMI - N/A | |
| | Local - South of US-101 | | 2 | N/A | |
| Victoria Avenue | Primary Arterial | NB-SB | 2 to 8 [7] | RMI | 40 to 55 |
| Main Street | Primary Arterial | EB-WB | 6 | RMI | 40 |
| Valentine Road | Local - East of Telephone Rd. and East of Victoria Ave. | NEB-SWB | 2 | N/A | |
| | Collector - Between Market St. and Victoria Ave. | | 4 | N/A | 45 |
| Copland Circle | Local | EB-WB | 2 | N/A | |
| Market Street | Collector | EB-WB | 2 | 2WLT | 35 |

Notes:
[1] Roadway classifications obtained from the *2005 City of Ventura General Plan* .
[2] Direction of roadways in the project area: NB-SB - north and southbound; and EB-WB - east and westbound.
[3] Number of lanes in both directions on the roadway. Variations in number of travel lanes are noted below.
[4] Median type of the road: RMI - Raised Median Island; 2WLT - 2-Way Left-Turn Lane; and N/A-Not Applicable.
[5] Roadways with no reported Speed Limit did not have posted speed limits in the vicinity of the project study locations.
[6] Two lanes in each direction north of Telephone Road, one lane in each direction south of Telephone Road.
[7] Four lanes in each direction north of US-101, two lanes in each direction south of US-101.

Table 4-2
EXISTING TRANSIT ROUTES [1]

| ROUTE | DESTINATIONS | ROADWAY(S) NEAR SITE | NO. OF BUSES/TRAINS DURING PEAK HOUR | | |
|---|---|---|---|---|---|
| | | | DIR | AM | PM |
| GCT 11 | Pacific View Mall - Telephone - Wells Center | Telephone Road, Market Street, Portola Road | EB<br>WB | 1<br>2 | 2<br>2 |
| GCT 21 | Pacific View Mall - Victoria - C Street Transfer Center | Victoria Avenue, Valentine Road | NB<br>SB | 2<br>2 | 2<br>2 |
| Metrolink Ventura County Line [2] | Los Angeles Union Station to East Ventura via Glendale, Burbank, Van Nuys, Northridge, Chatsworth, Simi Valley, Moorpark, Camarillo, Oxnard | East Ventura Station | NB<br>SB | 0<br>2 | 2<br>0 |
| | | | Total | 9 | 10 |

[1] Sources: Gold Coast Transit (GCT), and Metrolink Transit websites, 2014.
[2] Although Metrolink runs to and from Los Angeles, it operates outside of the 7-9 AM and 4-6 PM peak periods.



MAP SOURCE: GOLD COAST TRANSIT & METROLINK

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# FIGURE 4-2
# EXISTING PUBLIC TRANSIT ROUTES

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## 5.0 TRAFFIC COUNTS

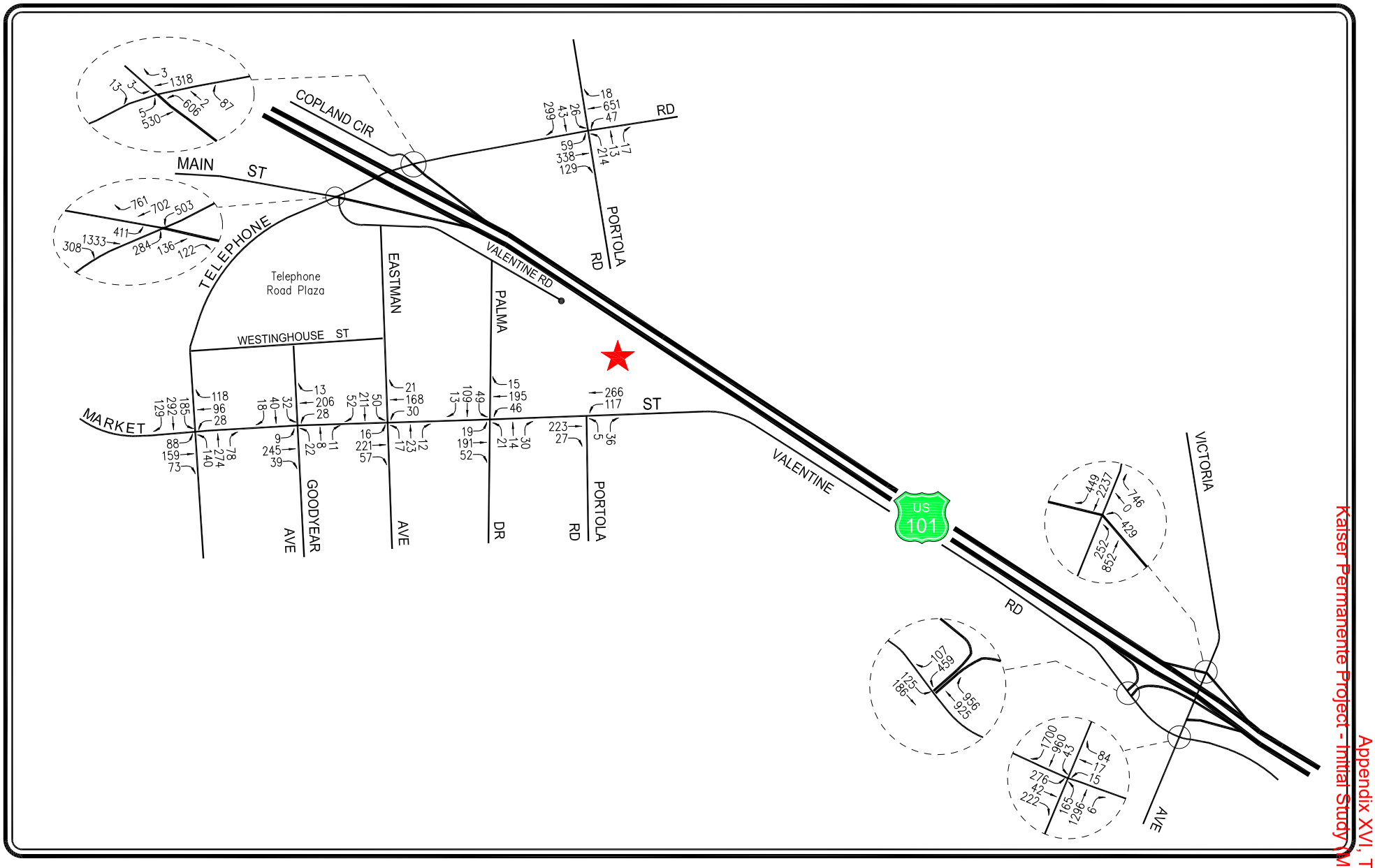
Manual counts of vehicular turning movements were conducted at each of the 11 study intersections during the weekday morning (AM) and afternoon (PM) commuter periods to determine the peak hour traffic volumes. The manual counts were conducted in August 2014 by independent traffic count subconsultants (The Traffic Solution and City Traffic Counters) at the 11 study intersections from 7:00 to 9:00 AM to determine the AM peak commuter hour, and from 4:00 to 6:00 PM to determine the PM peak commute hours. Traffic volumes at the study intersections show the typical peak periods between 7:00 to 9:00 AM and 4:00 to 6:00 PM generally associated with metropolitan peak commute hours.

The weekday AM and PM peak hour manual counts of vehicle movements at the 11 study intersections are summarized in ***Table 5-1***. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in ***Figures 5-1*** and ***5-2***, respectively. Summary data worksheets of the manual traffic counts at the study intersections are contained in ***Appendix A***.

Table 5-1
EXISTING TRAFFIC VOLUMES [1]

| NO. | INTERSECTION | DATE | DIR | AM PEAK HOUR BEGAN | AM PEAK HOUR VOLUME | PM PEAK HOUR BEGAN | PM PEAK HOUR VOLUME |
|---|---|---|---|---|---|---|---|
| 1 | Telephone Road/ Market Street | 08/27/2014 | NB | 8:00 | 492 | 4:45 | 711 |
| | | | SB | | 606 | | 616 |
| | | | EB | | 320 | | 425 |
| | | | WB | | 242 | | 632 |
| 2 | Goodyear Avenue/ Market Street | 08/27/2014 | NB | 8:00 | 41 | 4:15 | 83 |
| | | | SB | | 90 | | 60 |
| | | | EB | | 293 | | 262 |
| | | | WB | | 247 | | 577 |
| 3 | Telephone Road/ Main Street-US-101 SB On-Ramp- Valentine Road | 08/27/2014 | NB | 7:45 | 542 | 4:30 | 1,499 |
| | | | SB | | 1,966 | | 1,661 |
| | | | EB | | 2,052 | | 2,483 |
| | | | WB | | 0 | | 0 |
| 4 | Eastman Avenue/ Market Street | 08/27/2014 | NB | 7:45 | 52 | 4:15 | 235 |
| | | | SB | | 313 | | 189 |
| | | | EB | | 294 | | 244 |
| | | | WB | | 219 | | 443 |
| 5 | US-101 NB Off-Ramp-Copland Circle/ Telephone Road | 08/27/2014 | NB | 7:45 | 695 | 4:30 | 599 |
| | | | SB | | 16 | | 16 |
| | | | EB | | 535 | | 1,274 |
| | | | WB | | 1,321 | | 1,213 |
| 6 | Palma Drive/ Market Street | 08/27/2014 | NB | 7:45 | 65 | 4:30 | 213 |
| | | | SB | | 171 | | 125 |
| | | | EB | | 262 | | 282 |
| | | | WB | | 256 | | 345 |
| 7 | Portola Road/ Telephone Road | 08/27/2014 | NB | 7:30 | 244 | 5:00 | 300 |
| | | | SB | | 368 | | 214 |
| | | | EB | | 526 | | 1,315 |
| | | | WB | | 716 | | 709 |
| 8 | Portola Road/ Market Street | 08/27/2014 | NB | 7:45 | 41 | 4:15 | 211 |
| | | | SB | | 0 | | 0 |
| | | | EB | | 250 | | 399 |
| | | | WB | | 383 | | 337 |
| 9 | US-101 SB Ramps/ Valentine Road | 08/27/2014 | NB | 7:45 | 0 | 4:30 | 0 |
| | | | SB | | 566 | | 612 |
| | | | EB | | 311 | | 986 |
| | | | WB | | 1,881 | | 1,334 |
| 10 | Victoria Avenue/ US-101 NB Ramps | 08/27/2014 | NB | 7:15 | 1,104 | 4:30 | 1,701 |
| | | | SB | | 2,686 | | 2,839 |
| | | | EB | | 0 | | 0 |
| | | | WB | | 1,175 | | 1,029 |
| 11 | Victoria Avenue/ Valentine Road | 08/27/2014 | NB | 7:30 | 2,010 | 4:30 | 1,936 |
| | | | SB | | 2,703 | | 2,875 |
| | | | EB | | 540 | | 1,093 |
| | | | WB | | 116 | | 149 |

[1] Counts conducted by The Traffic Solution and City Traffic Counters

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# FIGURE 5-1
# EXISTING TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

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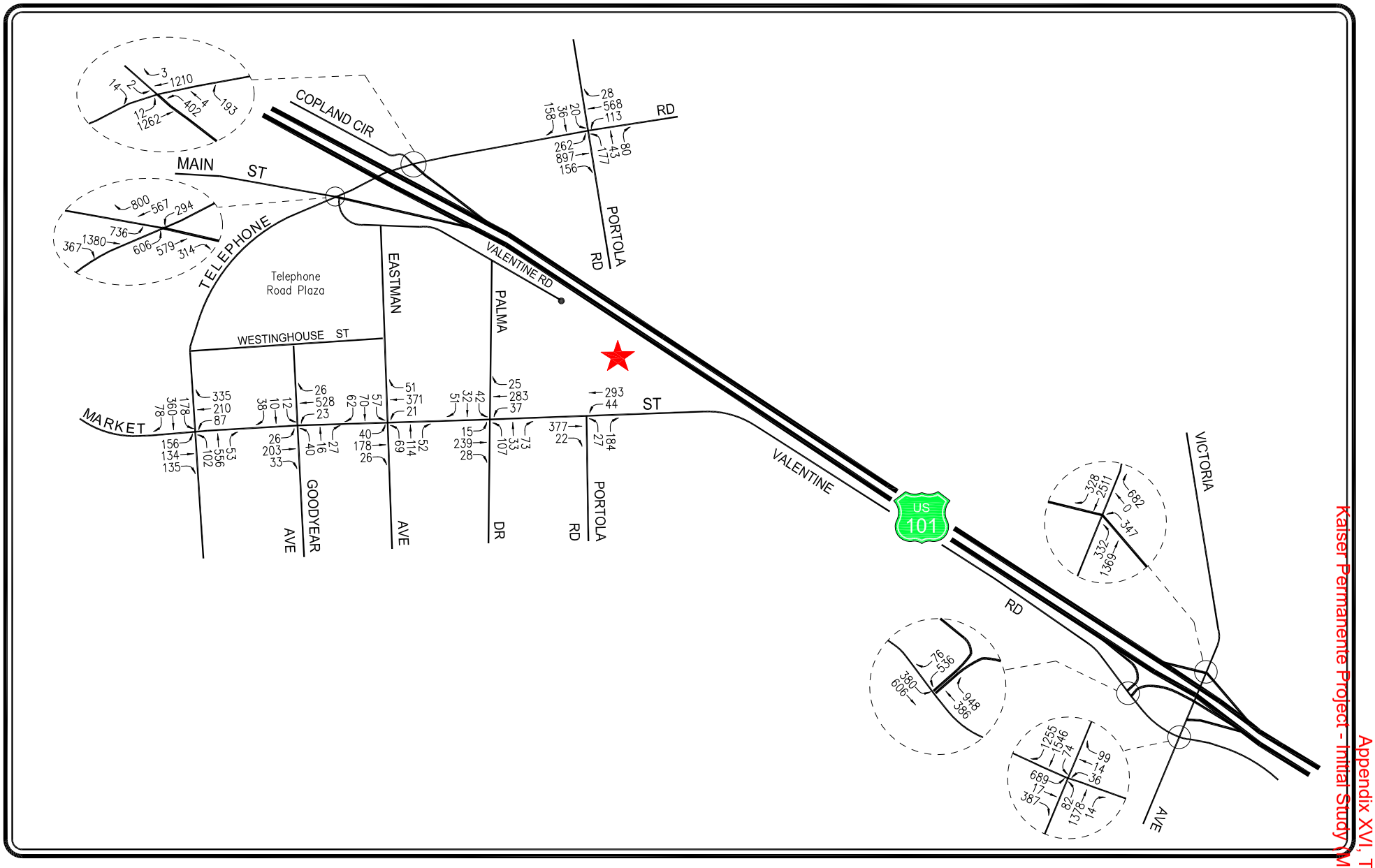


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# FIGURE 5-2
# EXISTING TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

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# 6.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the Kaiser Permanente Market Street MOB project, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the project development tabulation.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the proposed project is isolated by comparing operational (i.e., Levels of Service) conditions at the selected key intersections using existing and expected future traffic volumes without and with forecast project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the project's impacts identified.

## 6.1 City of San Buenaventura Traffic Analysis Model

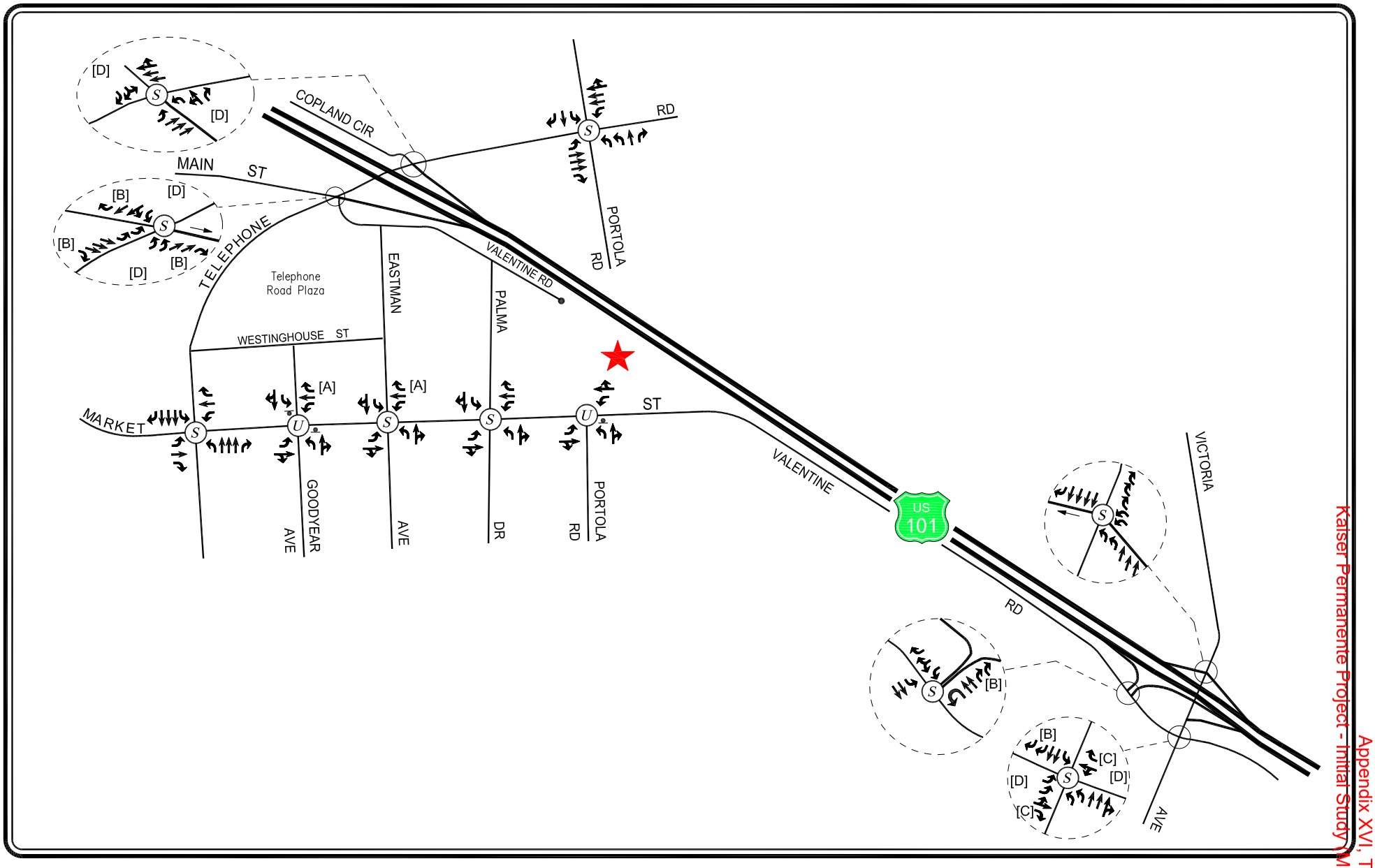
In order to prepare a realistic estimate of future on-street traffic conditions, the City of San Buenaventura Traffic Analysis Model (SBVTAM) was utilized. The City Traffic Model forecasts future on-street traffic conditions in the current (Year 2025) General Plan. The City Traffic Model considers all projects expected to be built and occupied, as well as future roadway improvement projects. Additional transportation elements such as adjusted trip distribution patterns due to future development are also considered in the City Traffic Model to obtain a forecast of future on-street traffic conditions. The future lane configurations expected to be in place at the study intersections are shown in ***Figure 6-1***. The City Traffic Model data provided by Stantec is provided in ***Appendix B***.

## 6.2 Trip Generation Summary

### 6.2.1 *Project Traffic Generation*

Traffic volumes expected to be generated by the proposed project during the weekday AM and PM peak hours, as well as on a daily basis, were estimated using rates published in the ITE *Trip Generation Manual*[5]. ITE Land Use Code 720 (Medical-Dental Office) trip generation average rates

[5] Institute of Transportation Engineers *Trip Generation Manual*, 9th Edition, Washington, D.C., 2012.

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| | | | |
|---|---|---|---|
| ★ | PROJECT SITE | [A] | DE-FACTO RIGHT-TURN LANE |
| (S) | SIGNALIZED INTERSECTION | [B] | FREE-FLOW MOVEMENT |
| (S) | UNSIGNALIZED INTERSECTION | [C] | OVERLAP PHASE |
| ● | STOP SIGN | [D] | SPLIT PHASE |

# FIGURE 6-1
# FUTURE LANE CONFIGURATIONS

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were used to forecast the traffic volumes expected to be generated by the proposed Kaiser Permanente Market Street MOB project.

The trip generation forecast for the proposed project is summarized in ***Table 6-1***. As presented in *Table 6-1*, the proposed Phase I project is expected to generate 134 vehicle trips (106 inbound trips and 28 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate 200 vehicle trips (56 inbound trips and 144 outbound trips). Over a 24-hour period, the proposed project is forecast to generate 2,023 daily trip ends during a typical weekday (approximately 1,012 inbound trips and 1,012 outbound trips).

As presented in *Table 6-1*, the proposed Phase II project is forecast to generate 38 vehicle trips (30 inbound trips and 8 outbound trips) during the weekday AM peak hour and 57 vehicle trips (16 inbound trips and 41 outbound trips) during the weekday PM peak hour. Over a 24-hour period, the proposed Phase II project is forecast to generate 578 daily trip ends during a typical weekday (approximately 289 inbound trips and 289 outbound trips).

### 6.2.2 *Current General Plan Trip Generation*

Traffic volumes expected to be generated by development of the current General Plan land uses for the study area were calculated using rates provided in the ITE *Trip Generation Manual*. The trip generation forecast for the current General Plan land uses is summarized in ***Table 6-2***. As presented in *Table 6-2*, the current General Plan development is expected to generate 500 vehicle trips (417 inbound trips and 83 outbound trips) during the AM peak hour. During the PM peak hour, the current General Plan development is expected to generate 606 vehicle trips (162 inbound trips and 444 outbound trips). Over a 24-hour period, the current General Plan development is forecast to generate 4,726 daily trip ends during a typical weekday (2,363 inbound trips and 2,363 outbound trips). With the addition of the proposed Kaiser Permanente Market Street MOB project, the net change in trip generation results in an increase of 2,601 daily trips, 172 AM peak hour trips (136 inbound trips and 36 outbound trips) and 257 PM peak hour trips (72 inbound trips and 185 outbound trips).

## 6.3 Project Traffic Distribution and Assignment

Project traffic was assigned to the local roadway system based on a traffic distribution pattern which reflects the proposed land use, the proposed site access scheme, existing traffic movements and volumes, characteristics and proximity of the surrounding arterial and freeway roadway system, and nearby regional population and employment centers. The project traffic volume distribution percentages during weekday AM and PM peak hours at the study intersections were obtained from the City's traffic analysis model. The project traffic volume distribution percentages during weekday AM and PM peak hours at the study intersections are illustrated in ***Figure 6-2***. The forecast Phase I project traffic volumes at the study intersections for the weekday AM and PM peak hours are displayed in ***Figures 6-3*** and ***6-4***, respectively. The forecast project buildout traffic volumes at the study intersections for the weekday AM and PM peak hours are displayed in ***Figures 6-5*** and ***6-6***, respectively.

Table 6-1
PROJECT TRIP GENERATION [1]

| LAND USE | SIZE | DAILY TRIP ENDS [2] VOLUMES | AM PEAK HOUR VOLUMES [2] | | | PM PEAK HOUR VOLUMES [2] | | |
|---|---|---|---|---|---|---|---|---|
| | | | IN | OUT | TOTAL | IN | OUT | TOTAL |
| ***Phase I Project*** Medical Office [3] | 56,000 GSF | 2,023 | 106 | 28 | 134 | 56 | 144 | 200 |
| ***Subtotal Phase I Project*** | | **2,023** | **106** | **28** | **134** | **56** | **144** | **200** |
| ***Phase II Project*** Medical Office [3] | 16,000 GSF | 578 | 30 | 8 | 38 | 16 | 41 | 57 |
| ***Subtotal Phase II Project*** | | **578** | **30** | **8** | **38** | **16** | **41** | **57** |
| | | | | | | | | |
| **TOTAL TRIPS (Phases I and II)** | | **2,601** | **136** | **36** | **172** | **72** | **185** | **257** |

[1] Source: ITE "Trip Generation", 9th Edition, 2012.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation average rates.
- Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
- PM Peak Hour Trip Rate: 3.57 trips/1,000 SF of floor area; 28% inbound/72% outbound

Table 6-2

LAND USE AND TRIP GENERATION FOR KAISER MARKET STREET MOB PROJECT [1]

| | | | AM Peak Hour | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Zone** | **Land Use Type** | **Units** | **In** | **Out** | **Total** | **In** | **Out** | **Total** | **ADT** |
| **Current Year 2025 General Plan** | | | | | | | | | |
| 304 | 10. Office | 83.11 TSF | 114 | 16 | 130 | 21 | 103 | 124 | 915 |
| | 11. Government Office | 6.73 TSF | 13 | 2 | 15 | 6 | 13 | 19 | 168 |
| | 12. Light Industrial | 303.54 TSF | 246 | 33 | 279 | 36 | 261 | 297 | 2,116 |
| | 13. Warehouse/ manufacturing | 41.74 TSF | 15 | 3 | 18 | 5 | 16 | 21 | 207 |
| | 29. Theater | 6.00 Scrn | 29 | 29 | 58 | 94 | 51 | 145 | 1,320 |
| **Subtotal** | | | 417 | 83 | 500 | 162 | 444 | 606 | 4,726 |
| **Year 2025 General Plan with Kaiser Vista MOB Project** | | | | | | | | | |
| 304 | 10. Office | 83.11 TSF | 114 | 16 | 130 | 21 | 103 | 124 | 915 |
| | 11. Government Office | 6.73 TSF | 13 | 2 | 15 | 6 | 13 | 19 | 168 |
| | 12. Light Industrial | 303.54 TSF | 246 | 33 | 279 | 36 | 261 | 297 | 2,116 |
| | 13. Warehouse/ manufacturing | 41.74 TSF | 15 | 3 | 18 | 5 | 16 | 21 | 207 |
| | 29. Theater | 6.00 Scrn | 29 | 29 | 58 | 94 | 51 | 145 | 1,320 |
| | 30. Medical Office Building | 72.00 TSF | 136 | 36 | 172 | 72 | 185 | 257 | 2,601 |
| **Subtotal** | | | 553 | 119 | 672 | 234 | 629 | 863 | 7,327 |
| | | | | | | | | | |
| **Net Change for 2025 (Increase from General Plan)** | | | 136 | 36 | 172 | 72 | 185 | 257 | 2,601 |

[1] Source: "Traffic Forecast Data for Kaiser Permanente Vista Medical Office Building - City of Ventura", Stantec, October 24, 2014.

NOT TO SCALE

SOURCE: STANTEC

# FIGURE 6-2
# PROJECT TRIP DISTRIBUTION

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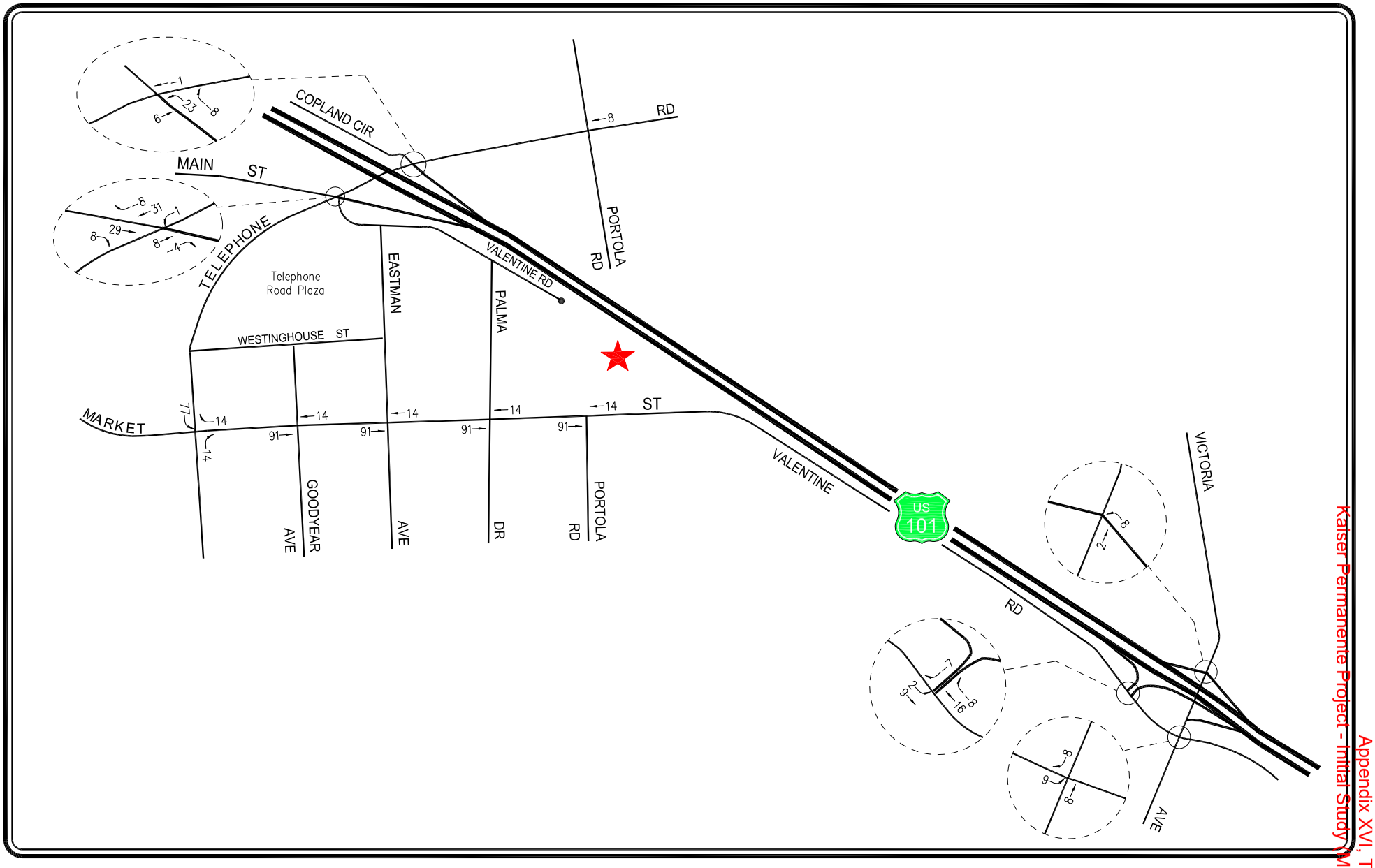


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# FIGURE 6-3
# PHASE I PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

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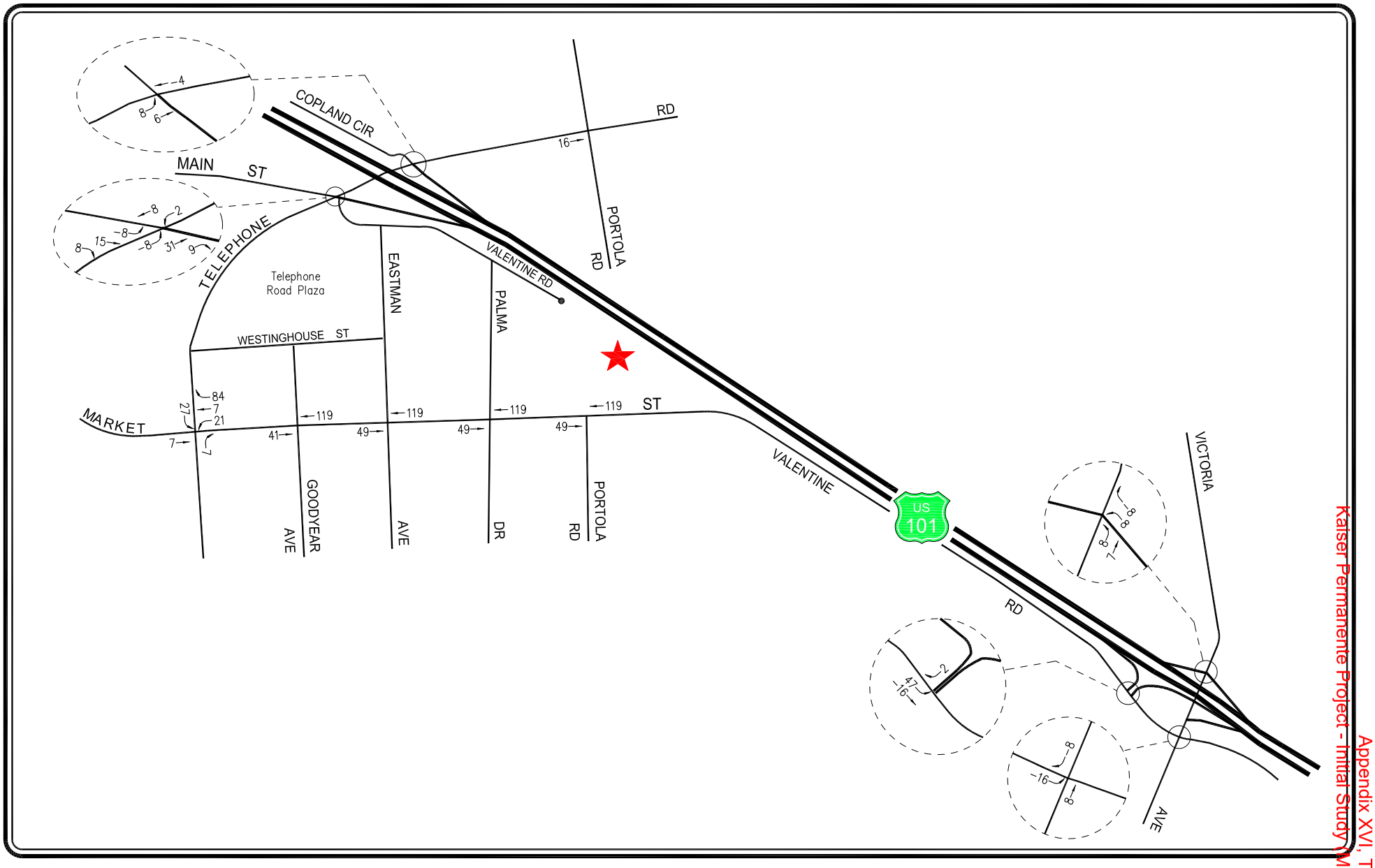


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# FIGURE 6-4
# PHASE I PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

KAISER PERMANENTE MARKET STREET MOB PROJECT

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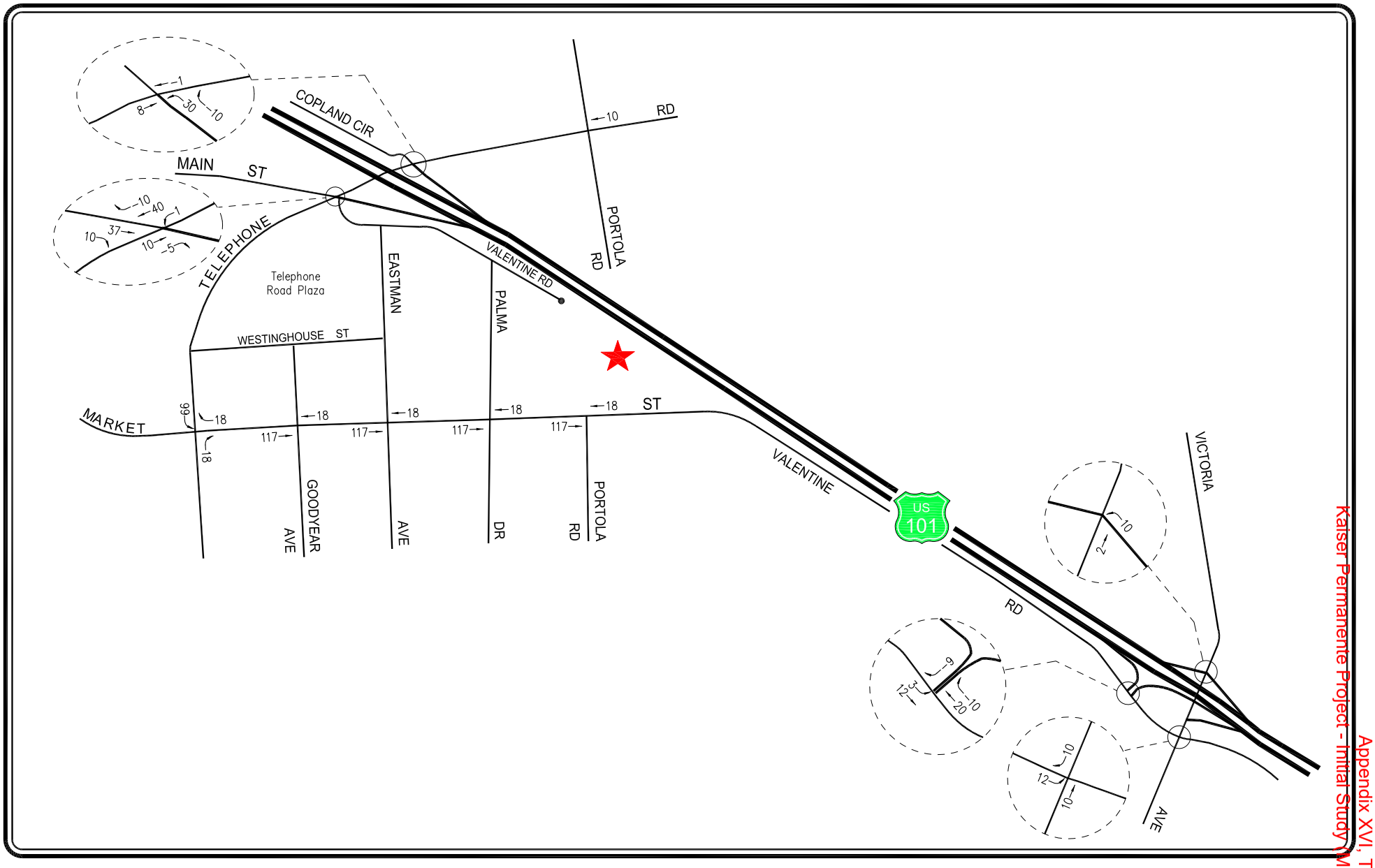


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# FIGURE 6-5
# PROJECT BUILDOUT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

KAISER PERMANENTE MARKET STREET MOB PROJECT

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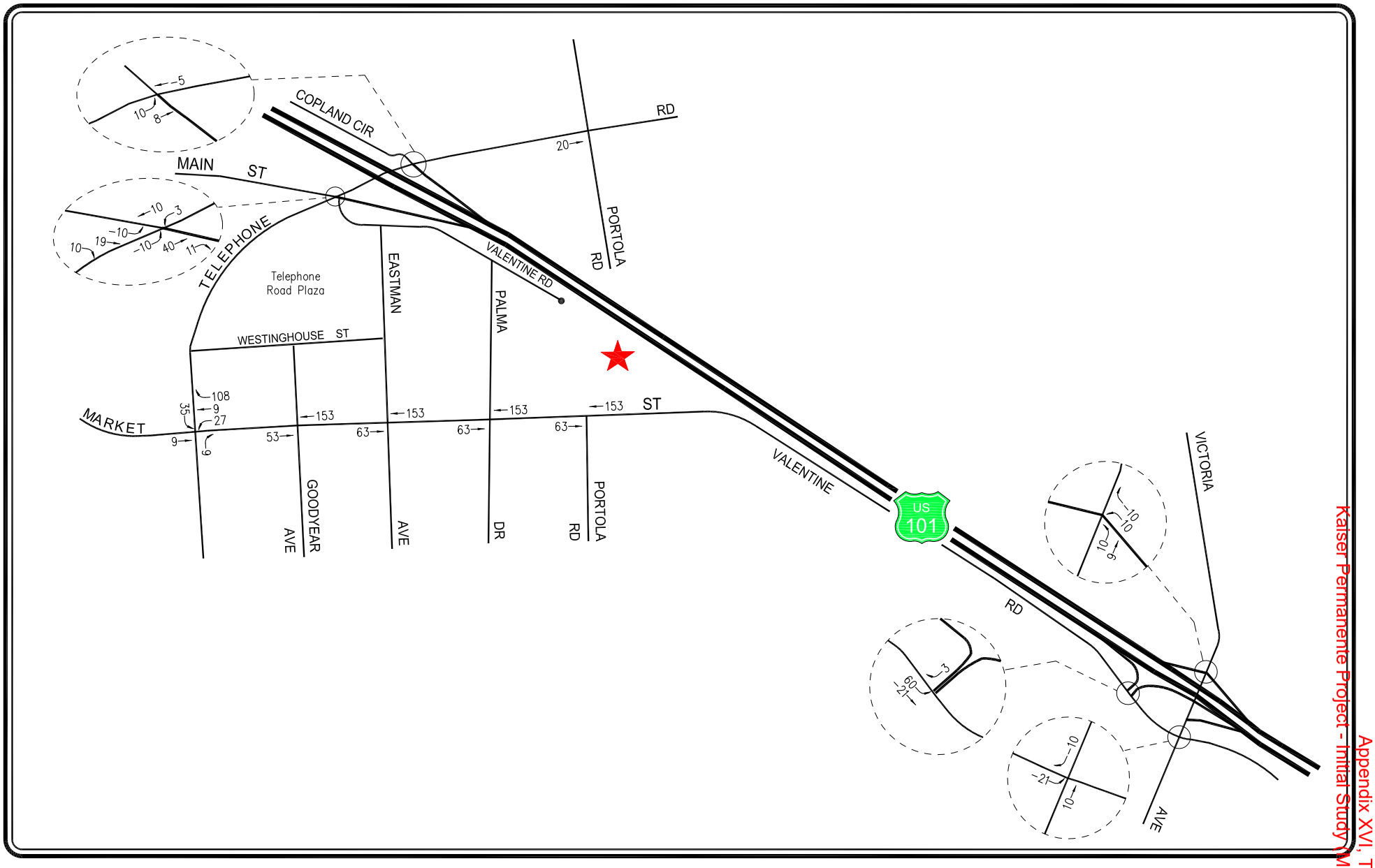


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★ PROJECT SITE

# FIGURE 6-6
# PROJECT BUILDOUT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

KAISER PERMANENTE MARKET STREET MOB PROJECT

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# 7.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

The study intersections were evaluated using the Intersection Capacity Utilization (ICU) method of analysis that determines Volume-to-Capacity (V/C) ratios on a critical lane basis. The overall intersection V/C ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. Level of Service varies from LOS A (free flow) to LOS F (jammed condition). A description of the ICU method and corresponding Level of Service is provided in ***Appendix C***.

## 7.1 Impact Criteria and Thresholds

The relative impact of the added project traffic volumes to be generated by the proposed project during the weekday AM and PM peak hours was evaluated based on analysis of existing and future operating conditions at the study intersections, without and with the proposed project. The previously discussed capacity analysis procedures were utilized to evaluate the future *v/c* relationships and service level characteristics at each study intersection. It should be noted that based on discussions with City of Ventura staff, the levels of service for the unsignalized intersections were determined assuming the locations are signalized.

The significance of the potential impacts of project-generated traffic at each study intersection was identified using criteria outlined in the *General Plan EIR Transportation and Circulation Section*[6] and confirmed with City of Ventura staff. According to the City's General Plan, Level of Service (LOS) "E" (ICU not to exceed 1.00) is the performance standard for freeway ramp intersections and LOS "D" (ICU not to exceed .90) is the performance standard for all other Principal Intersections. For an intersection that is forecast to operate worse than its performance standard, the impact of a given project is considered to be significant if the project increases the ICU by more than 0.01. An ICU increase of more than .01 does not cause the threshold of significance to be exceeded if the with-project ICU does not exceed the maximum ICU value.

## 7.2 Traffic Impact Analysis Scenarios

Traffic impacts at the study intersections were analyzed for the following conditions:

[a] Existing conditions.

[b] Existing with Phase I project conditions.

[c] Condition [b] with implementation of project mitigation measures, where necessary.

[d] Existing with project buildout (i.e., Phase I and II) conditions.

[e] Condition [d] with implementation of project mitigation measures, where necessary.

[f] Future Year 2025 With Current General Plan.

[6] 2005

[g] Condition [f] with implementation of project mitigation measures, where necessary.

[h] Condition [f] with completion and occupancy of the project at build-out (i.e., future year 2025 with Phases I and II project conditions).

[i] Condition [h] with implementation of project mitigation measures, where necessary.

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the study intersections.

# 8.0 TRAFFIC ANALYSIS

The existing year 2014 traffic impact analysis prepared for the study intersections is summarized in ***Table 8-1***. The year 2025 traffic impact analysis prepared for the study intersections is summarized in ***Table 8–2***. The ICU data worksheets for the analyzed intersections are contained in *Appendix C*.

## 8.1 Existing Conditions

### 8.1.1 *Existing Conditions*

As indicated in column [1] of *Table 8–1*, all 11 study intersections are presently operating at LOS C or better during the weekday AM and PM peak hours under existing conditions. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 5–1* and *5–2*, respectively.

### 8.1.2 *Existing With Phase I Project Conditions*

As shown in column [2] of *Table 8–1,* application of the City's threshold criteria to the "Existing With Phase I Project" scenario indicates that the proposed project is not expected to create significant impacts at any of the 11 study intersections. Incremental, but not significant, impacts are noted at the study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections under the "Existing With Phase I Project" conditions. The existing with project traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 8–1*** and ***8–2***, respectively.

### 8.1.3 *Existing With Project Buildout Conditions*

As shown in column [3] of *Table 8–1,* application of the City's threshold criteria to the "Existing With Project Buildout" scenario indicates that the proposed project is not expected to create significant impacts at any of the 11 study intersections. Incremental, but not significant, impacts are noted at the study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections under the "Existing With Project Buildout" conditions. The existing with project buildout traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 8–3*** and ***8–4***, respectively.

## 8.2 Future Conditions

### 8.2.1 *Future Without Project Conditions*

The Future Without Project Conditions scenario includes City Traffic Model cumulative traffic volumes <u>without</u> proposed project traffic and with current General Plan and expected intersection improvements. The forecast traffic volumes analyzed in this scenario are cumulative traffic volumes without project-related traffic. As presented in column [2] of *Table 8–2*, all of the 11 study intersections are expected to operate at LOS D or better during the weekday AM and PM peak hours in the year 2025 General Plan conditions. The future with current General Plan traffic volumes for AM and PM peak hours are shown in ***Figures 8-5*** and ***8-6***, respectively.

Table 8-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS

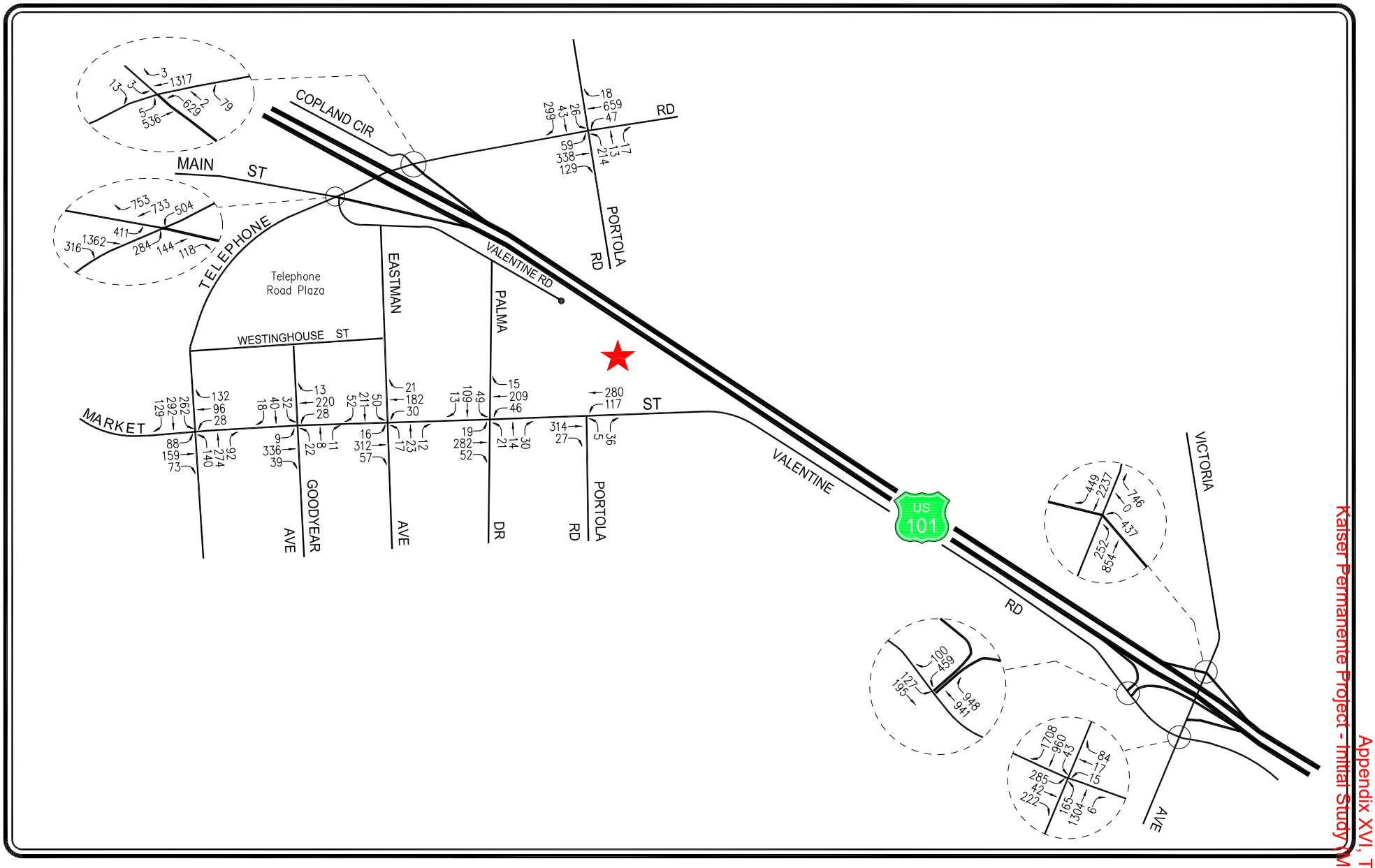
| | | | [1] | | [2] | | | | [3] | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NO. | INTERSECTION | PEAK HOUR | EXISTING V/C | EXISTING LOS | EXISTING WITH PHASE I PROJECT V/C | EXISTING WITH PHASE I PROJECT LOS | CHANGE V/C [(2)-(1)] | SIGNIF. IMPACT [a] | EXISTING WITH PROJECT BUILDOUT V/C | EXISTING WITH PROJECT BUILDOUT LOS | CHANGE V/C [(3)-(1)] | SIGNIF. IMPACT [a] |
| 1 | Telephone Road/ | AM | 0.31 | A | 0.36 | A | 0.05 | NO | 0.37 | A | 0.07 | NO |
| | Market Street | PM | 0.55 | A | 0.62 | B | 0.07 | NO | 0.64 | B | 0.09 | NO |
| 2 | Goodyear Avenue/ | AM | 0.25 | A | 0.30 | A | 0.06 | NO | 0.32 | A | 0.07 | NO |
| | Market Street | PM | 0.40 | A | 0.48 | A | 0.08 | NO | 0.50 | A | 0.10 | NO |
| 3 | Telephone Road/ | AM | 0.71 | C | 0.72 | C | 0.00 | NO | 0.72 | C | 0.00 | NO |
| | Main Street-US-101 SB On-Ramp | PM | 0.75 | C | 0.77 | C | 0.01 | NO | 0.77 | C | 0.01 | NO |
| 4 | Eastman Avenue/ | AM | 0.37 | A | 0.42 | A | 0.06 | NO | 0.44 | A | 0.07 | NO |
| | Market Street | PM | 0.40 | A | 0.47 | A | 0.08 | NO | 0.49 | A | 0.10 | NO |
| 5 | Copland Circle-US-101 NB Off-Ramp/ | AM | 0.48 | A | 0.48 | A | 0.01 | NO | 0.49 | A | 0.01 | NO |
| | Telephone Road | PM | 0.40 | A | 0.40 | A | 0.00 | NO | 0.40 | A | 0.00 | NO |
| 6 | Palma Drive/ | AM | 0.27 | A | 0.33 | A | 0.06 | NO | 0.34 | A | 0.07 | NO |
| | Market Street | PM | 0.31 | A | 0.38 | A | 0.07 | NO | 0.40 | A | 0.09 | NO |
| 7 | Portola Road/ | AM | 0.43 | A | 0.43 | A | 0.00 | NO | 0.43 | A | 0.00 | NO |
| | Telephone Road | PM | 0.37 | A | 0.37 | A | 0.00 | NO | 0.37 | A | 0.00 | NO |
| 8 | Portola Road/ | AM | 0.27 | A | 0.31 | A | 0.05 | NO | 0.33 | A | 0.06 | NO |
| | Market Street | PM | 0.41 | A | 0.44 | A | 0.03 | NO | 0.45 | A | 0.04 | NO |
| 9 | US-101 SB Ramps/ | AM | 0.49 | A | 0.49 | A | 0.01 | NO | 0.49 | A | 0.01 | NO |
| | Valentine Road | PM | 0.55 | A | 0.58 | A | 0.03 | NO | 0.59 | A | 0.04 | NO |
| 10 | Victoria Avenue/ | AM | 0.61 | B | 0.61 | B | 0.00 | NO | 0.61 | B | 0.00 | NO |
| | US-101 NB Ramps | PM | 0.66 | B | 0.66 | B | 0.00 | NO | 0.66 | B | 0.00 | NO |
| 11 | Victoria Avenue/ | AM | 0.64 | B | 0.64 | B | 0.00 | NO | 0.64 | B | 0.00 | NO |
| | Valentine Road | PM | 0.76 | C | 0.76 | C | 0.00 | NO | 0.76 | C | 0.00 | NO |

[a] The City of Ventura intersection impact threshold criteria is as follows:
- Change in v/c >= 0.01 and LOS F (v/c >= 1.00) for freeway ramp intersections
- Change in v/c >= 0.01 and LOS E (v/c >= 0.90) for all other Principal intersections

Table 8-2
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS

| NO. | INTERSECTION | PEAK HOUR | [1] EXISTING V/C | [1] EXISTING LOS | [2] FUTURE GENERAL PLAN WITHOUT PROJECT V/C | [2] FUTURE GENERAL PLAN WITHOUT PROJECT LOS | [3] FUTURE YEAR 2025 WITH PROJECT V/C | [3] FUTURE YEAR 2025 WITH PROJECT LOS | CHANGE V/C [(3)-(2)] | SIGNIF. IMPACT [a] |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Telephone Road/ | AM | 0.31 | A | 0.60 | B | 0.67 | B | 0.06 | NO |
| | Market Street | PM | 0.55 | A | 0.81 | D | 0.90 | D | 0.09 | NO |
| 2 | Goodyear Avenue/ | AM | 0.25 | A | 0.58 | A | 0.65 | B | 0.07 | NO |
| | Market Street | PM | 0.40 | A | 0.73 | C | 0.82 | D | 0.10 | NO |
| 3 | Telephone Road/ | AM | 0.71 | C | 0.67 | B | 0.69 | B | 0.02 | NO |
| | Main Street-US-101 SB On-Ramp | PM | 0.75 | C | 0.87 | D | 0.88 | D | 0.02 | NO |
| 4 | Eastman Avenue/ | AM | 0.37 | A | 0.75 | C | 0.82 | D | 0.07 | NO |
| | Market Street | PM | 0.40 | A | 0.77 | C | 0.86 | D | 0.10 | NO |
| 5 | Copland Circle-US-101 NB Off-Ramp/ | AM | 0.48 | A | 0.62 | B | 0.63 | B | 0.01 | NO |
| | Telephone Road | PM | 0.40 | A | 0.79 | C | 0.80 | C | 0.01 | NO |
| 6 | Palma Drive/ | AM | 0.27 | A | 0.56 | A | 0.64 | B | 0.07 | NO |
| | Market Street | PM | 0.31 | A | 0.67 | B | 0.76 | C | 0.10 | NO |
| 7 | Portola Road/ | AM | 0.43 | A | 0.48 | A | 0.48 | A | 0.00 | NO |
| | Telephone Road | PM | 0.37 | A | 0.54 | A | 0.54 | A | 0.01 | NO |
| 8 | Portola Road/ | AM | 0.27 | A | 0.56 | A | 0.64 | B | 0.07 | NO |
| | Market Street | PM | 0.41 | A | 0.66 | B | 0.76 | C | 0.10 | NO |
| 9 | US-101 SB Ramps/ | AM | 0.49 | A | 0.50 | A | 0.50 | A | 0.01 | NO |
| | Valentine Road | PM | 0.55 | A | 0.52 | A | 0.56 | A | 0.04 | NO |
| 10 | Victoria Avenue/ | AM | 0.61 | B | 0.81 | D | 0.81 | D | 0.00 | NO |
| | US-101 NB Ramps | PM | 0.66 | B | 0.79 | C | 0.80 | C | 0.00 | NO |
| 11 | Victoria Avenue/ | AM | 0.64 | B | 0.69 | B | 0.69 | B | 0.00 | NO |
| | Valentine Road | PM | 0.76 | C | 0.81 | D | 0.81 | D | 0.00 | NO |

[a] The City of Ventura intersection impact threshold criteria is as follows:
- Change in v/c >= 0.01 and LOS F (v/c >= 1.00) for freeway ramp intersections
- Change in v/c >= 0.01 and LOS E (v/c >= 0.90) for all other Principal intersections




PROJECT SITE

NOT TO SCALE

# FIGURE 8-1

## EXISTING WITH PHASE I PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

KAISER PERMANENTE MARKET STREET MOB PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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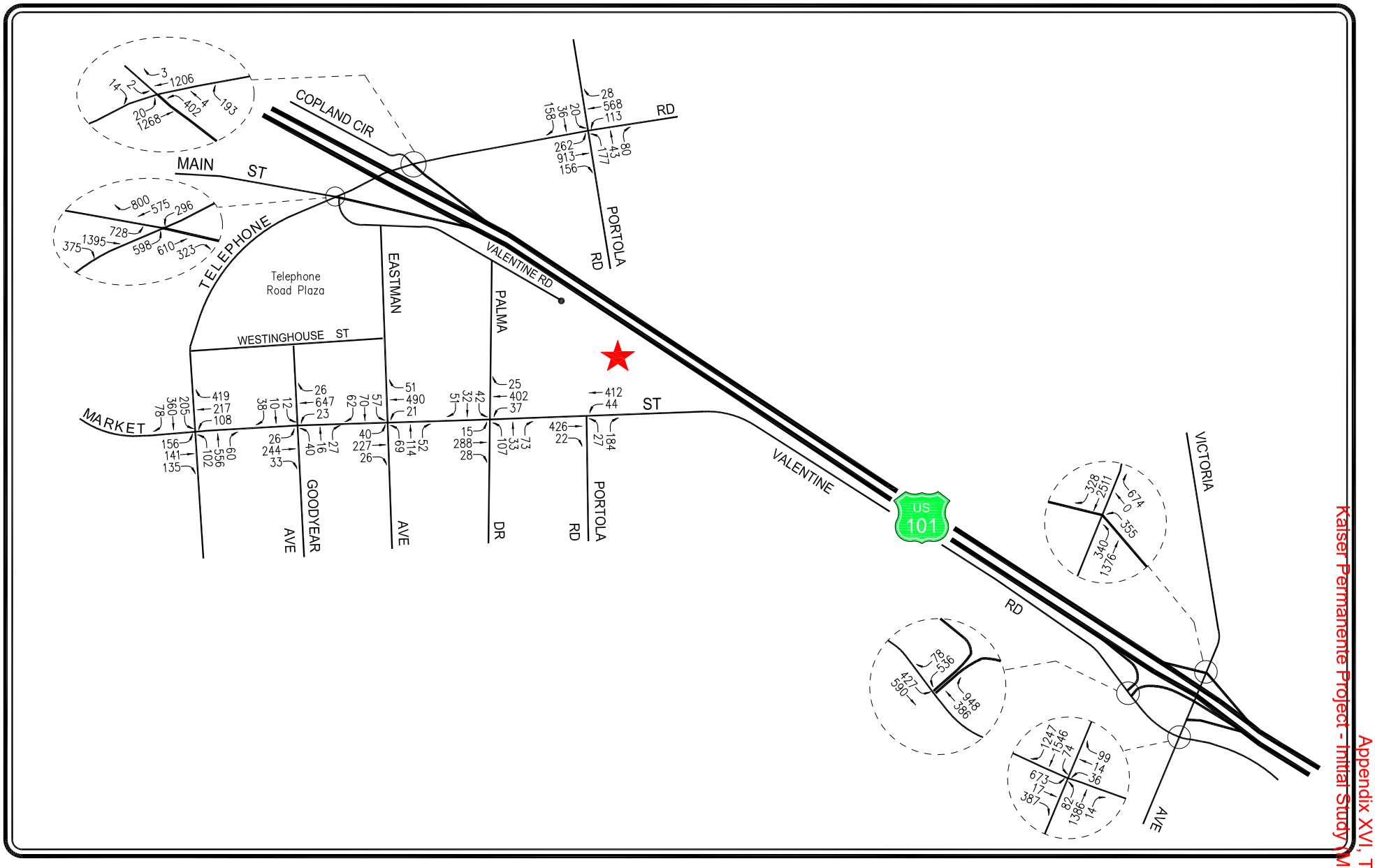


PROJECT SITE

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# FIGURE 8-2
# EXISTING WITH PHASE I PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

KAISER PERMANENTE MARKET STREET MOB PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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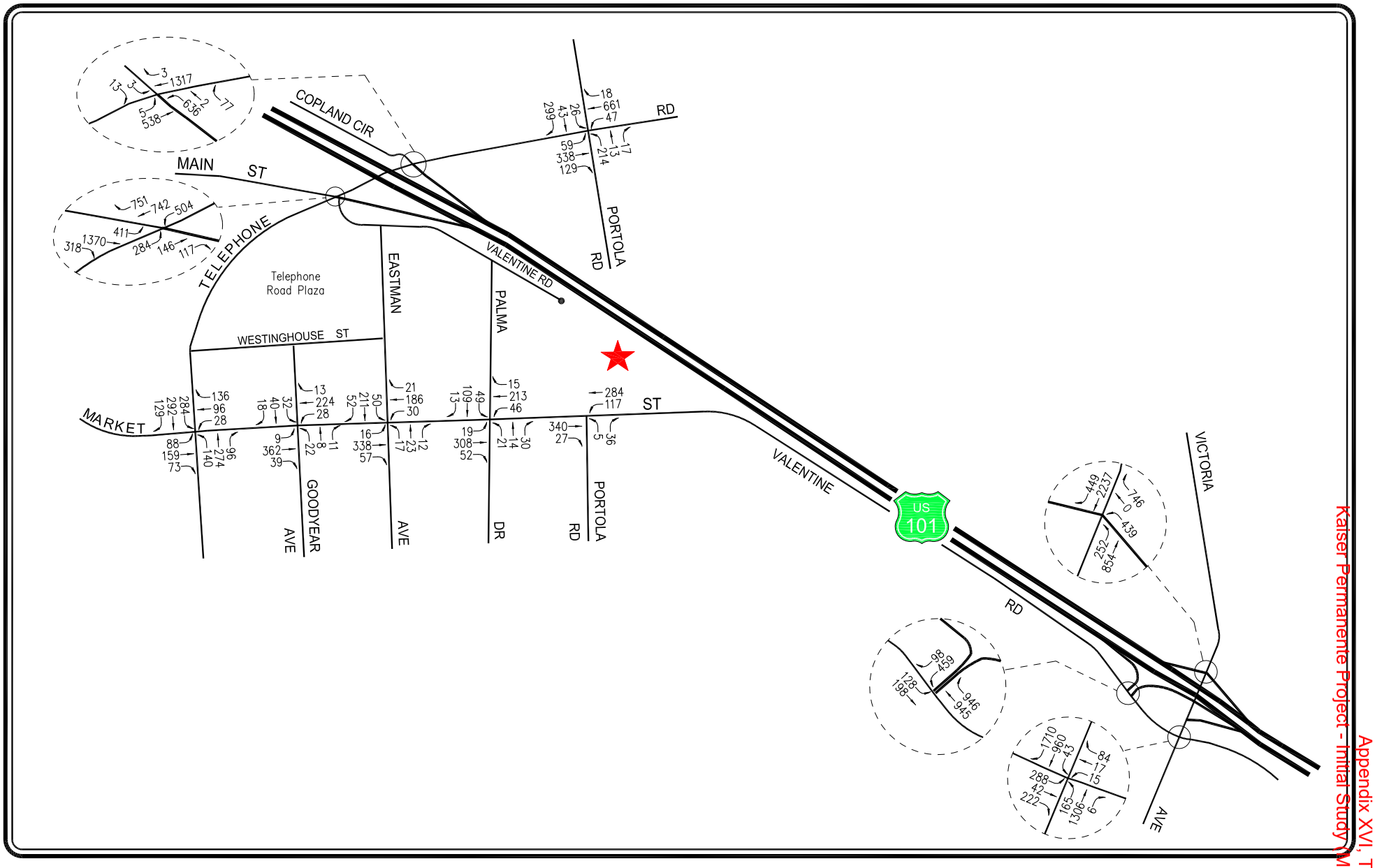


PROJECT SITE

NOT TO SCALE

# FIGURE 8-3

## EXISTING WITH PROJECT BUILDOUT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

KAISER PERMANENTE MARKET STREET MOB PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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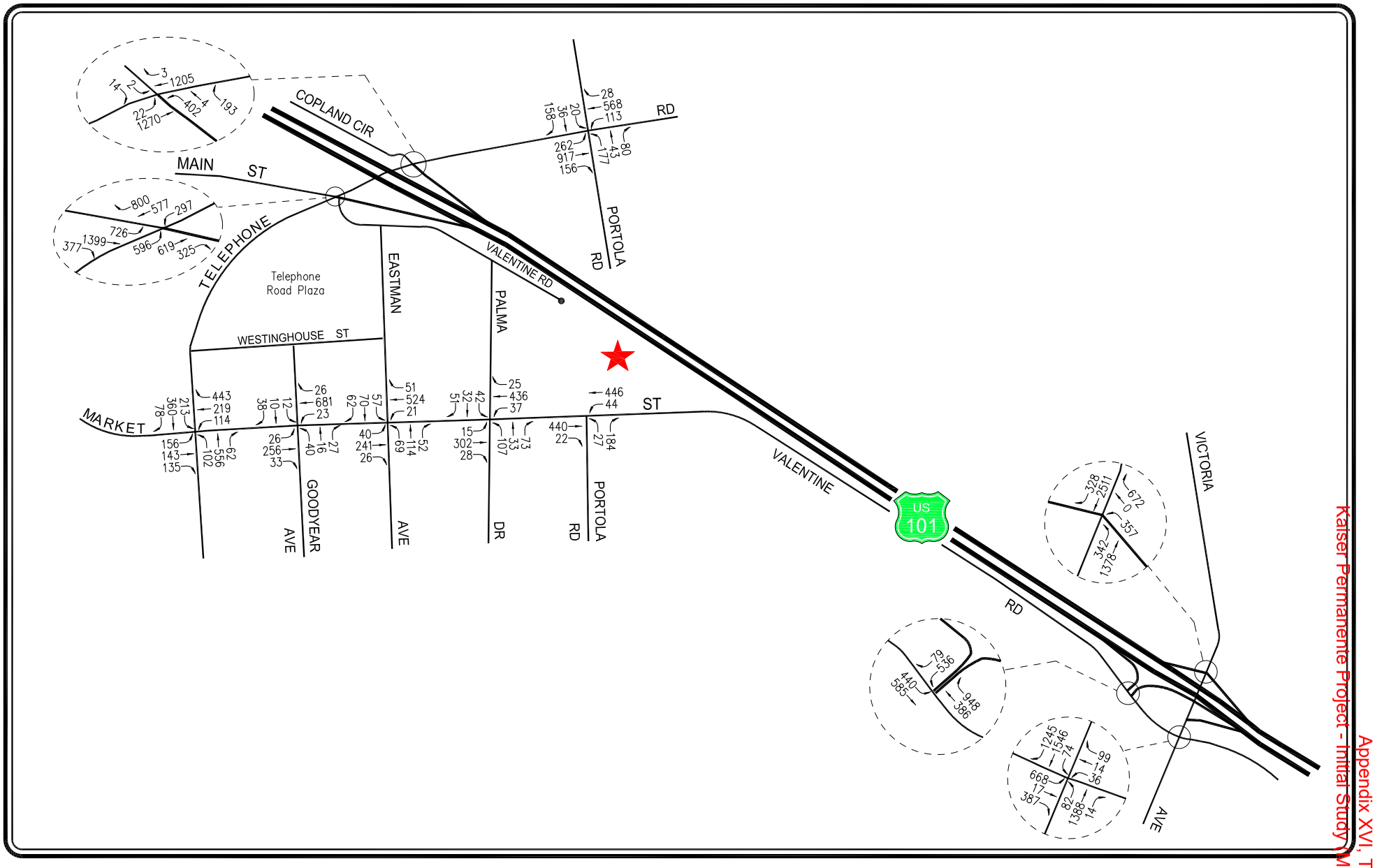


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# FIGURE 8-4
# EXISTING WITH PROJECT BUILDOUT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

KAISER PERMANENTE MARKET STREET MOB PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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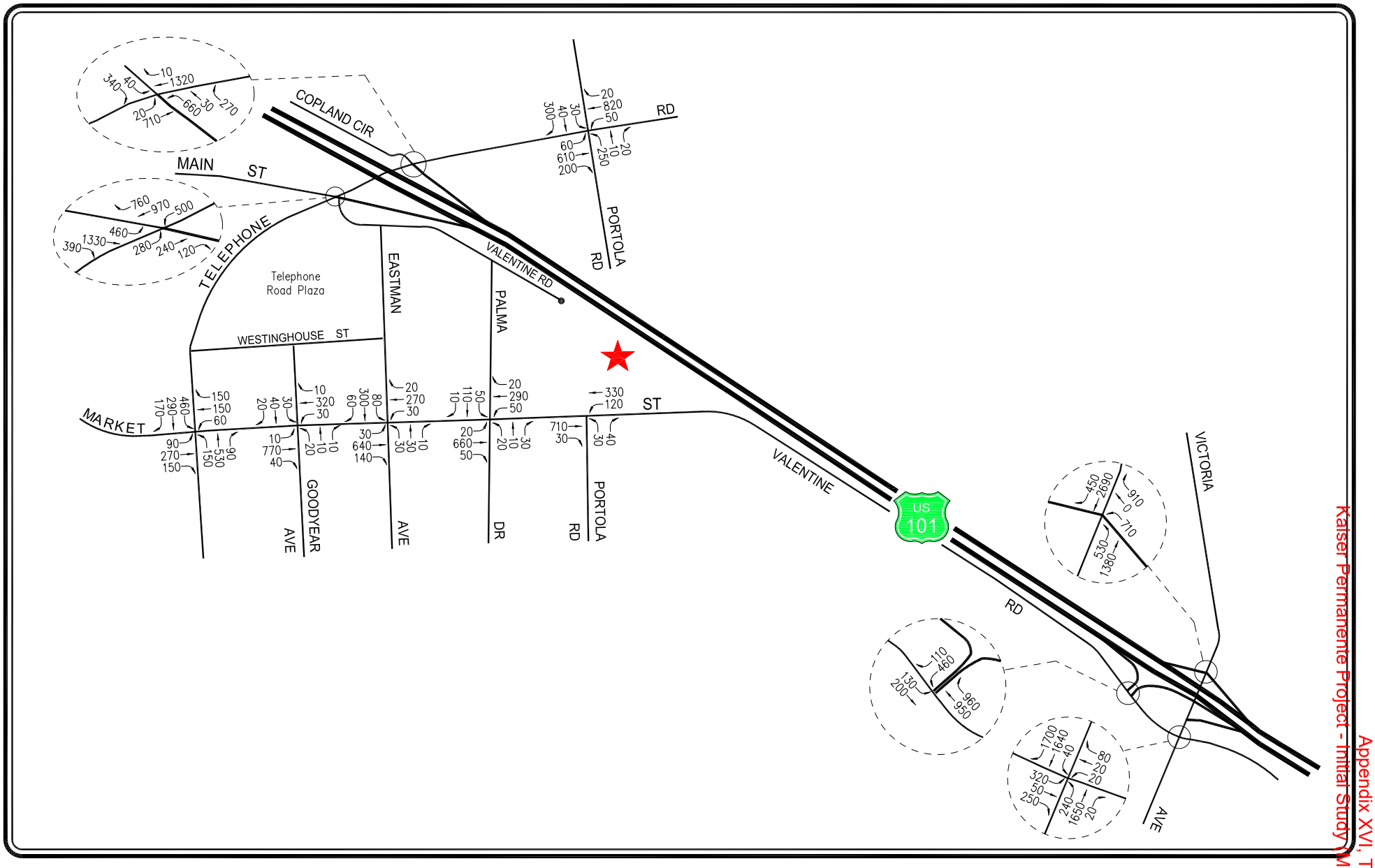


PROJECT SITE

NOT TO SCALE

# FIGURE 8-5
# FUTURE WITHOUT PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

KAISER PERMANENTE MARKET STREET MOB PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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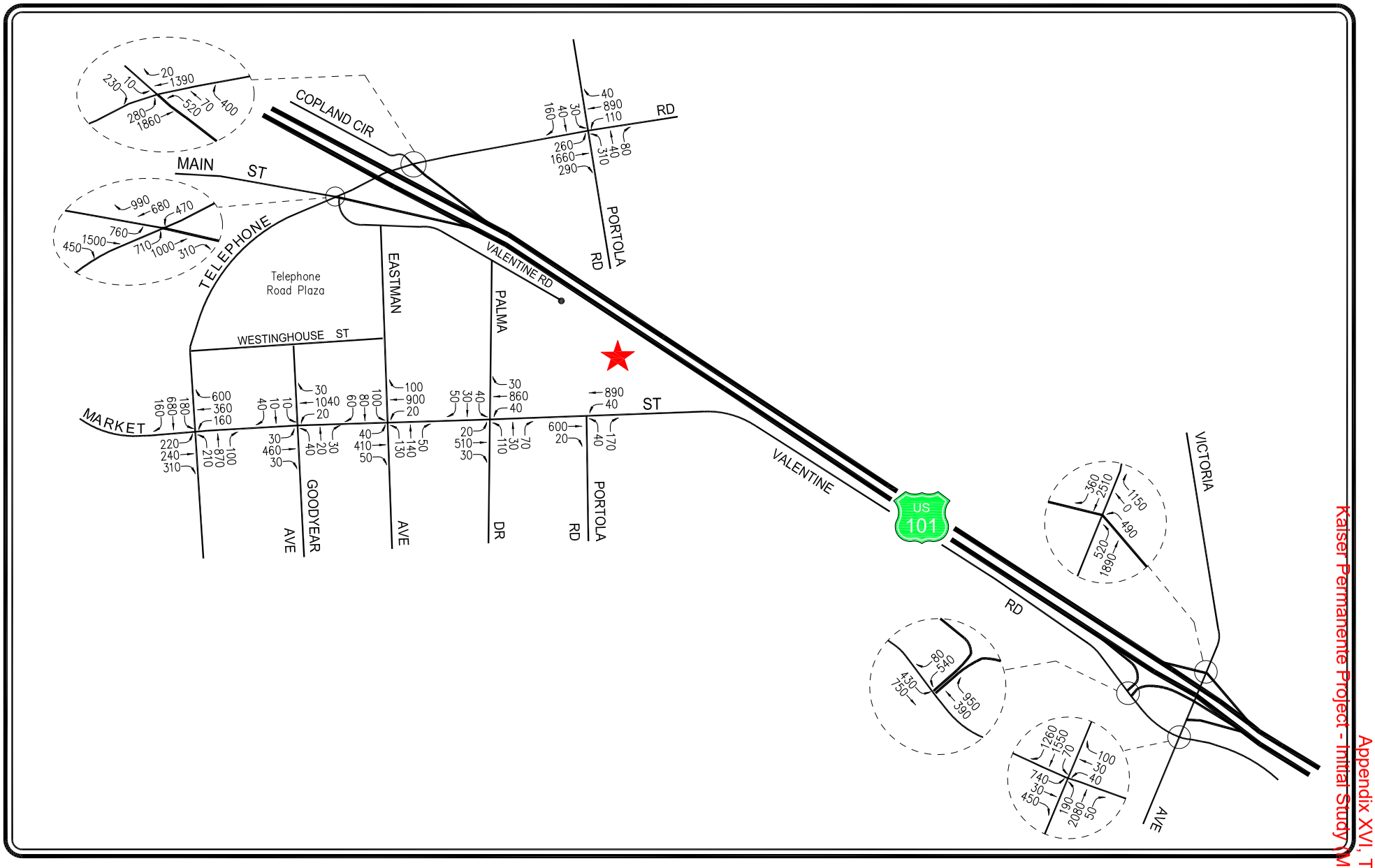


NOT TO SCALE

PROJECT SITE

# FIGURE 8-6
# FUTURE WITHOUT PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

KAISER PERMANENTE MARKET STREET MOB PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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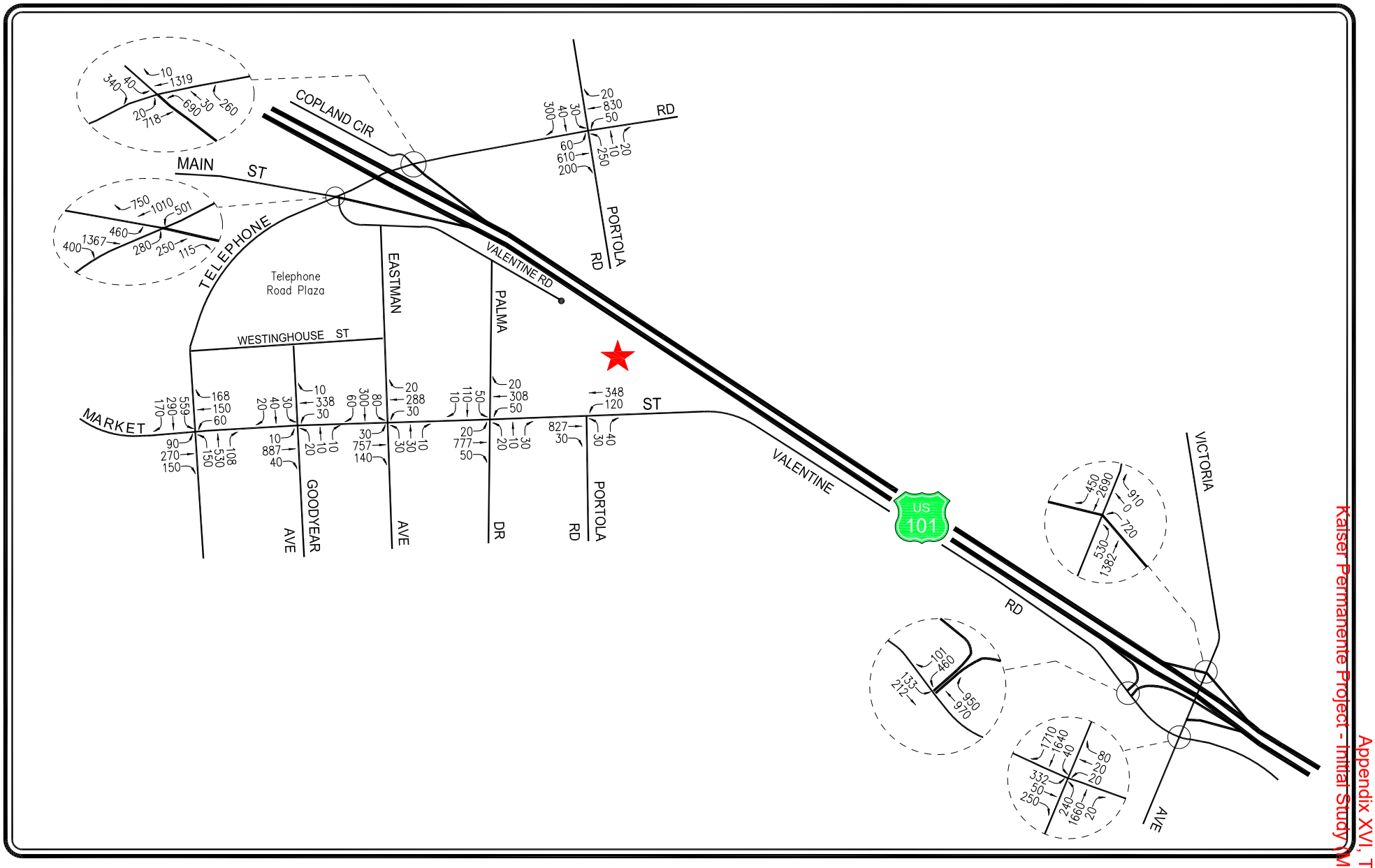
### 8.2.2 *Future With Project Conditions*

The Future With Proposed Project/General Plan Conditions scenario includes City Traffic Model cumulative traffic volumes with the proposed project site-related traffic (i.e., increase from General Plan traffic) and projected intersection improvements. The forecast traffic volumes analyzed in this scenario are the City's Traffic Model cumulative traffic volumes, including project-related traffic volumes. The forecast future with proposed project traffic volumes at the study intersections during the AM and PM peak hours are displayed in ***Figures 8-7*** and ***8-8***, respectively.

As shown in column [3] of *Table 8–2,* application of the City's threshold criteria to the "With Proposed Project" scenario indicates that the proposed project is not expected to create significant impacts at the 11 study intersections. Incremental, but not significant, impacts are noted at the study intersections.




PROJECT SITE

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# FIGURE 8-7

## FUTURE WITH PROJECT BUILDOUT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

KAISER PERMANENTE MARKET STREET MOB PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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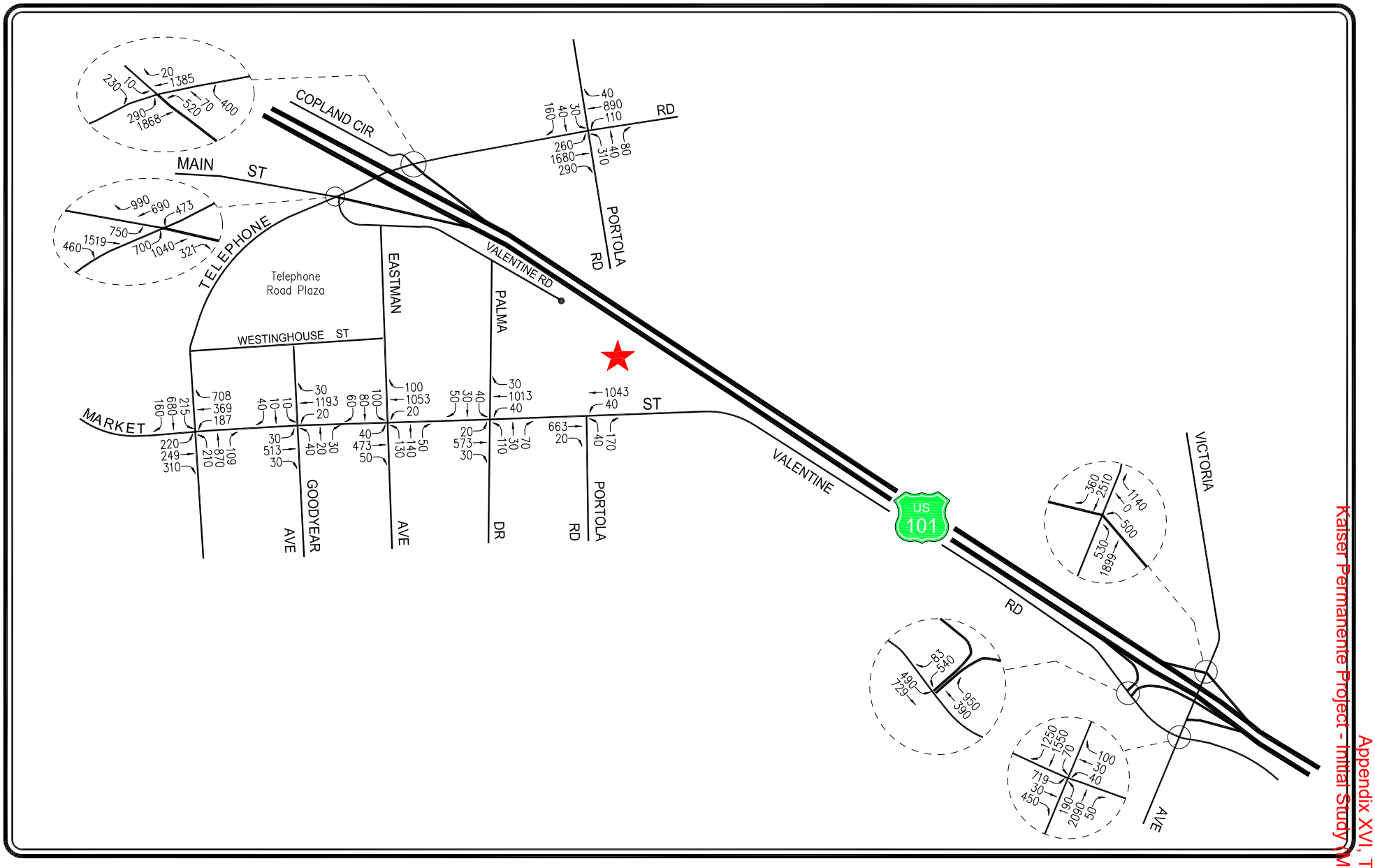


PROJECT SITE

NOT TO SCALE

# FIGURE 8-8

## FUTURE WITH PROJECT BUILDOUT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

KAISER PERMANENTE MARKET STREET MOB PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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## 9.0 CONGESTION MANAGEMENT PROGRAM

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the California State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

The Ventura County Transportation Commission (VCTC) designated the Congestion Management Program (CMP) road network in 1991 as part of the development of the first CMP. The network is comprised of the state highway system and principal arterials in Ventura County. The *2009 Ventura County Congestion Management Program*[7] outlines the current CMP network.

VCTC has adopted the minimum LOS standard of "E" for the CMP road network. The adopted VCTC minimum standard is consistent with state statutes under California Government Code Section 65089(b)(1)(B) and applies to the CMP.

The following CMP intersection monitoring locations in the project vicinity have been identified:

- Intersection No. 1: Telephone Road/Market Street
- Intersection No. 3: Telephone Road/Main Street-US-101 Freeway Southbound On-Ramps-Valentine Road
- Intersection No. 5: US-101 Freeway Northbound Off-Ramp-Copland Circle/Telephone Road
- Intersection No. 7: Portola Road/Telephone Road
- Intersection No. 10: Victoria Avenue/ US-101 Freeway Northbound Ramps
- Intersection No. 11: Victoria Avenue/Valentine Road

These intersections have been included for review of potential impacts to intersection monitoring locations that are part of the CMP highway system. As summarized in previous sections, the proposed project is not expected to create a significant impact at any of these intersections.

[7] *2009 Ventura County Congestion Management Program, Ventura County Transportation Commission, Adopted July 10, 2009.*

## 10.0 CONCLUSIONS

This traffic study has been prepared in order to determine the potential traffic impacts of the proposed Kaiser Permanente Market Street MOB project. In order to evaluate these potential impacts to the local street system, 11 study intersections were analyzed to determine changes in operations following occupancy and utilization of the proposed project. It is concluded that the proposed project is not expected to create a significant impact at any of the 11 study intersections. Incremental but not significant impacts are noted at the study intersections with completion of the proposed project. Because there are no significant impacts, no direct traffic mitigation measures are required or recommended for the study locations.

# APPENDIX A

## MANUAL TRAFFIC COUNT DATA

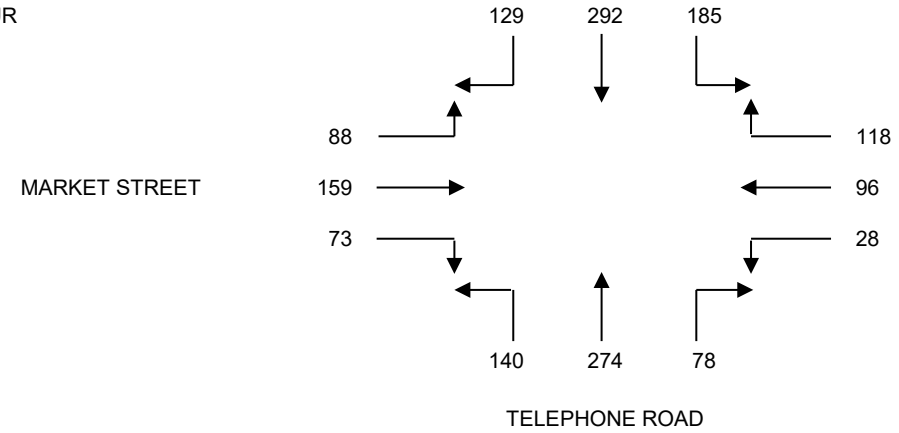
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG ENGINEERS - PASADENA
PROJECT: KAISER PERMANENTE VISTA MOB PROJECT
DATE: WEDNESDAY, AUGUST 27, 2014
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION N/S TELEPHONE ROAD
E/W MARKET STREET
FILE NUMBER: 1-AM

| 15 MINUTE TOTALS | 1 SBRT | 2 SBTH | 3 SBLT | 4 WBRT | 5 WBTH | 6 WBLT | 7 NBRT | 8 NBTH | 9 NBLT | 10 EBRT | 11 EBTH | 12 EBLT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0700-0715 | 15 | 48 | 22 | 15 | 10 | 6 | 5 | 40 | 17 | 4 | 18 | 9 |
| 0715-0730 | 12 | 39 | 27 | 15 | 14 | 5 | 4 | 35 | 14 | 6 | 20 | 9 |
| 0730-0745 | 20 | 53 | 26 | 12 | 11 | 6 | 8 | 55 | 29 | 11 | 35 | 6 |
| 0745-0800 | 24 | 66 | 31 | 20 | 20 | 11 | 13 | 74 | 38 | 15 | 25 | 10 |
| 0800-0815 | 36 | 63 | 53 | 22 | 20 | 13 | 23 | 76 | 39 | 15 | 43 | 19 |
| 0815-0830 | 35 | 77 | 40 | 31 | 23 | 5 | 21 | 77 | 39 | 21 | 41 | 18 |
| 0830-0845 | 28 | 81 | 43 | 30 | 25 | 6 | 20 | 60 | 23 | 19 | 40 | 29 |
| 0845-0900 | 30 | 71 | 49 | 35 | 28 | 4 | 14 | 61 | 39 | 18 | 35 | 22 |

| 1 HOUR TOTALS | 1 SBRT | 2 SBTH | 3 SBLT | 4 WBRT | 5 WBTH | 6 WBLT | 7 NBRT | 8 NBTH | 9 NBLT | 10 EBRT | 11 EBTH | 12 EBLT | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0700-0800 | 71 | 206 | 106 | 62 | 55 | 28 | 30 | 204 | 98 | 36 | 98 | 34 | 1028 |
| 0715-0815 | 92 | 221 | 137 | 69 | 65 | 35 | 48 | 240 | 120 | 47 | 123 | 44 | 1241 |
| 0730-0830 | 115 | 259 | 150 | 85 | 74 | 35 | 65 | 282 | 145 | 62 | 144 | 53 | 1469 |
| 0745-0845 | 123 | 287 | 167 | 103 | 88 | 35 | 77 | 287 | 139 | 70 | 149 | 76 | 1601 |
| 0800-0900 | 129 | 292 | 185 | 118 | 96 | 28 | 78 | 274 | 140 | 73 | 159 | 88 | 1660 |

A.M. PEAK HOUR
0800-0900



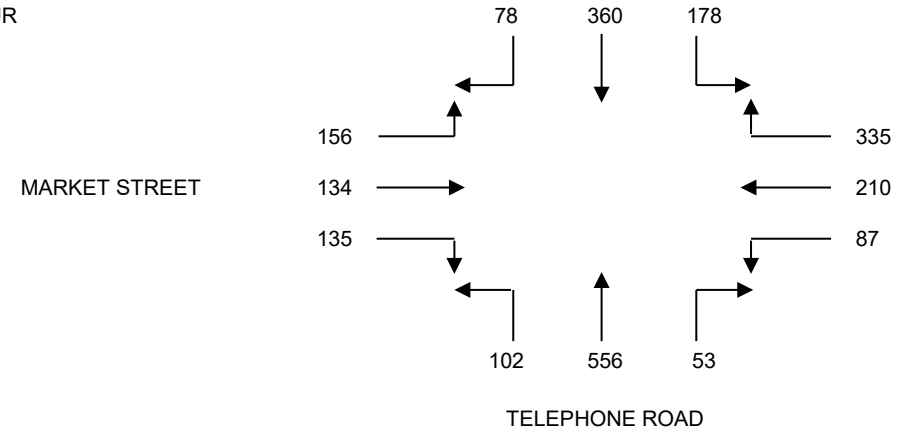
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG ENGINEERS - PASADENA
PROJECT: KAISER PERMANENTE VISTA MOB PROJECT
DATE: WEDNESDAY, AUGUST 27, 2014
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION N/S TELEPHONE ROAD
E/W MARKET STREET
FILE NUMBER: 1-PM

| 15 MINUTE TOTALS | 1 SBRT | 2 SBTH | 3 SBLT | 4 WBRT | 5 WBTH | 6 WBLT | 7 NBRT | 8 NBTH | 9 NBLT | 10 EBRT | 11 EBTH | 12 EBLT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0400-0415 | 31 | 99 | 43 | 90 | 62 | 19 | 11 | 103 | 32 | 49 | 48 | 47 |
| 0415-0430 | 24 | 83 | 56 | 91 | 53 | 12 | 11 | 128 | 27 | 30 | 30 | 33 |
| 0430-0445 | 17 | 91 | 41 | 64 | 35 | 11 | 10 | 122 | 23 | 25 | 32 | 29 |
| 0445-0500 | 19 | 90 | 45 | 99 | 40 | 24 | 8 | 146 | 21 | 40 | 36 | 47 |
| 0500-0515 | 15 | 98 | 53 | 70 | 51 | 15 | 15 | 128 | 30 | 27 | 26 | 30 |
| 0515-0530 | 29 | 100 | 42 | 104 | 69 | 28 | 19 | 151 | 21 | 39 | 41 | 45 |
| 0530-0545 | 15 | 72 | 38 | 62 | 50 | 20 | 11 | 131 | 30 | 29 | 31 | 34 |
| 0545-0600 | 20 | 99 | 36 | 60 | 33 | 16 | 7 | 128 | 23 | 37 | 20 | 31 |

| 1 HOUR TOTALS | 1 SBRT | 2 SBTH | 3 SBLT | 4 WBRT | 5 WBTH | 6 WBLT | 7 NBRT | 8 NBTH | 9 NBLT | 10 EBRT | 11 EBTH | 12 EBLT | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0400-0500 | 91 | 363 | 185 | 344 | 190 | 66 | 40 | 499 | 103 | 144 | 146 | 156 | 2327 |
| 0415-0515 | 75 | 362 | 195 | 324 | 179 | 62 | 44 | 524 | 101 | 122 | 124 | 139 | 2251 |
| 0430-0530 | 80 | 379 | 181 | 337 | 195 | 78 | 52 | 547 | 95 | 131 | 135 | 151 | 2361 |
| 0445-0545 | 78 | 360 | 178 | 335 | 210 | 87 | 53 | 556 | 102 | 135 | 134 | 156 | 2384 |
| 0500-0600 | 79 | 369 | 169 | 296 | 203 | 79 | 52 | 538 | 104 | 132 | 118 | 140 | 2279 |

P.M. PEAK HOUR
0445-0545



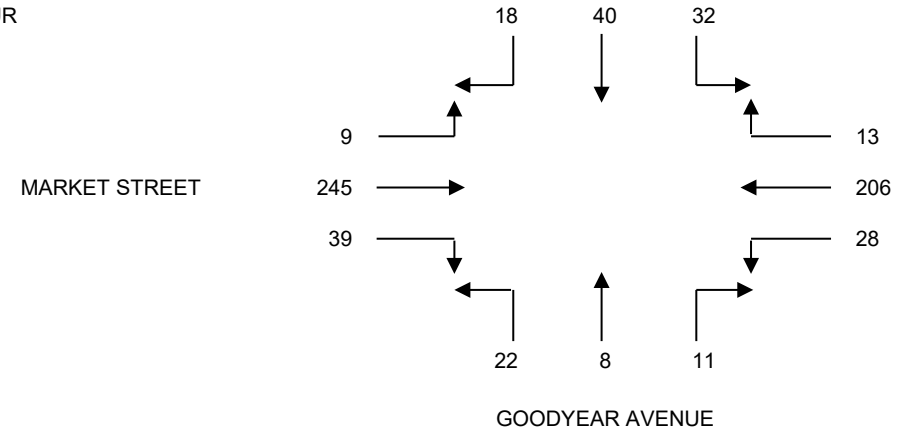
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG ENGINEERS - PASADENA
PROJECT: KAISER PERMANENTE VISTA MOB PROJECT
DATE: WEDNESDAY, AUGUST 27, 2014
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION N/S GOODYEAR AVENUE
E/W MARKET STREET
FILE NUMBER: 2-AM

| 15 MINUTE TOTALS | 1 SBRT | 2 SBTH | 3 SBLT | 4 WBRT | 5 WBTH | 6 WBLT | 7 NBRT | 8 NBTH | 9 NBLT | 10 EBRT | 11 EBTH | 12 EBLT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0700-0715 | 1 | 7 | 5 | 2 | 28 | 2 | 0 | 0 | 2 | 7 | 30 | 1 |
| 0715-0730 | 1 | 6 | 2 | 0 | 26 | 6 | 5 | 0 | 6 | 9 | 42 | 0 |
| 0730-0745 | 2 | 4 | 3 | 1 | 43 | 3 | 3 | 1 | 9 | 7 | 40 | 0 |
| 0745-0800 | 6 | 8 | 8 | 2 | 47 | 6 | 1 | 1 | 5 | 10 | 68 | 4 |
| 0800-0815 | 5 | 10 | 9 | 3 | 40 | 5 | 1 | 0 | 5 | 11 | 72 | 2 |
| 0815-0830 | 7 | 9 | 8 | 2 | 43 | 7 | 1 | 0 | 5 | 8 | 65 | 3 |
| 0830-0845 | 3 | 10 | 7 | 4 | 61 | 8 | 4 | 5 | 6 | 11 | 57 | 2 |
| 0845-0900 | 3 | 11 | 8 | 4 | 62 | 8 | 5 | 3 | 6 | 9 | 51 | 2 |

| 1 HOUR TOTALS | 1 SBRT | 2 SBTH | 3 SBLT | 4 WBRT | 5 WBTH | 6 WBLT | 7 NBRT | 8 NBTH | 9 NBLT | 10 EBRT | 11 EBTH | 12 EBLT | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0700-0800 | 10 | 25 | 18 | 5 | 144 | 17 | 9 | 2 | 22 | 33 | 180 | 5 | 470 |
| 0715-0815 | 14 | 28 | 22 | 6 | 156 | 20 | 10 | 2 | 25 | 37 | 222 | 6 | 548 |
| 0730-0830 | 20 | 31 | 28 | 8 | 173 | 21 | 6 | 2 | 24 | 36 | 245 | 9 | 603 |
| 0745-0845 | 21 | 37 | 32 | 11 | 191 | 26 | 7 | 6 | 21 | 40 | 262 | 11 | 665 |
| 0800-0900 | 18 | 40 | 32 | 13 | 206 | 28 | 11 | 8 | 22 | 39 | 245 | 9 | 671 |

A.M. PEAK HOUR
0800-0900



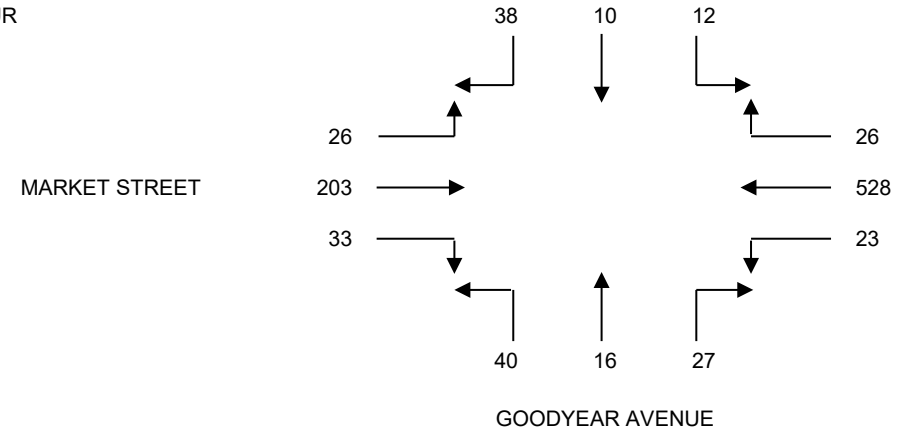
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG ENGINEERS - PASADENA
PROJECT: KAISER PERMANENTE VISTA MOB PROJECT
DATE: WEDNESDAY, AUGUST 27, 2014
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION N/S GOODYEAR AVENUE
E/W MARKET STREET
FILE NUMBER: 2-PM

| 15 MINUTE TOTALS | 1 SBRT | 2 SBTH | 3 SBLT | 4 WBRT | 5 WBTH | 6 WBLT | 7 NBRT | 8 NBTH | 9 NBLT | 10 EBRT | 11 EBTH | 12 EBLT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0400-0415 | 9 | 4 | 4 | 11 | 144 | 3 | 8 | 1 | 14 | 16 | 59 | 8 |
| 0415-0430 | 11 | 2 | 3 | 5 | 109 | 4 | 3 | 4 | 11 | 10 | 51 | 7 |
| 0430-0445 | 5 | 3 | 4 | 7 | 82 | 8 | 4 | 4 | 7 | 14 | 43 | 5 |
| 0445-0500 | 8 | 1 | 3 | 5 | 148 | 5 | 8 | 2 | 9 | 7 | 49 | 5 |
| 0500-0515 | 14 | 4 | 2 | 9 | 189 | 6 | 12 | 6 | 13 | 2 | 60 | 9 |
| 0515-0530 | 10 | 2 | 2 | 7 | 86 | 3 | 6 | 3 | 7 | 5 | 43 | 3 |
| 0530-0545 | 8 | 1 | 0 | 3 | 84 | 8 | 3 | 4 | 13 | 3 | 39 | 3 |
| 0545-0600 | 7 | 1 | 1 | 3 | 68 | 8 | 3 | 4 | 10 | 4 | 38 | 4 |

| 1 HOUR TOTALS | 1 SBRT | 2 SBTH | 3 SBLT | 4 WBRT | 5 WBTH | 6 WBLT | 7 NBRT | 8 NBTH | 9 NBLT | 10 EBRT | 11 EBTH | 12 EBLT | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0400-0500 | 33 | 10 | 14 | 28 | 483 | 20 | 23 | 11 | 41 | 47 | 202 | 25 | 937 |
| 0415-0515 | 38 | 10 | 12 | 26 | 528 | 23 | 27 | 16 | 40 | 33 | 203 | 26 | 982 |
| 0430-0530 | 37 | 10 | 11 | 28 | 505 | 22 | 30 | 15 | 36 | 28 | 195 | 22 | 939 |
| 0445-0545 | 40 | 8 | 7 | 24 | 507 | 22 | 29 | 15 | 42 | 17 | 191 | 20 | 922 |
| 0500-0600 | 39 | 8 | 5 | 22 | 427 | 25 | 24 | 17 | 43 | 14 | 180 | 19 | 823 |

P.M. PEAK HOUR
0415-0515



# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG ENGINEERS - PASADENA
PROJECT: KAISER PERMANENTE VISTA MOB PROJECT
DATE: WEDNESDAY, AUGUST 27, 2014
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION N/S MAIN STREET / US 101 SB ON-RAMP / VALENTINE ROAD
E/W TELEPHONE ROAD
FILE NUMBER: 3-AM

| 15 MINUTE TOTALS | 1 | 2-A VALENTINE | 2-B 101 SB | 3 | 4 | 5 | 6-A VALENTINE | 6-B 101 SB | 7 | 10-A VALENTINE | 10-B 101 SB | 11 | 12 EBLT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0700-0715 | 29 | 21 | 178 | 45 | 50 | 83 | 61 | 45 | 9 | 0 | 16 | 24 | 19 |
| 0715-0730 | 30 | 46 | 215 | 50 | 121 | 99 | 67 | 49 | 14 | 0 | 15 | 22 | 31 |
| 0730-0745 | 41 | 39 | 239 | 70 | 188 | 136 | 79 | 44 | 10 | 1 | 26 | 31 | 78 |
| 0745-0800 | 71 | 88 | 291 | 110 | 209 | 192 | 106 | 58 | 12 | 3 | 21 | 29 | 63 |
| 0800-0815 | 84 | 91 | 257 | 111 | 172 | 172 | 96 | 38 | 6 | 1 | 25 | 34 | 83 |
| 0815-0830 | 77 | 78 | 280 | 100 | 194 | 186 | 82 | 27 | 16 | 2 | 42 | 38 | 55 |
| 0830-0845 | 76 | 53 | 195 | 90 | 186 | 152 | 62 | 34 | 10 | 2 | 26 | 35 | 83 |
| 0845-0900 | 70 | 60 | 151 | 103 | 178 | 142 | 67 | 24 | 10 | 1 | 40 | 46 | 90 |

| 1 HOUR TOTALS | 1 | 2-A VALENTINE | 2-B 101 SB | 3 | 4 | 5 | 6-A VALENTINE | 6-B 101 SB | 7 | 10-A VALENTINE | 10-B 101 SB | 11 | 12 EBLT | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0700-0800 | 171 | 194 | 923 | 275 | 568 | 510 | 313 | 196 | 45 | 4 | 78 | 106 | 191 | 3383 |
| 0715-0815 | 226 | 264 | 1002 | 341 | 690 | 599 | 348 | 189 | 42 | 5 | 87 | 116 | 255 | 3909 |
| 0730-0830 | 273 | 296 | 1067 | 391 | 763 | 686 | 363 | 167 | 44 | 7 | 114 | 132 | 279 | 4303 |
| 0745-0845 | 308 | 310 | 1023 | 411 | 761 | 702 | 346 | 157 | 44 | 8 | 114 | 136 | 284 | 4320 |
| 0800-0900 | 307 | 282 | 883 | 404 | 730 | 652 | 307 | 123 | 42 | 6 | 133 | 153 | 311 | 4022 |

# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG ENGINEERS - PASADENA
PROJECT: KAISER PERMANENTE VISTA MOB PROJECT
DATE: WEDNESDAY, AUGUST 27, 2014
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION N/S MAIN STREET / US 101 SB ON-RAMP / VALENTINE ROAD
E/W TELEPHONE ROAD
FILE NUMBER: 3-PM

| 15 MINUTE TOTALS | 1 | 2-A VALENTINE | 2-B 101 SB | 3 | 4 | 5 | 6-A VALENTINE | 6-B 101 SB | 7 | 10-A VALENTINE | 10-B 101 SB | 11 | 12 EBLT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0400-0415 | 99 | 58 | 280 | 178 | 187 | 154 | 50 | 35 | 69 | 2 | 59 | 129 | 134 |
| 0415-0430 | 76 | 53 | 277 | 197 | 193 | 143 | 33 | 30 | 43 | 2 | 55 | 122 | 141 |
| 0430-0445 | 110 | 45 | 333 | 202 | 185 | 113 | 47 | 25 | 68 | 3 | 78 | 153 | 149 |
| 0445-0500 | 95 | 30 | 270 | 173 | 210 | 157 | 47 | 44 | 71 | 1 | 72 | 133 | 145 |
| 0500-0515 | 76 | 57 | 324 | 194 | 219 | 139 | 25 | 39 | 82 | 1 | 81 | 145 | 158 |
| 0515-0530 | 86 | 30 | 291 | 167 | 186 | 158 | 30 | 37 | 50 | 2 | 76 | 148 | 154 |
| 0530-0545 | 76 | 45 | 307 | 173 | 196 | 140 | 41 | 24 | 50 | 0 | 77 | 132 | 141 |
| 0545-0600 | 76 | 30 | 258 | 151 | 166 | 116 | 40 | 24 | 31 | 1 | 61 | 113 | 103 |

| 1 HOUR TOTALS | 1 | 2-A VALENTINE | 2-B 101 SB | 3 | 4 | 5 | 6-A VALENTINE | 6-B 101 SB | 7 | 10-A VALENTINE | 10-B 101 SB | 11 | 12 EBLT | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0400-0500 | 380 | 186 | 1160 | 750 | 775 | 567 | 177 | 134 | 251 | 8 | 264 | 537 | 569 | 5189 |
| 0415-0515 | 357 | 185 | 1204 | 766 | 807 | 552 | 152 | 138 | 264 | 7 | 286 | 553 | 593 | 5271 |
| 0430-0530 | 367 | 162 | 1218 | 736 | 800 | 567 | 149 | 145 | 271 | 7 | 307 | 579 | 606 | 5308 |
| 0445-0545 | 333 | 162 | 1192 | 707 | 811 | 594 | 143 | 144 | 253 | 4 | 306 | 558 | 598 | 5207 |
| 0500-0600 | 314 | 162 | 1180 | 685 | 767 | 553 | 136 | 124 | 213 | 4 | 295 | 538 | 556 | 4971 |

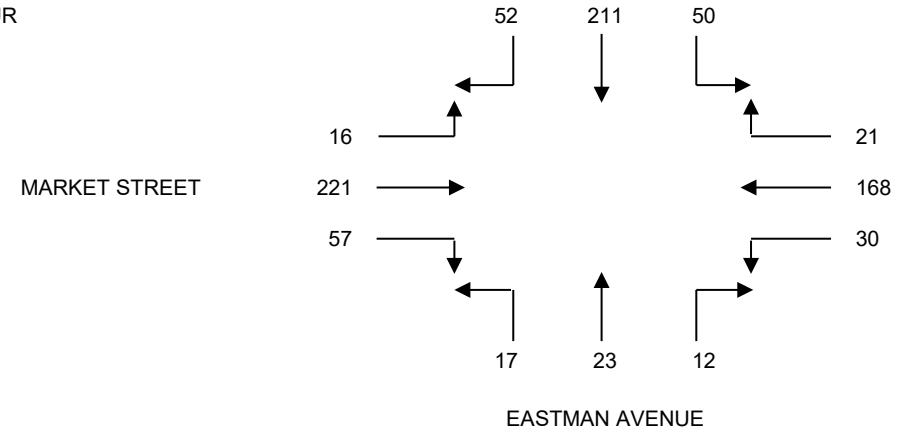
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG ENGINEERS - PASADENA
PROJECT: KAISER PERMANENTE VISTA MOB PROJECT
DATE: WEDNESDAY, AUGUST 27, 2014
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION N/S EASTMAN AVENUE
E/W MARKET STREET
FILE NUMBER: 4-AM

| 15 MINUTE TOTALS | 1 SBRT | 2 SBTH | 3 SBLT | 4 WBRT | 5 WBTH | 6 WBLT | 7 NBRT | 8 NBTH | 9 NBLT | 10 EBRT | 11 EBTH | 12 EBLT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0700-0715 | 5 | 21 | 9 | 3 | 19 | 1 | 1 | 2 | 2 | 5 | 20 | 2 |
| 0715-0730 | 5 | 43 | 8 | 4 | 20 | 3 | 2 | 6 | 4 | 5 | 27 | 3 |
| 0730-0745 | 15 | 35 | 11 | 5 | 30 | 6 | 4 | 2 | 4 | 7 | 35 | 2 |
| 0745-0800 | 13 | 50 | 16 | 4 | 45 | 5 | 4 | 5 | 5 | 19 | 60 | 3 |
| 0800-0815 | 14 | 72 | 15 | 3 | 44 | 8 | 2 | 6 | 5 | 16 | 69 | 5 |
| 0815-0830 | 15 | 50 | 13 | 5 | 34 | 10 | 2 | 6 | 2 | 14 | 43 | 6 |
| 0830-0845 | 10 | 39 | 6 | 9 | 45 | 7 | 4 | 6 | 5 | 8 | 49 | 2 |
| 0845-0900 | 16 | 36 | 12 | 8 | 47 | 9 | 4 | 6 | 7 | 17 | 50 | 4 |

| 1 HOUR TOTALS | 1 SBRT | 2 SBTH | 3 SBLT | 4 WBRT | 5 WBTH | 6 WBLT | 7 NBRT | 8 NBTH | 9 NBLT | 10 EBRT | 11 EBTH | 12 EBLT | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0700-0800 | 38 | 149 | 44 | 16 | 114 | 15 | 11 | 15 | 15 | 36 | 142 | 10 | 605 |
| 0715-0815 | 47 | 200 | 50 | 16 | 139 | 22 | 12 | 19 | 18 | 47 | 191 | 13 | 774 |
| 0730-0830 | 57 | 207 | 55 | 17 | 153 | 29 | 12 | 19 | 16 | 56 | 207 | 16 | 844 |
| 0745-0845 | 52 | 211 | 50 | 21 | 168 | 30 | 12 | 23 | 17 | 57 | 221 | 16 | 878 |
| 0800-0900 | 55 | 197 | 46 | 25 | 170 | 34 | 12 | 24 | 19 | 55 | 211 | 17 | 865 |

A.M. PEAK HOUR
0745-0845



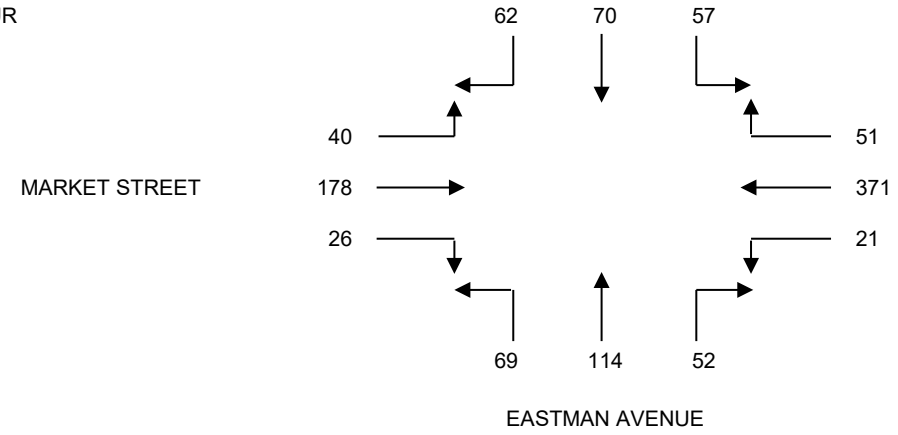
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG ENGINEERS - PASADENA
PROJECT: KAISER PERMANENTE VISTA MOB PROJECT
DATE: WEDNESDAY, AUGUST 27, 2014
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION N/S EASTMAN AVENUE
E/W MARKET STREET
FILE NUMBER: 4-PM

| 15 MINUTE TOTALS | 1 SBRT | 2 SBTH | 3 SBLT | 4 WBRT | 5 WBTH | 6 WBLT | 7 NBRT | 8 NBTH | 9 NBLT | 10 EBRT | 11 EBTH | 12 EBLT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0400-0415 | 18 | 18 | 16 | 11 | 80 | 6 | 16 | 42 | 27 | 13 | 47 | 13 |
| 0415-0430 | 14 | 17 | 18 | 6 | 60 | 6 | 10 | 27 | 20 | 7 | 37 | 8 |
| 0430-0445 | 14 | 24 | 15 | 10 | 84 | 6 | 17 | 30 | 10 | 6 | 42 | 6 |
| 0445-0500 | 19 | 16 | 10 | 18 | 99 | 6 | 10 | 21 | 18 | 6 | 40 | 12 |
| 0500-0515 | 15 | 13 | 14 | 17 | 128 | 3 | 15 | 36 | 21 | 7 | 59 | 14 |
| 0515-0530 | 10 | 8 | 8 | 10 | 82 | 3 | 6 | 22 | 13 | 6 | 34 | 6 |
| 0530-0545 | 14 | 14 | 13 | 8 | 70 | 1 | 8 | 13 | 9 | 5 | 34 | 2 |
| 0545-0600 | 10 | 8 | 10 | 7 | 54 | 2 | 7 | 8 | 5 | 2 | 43 | 2 |

| 1 HOUR TOTALS | 1 SBRT | 2 SBTH | 3 SBLT | 4 WBRT | 5 WBTH | 6 WBLT | 7 NBRT | 8 NBTH | 9 NBLT | 10 EBRT | 11 EBTH | 12 EBLT | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0400-0500 | 65 | 75 | 59 | 45 | 323 | 24 | 53 | 120 | 75 | 32 | 166 | 39 | 1076 |
| 0415-0515 | 62 | 70 | 57 | 51 | 371 | 21 | 52 | 114 | 69 | 26 | 178 | 40 | 1111 |
| 0430-0530 | 58 | 61 | 47 | 55 | 393 | 18 | 48 | 109 | 62 | 25 | 175 | 38 | 1089 |
| 0445-0545 | 58 | 51 | 45 | 53 | 379 | 13 | 39 | 92 | 61 | 24 | 167 | 34 | 1016 |
| 0500-0600 | 49 | 43 | 45 | 42 | 334 | 9 | 36 | 79 | 48 | 20 | 170 | 24 | 899 |

P.M. PEAK HOUR
0415-0515



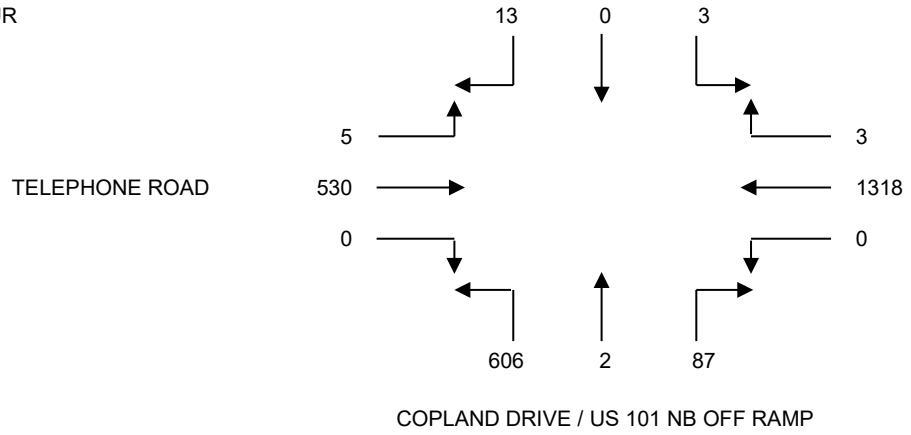
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG ENGINEERS - PASADENA
PROJECT: KAISER PERMANENTE VISTA MOB PROJECT
DATE: WEDNESDAY, AUGUST 27, 2014
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION N/S COPLAND DRIVE / US 101 NB OFF RAMP
E/W TELEPHONE ROAD
FILE NUMBER: 5-AM

| 15 MINUTE TOTALS | 1 SBRT | 2 SBTH | 3 SBLT | 4 WBRT | 5 WBTH | 6 WBLT | 7 NBRT | 8 NBTH | 9 NBLT | 10 EBRT | 11 EBTH | 12 EBLT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0700-0715 | 4 | 0 | 1 | 1 | 149 | 0 | 18 | 1 | 84 | 0 | 59 | 1 |
| 0715-0730 | 2 | 0 | 0 | 0 | 215 | 0 | 24 | 2 | 125 | 0 | 77 | 1 |
| 0730-0745 | 3 | 0 | 1 | 0 | 272 | 0 | 27 | 0 | 150 | 0 | 105 | 2 |
| 0745-0800 | 3 | 0 | 0 | 1 | 363 | 0 | 20 | 1 | 180 | 0 | 123 | 2 |
| 0800-0815 | 3 | 0 | 1 | 1 | 322 | 0 | 22 | 1 | 156 | 0 | 131 | 1 |
| 0815-0830 | 2 | 0 | 2 | 0 | 359 | 0 | 16 | 0 | 136 | 0 | 141 | 1 |
| 0830-0845 | 5 | 0 | 0 | 1 | 274 | 0 | 29 | 0 | 134 | 0 | 135 | 1 |
| 0845-0900 | 2 | 0 | 0 | 0 | 260 | 0 | 16 | 0 | 133 | 0 | 138 | 1 |

| 1 HOUR TOTALS | 1 SBRT | 2 SBTH | 3 SBLT | 4 WBRT | 5 WBTH | 6 WBLT | 7 NBRT | 8 NBTH | 9 NBLT | 10 EBRT | 11 EBTH | 12 EBLT | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0700-0800 | 12 | 0 | 2 | 2 | 999 | 0 | 89 | 4 | 539 | 0 | 364 | 6 | 2017 |
| 0715-0815 | 11 | 0 | 2 | 2 | 1172 | 0 | 93 | 4 | 611 | 0 | 436 | 6 | 2337 |
| 0730-0830 | 11 | 0 | 4 | 2 | 1316 | 0 | 85 | 2 | 622 | 0 | 500 | 6 | 2548 |
| 0745-0845 | 13 | 0 | 3 | 3 | 1318 | 0 | 87 | 2 | 606 | 0 | 530 | 5 | 2567 |
| 0800-0900 | 12 | 0 | 3 | 2 | 1215 | 0 | 83 | 1 | 559 | 0 | 545 | 4 | 2424 |

A.M. PEAK HOUR
0745-0845



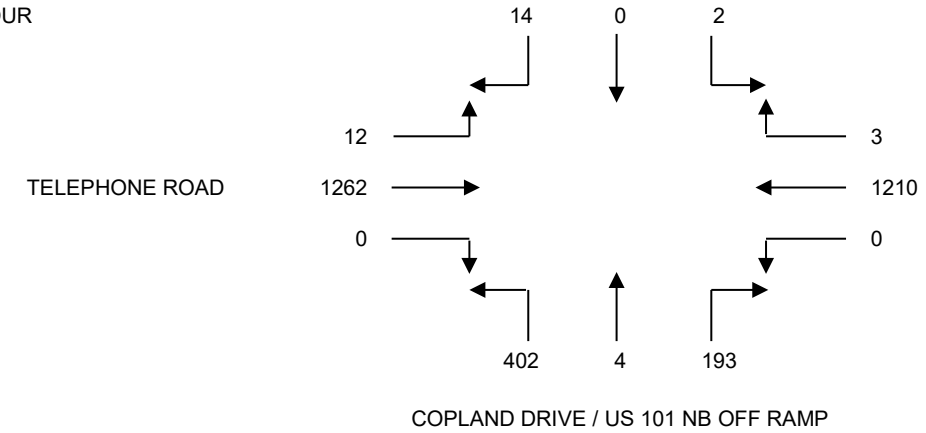
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG ENGINEERS - PASADENA
PROJECT: KAISER PERMANENTE VISTA MOB PROJECT
DATE: WEDNESDAY, AUGUST 27, 2014
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION N/S COPLAND DRIVE / US 101 NB OFF RAMP
E/W TELEPHONE ROAD
FILE NUMBER: 5-PM

| 15 MINUTE TOTALS | 1 SBRT | 2 SBTH | 3 SBLT | 4 WBRT | 5 WBTH | 6 WBLT | 7 NBRT | 8 NBTH | 9 NBLT | 10 EBRT | 11 EBTH | 12 EBLT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0400-0415 | 2 | 0 | 0 | 1 | 267 | 0 | 58 | 0 | 132 | 0 | 281 | 4 |
| 0415-0430 | 1 | 0 | 1 | 0 | 275 | 0 | 69 | 0 | 108 | 0 | 311 | 1 |
| 0430-0445 | 1 | 0 | 0 | 0 | 281 | 0 | 48 | 2 | 106 | 0 | 320 | 3 |
| 0445-0500 | 2 | 0 | 1 | 2 | 308 | 0 | 53 | 1 | 117 | 0 | 318 | 0 |
| 0500-0515 | 7 | 0 | 0 | 1 | 303 | 0 | 47 | 0 | 94 | 0 | 315 | 4 |
| 0515-0530 | 4 | 0 | 1 | 0 | 318 | 0 | 45 | 1 | 85 | 0 | 309 | 5 |
| 0530-0545 | 3 | 0 | 2 | 1 | 299 | 0 | 58 | 0 | 109 | 0 | 280 | 3 |
| 0545-0600 | 1 | 0 | 0 | 2 | 250 | 0 | 59 | 1 | 78 | 0 | 267 | 2 |

| 1 HOUR TOTALS | 1 SBRT | 2 SBTH | 3 SBLT | 4 WBRT | 5 WBTH | 6 WBLT | 7 NBRT | 8 NBTH | 9 NBLT | 10 EBRT | 11 EBTH | 12 EBLT | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0400-0500 | 6 | 0 | 2 | 3 | 1131 | 0 | 228 | 3 | 463 | 0 | 1230 | 8 | 3074 |
| 0415-0515 | 11 | 0 | 2 | 3 | 1167 | 0 | 217 | 3 | 425 | 0 | 1264 | 8 | 3100 |
| 0430-0530 | 14 | 0 | 2 | 3 | 1210 | 0 | 193 | 4 | 402 | 0 | 1262 | 12 | 3102 |
| 0445-0545 | 16 | 0 | 4 | 4 | 1228 | 0 | 203 | 2 | 405 | 0 | 1222 | 12 | 3096 |
| 0500-0600 | 15 | 0 | 3 | 4 | 1170 | 0 | 209 | 2 | 366 | 0 | 1171 | 14 | 2954 |

P.M. PEAK HOUR
0430-0530



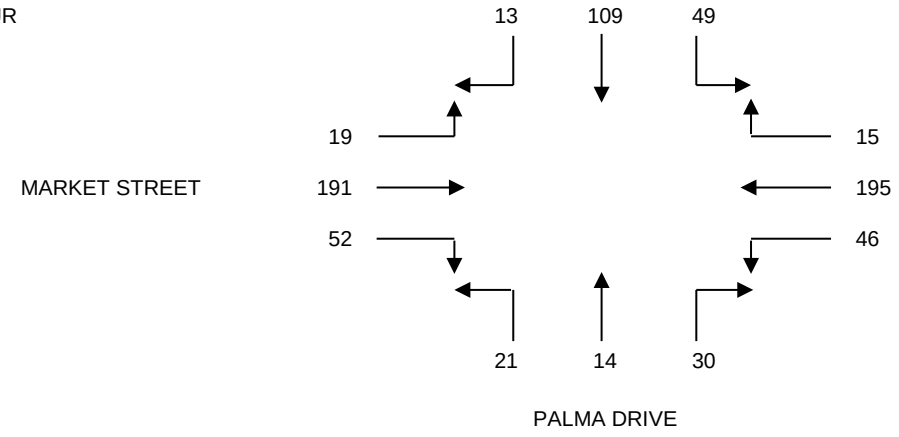
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG ENGINEERS - PASADENA
PROJECT: KAISER PERMANENTE VISTA MOB PROJECT
DATE: WEDNESDAY, AUGUST 27, 2014
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION N/S PALMA DRIVE
E/W MARKET STREET
FILE NUMBER: 6-AM

| 15 MINUTE TOTALS | 1 SBRT | 2 SBTH | 3 SBLT | 4 WBRT | 5 WBTH | 6 WBLT | 7 NBRT | 8 NBTH | 9 NBLT | 10 EBRT | 11 EBTH | 12 EBLT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0700-0715 | 4 | 16 | 5 | 2 | 15 | 13 | 6 | 1 | 5 | 9 | 16 | 1 |
| 0715-0730 | 2 | 32 | 6 | 3 | 19 | 15 | 2 | 1 | 3 | 14 | 20 | 1 |
| 0730-0745 | 4 | 25 | 7 | 5 | 38 | 10 | 4 | 1 | 5 | 12 | 27 | 4 |
| 0745-0800 | 4 | 37 | 18 | 5 | 58 | 16 | 6 | 4 | 2 | 19 | 55 | 8 |
| 0800-0815 | 1 | 27 | 13 | 3 | 38 | 11 | 4 | 2 | 3 | 12 | 48 | 5 |
| 0815-0830 | 4 | 30 | 10 | 3 | 42 | 11 | 9 | 5 | 7 | 10 | 40 | 4 |
| 0830-0845 | 4 | 15 | 8 | 4 | 57 | 8 | 11 | 3 | 9 | 11 | 48 | 2 |
| 0845-0900 | 2 | 20 | 11 | 2 | 48 | 11 | 9 | 2 | 8 | 10 | 44 | 0 |

| 1 HOUR TOTALS | 1 SBRT | 2 SBTH | 3 SBLT | 4 WBRT | 5 WBTH | 6 WBLT | 7 NBRT | 8 NBTH | 9 NBLT | 10 EBRT | 11 EBTH | 12 EBLT | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0700-0800 | 14 | 110 | 36 | 15 | 130 | 54 | 18 | 7 | 15 | 54 | 118 | 14 | 585 |
| 0715-0815 | 11 | 121 | 44 | 16 | 153 | 52 | 16 | 8 | 13 | 57 | 150 | 18 | 659 |
| 0730-0830 | 13 | 119 | 48 | 16 | 176 | 48 | 23 | 12 | 17 | 53 | 170 | 21 | 716 |
| 0745-0845 | 13 | 109 | 49 | 15 | 195 | 46 | 30 | 14 | 21 | 52 | 191 | 19 | 754 |
| 0800-0900 | 11 | 92 | 42 | 12 | 185 | 41 | 33 | 12 | 27 | 43 | 180 | 11 | 689 |

A.M. PEAK HOUR
0745-0845



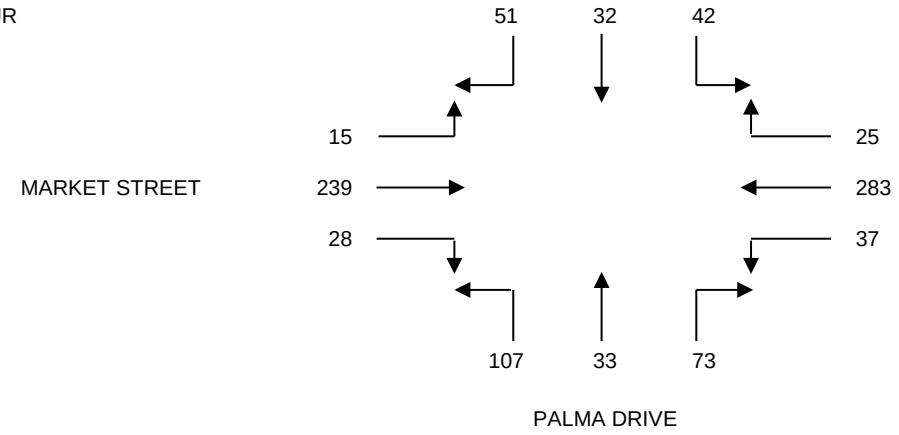
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG ENGINEERS - PASADENA
PROJECT: KAISER PERMANENTE VISTA MOB PROJECT
DATE: WEDNESDAY, AUGUST 27, 2014
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION N/S PALMA DRIVE
E/W MARKET STREET
FILE NUMBER: 6-PM

| 15 MINUTE TOTALS | 1 SBRT | 2 SBTH | 3 SBLT | 4 WBRT | 5 WBTH | 6 WBLT | 7 NBRT | 8 NBTH | 9 NBLT | 10 EBRT | 11 EBTH | 12 EBLT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0400-0415 | 6 | 7 | 5 | 2 | 46 | 6 | 25 | 6 | 25 | 6 | 61 | 5 |
| 0415-0430 | 8 | 18 | 5 | 6 | 38 | 5 | 15 | 5 | 17 | 7 | 56 | 4 |
| 0430-0445 | 5 | 11 | 10 | 6 | 54 | 11 | 26 | 5 | 29 | 10 | 59 | 4 |
| 0445-0500 | 16 | 6 | 9 | 7 | 72 | 14 | 12 | 8 | 26 | 6 | 53 | 6 |
| 0500-0515 | 13 | 5 | 14 | 6 | 98 | 8 | 15 | 13 | 32 | 5 | 78 | 3 |
| 0515-0530 | 17 | 10 | 9 | 6 | 59 | 4 | 20 | 7 | 20 | 7 | 49 | 2 |
| 0530-0545 | 4 | 6 | 8 | 3 | 48 | 2 | 19 | 3 | 12 | 5 | 45 | 1 |
| 0545-0600 | 11 | 8 | 9 | 6 | 46 | 3 | 6 | 5 | 8 | 9 | 50 | 1 |

| 1 HOUR TOTALS | 1 SBRT | 2 SBTH | 3 SBLT | 4 WBRT | 5 WBTH | 6 WBLT | 7 NBRT | 8 NBTH | 9 NBLT | 10 EBRT | 11 EBTH | 12 EBLT | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0400-0500 | 35 | 42 | 29 | 21 | 210 | 36 | 78 | 24 | 97 | 29 | 229 | 19 | 849 |
| 0415-0515 | 42 | 40 | 38 | 25 | 262 | 38 | 68 | 31 | 104 | 28 | 246 | 17 | 939 |
| 0430-0530 | 51 | 32 | 42 | 25 | 283 | 37 | 73 | 33 | 107 | 28 | 239 | 15 | 965 |
| 0445-0545 | 50 | 27 | 40 | 22 | 277 | 28 | 66 | 31 | 90 | 23 | 225 | 12 | 891 |
| 0500-0600 | 45 | 29 | 40 | 21 | 251 | 17 | 60 | 28 | 72 | 26 | 222 | 7 | 818 |

P.M. PEAK HOUR
0430-0530



**CITY TRAFFIC COUNTERS**
626.991.7522
www.ctcounters.com

File Name : Portola_Telephone
Site Code : 00000000
Start Date : 8/27/2014
Page No : 1

**Groups Printed- Unshifted**

| | Portola Rd Southbound | | | Telephone Rd Westbound | | | Portola Rd Northbound | | | Telephone Rd Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Int. Total |
| 07:00 AM | 2 | 8 | 42 | 1 | 86 | 1 | 25 | 3 | 4 | 12 | 47 | 13 | 244 |
| 07:15 AM | 6 | 6 | 65 | 5 | 100 | 1 | 30 | 3 | 3 | 10 | 57 | 13 | 299 |
| 07:30 AM | 7 | 10 | 96 | 9 | 133 | 4 | 68 | 2 | 4 | 10 | 73 | 29 | 445 |
| 07:45 AM | 5 | 13 | 85 | 14 | 213 | 5 | 62 | 0 | 3 | 21 | 80 | 41 | 542 |
| Total | 20 | 37 | 288 | 29 | 532 | 11 | 185 | 8 | 14 | 53 | 257 | 96 | 1530 |
| 08:00 AM | 5 | 13 | 59 | 16 | 167 | 4 | 43 | 8 | 2 | 11 | 93 | 28 | 449 |
| 08:15 AM | 9 | 7 | 59 | 8 | 138 | 5 | 41 | 3 | 8 | 17 | 92 | 31 | 418 |
| 08:30 AM | 1 | 7 | 56 | 7 | 120 | 4 | 47 | 2 | 4 | 29 | 91 | 40 | 408 |
| 08:45 AM | 2 | 2 | 57 | 11 | 120 | 1 | 33 | 0 | 0 | 19 | 90 | 45 | 380 |
| Total | 17 | 29 | 231 | 42 | 545 | 14 | 164 | 13 | 14 | 76 | 366 | 144 | 1655 |
| 04:00 PM | 1 | 8 | 33 | 13 | 113 | 6 | 53 | 14 | 20 | 52 | 196 | 33 | 542 |
| 04:15 PM | 5 | 7 | 38 | 18 | 116 | 7 | 52 | 12 | 9 | 63 | 193 | 46 | 566 |
| 04:30 PM | 7 | 11 | 26 | 17 | 138 | 3 | 47 | 6 | 22 | 46 | 218 | 45 | 586 |
| 04:45 PM | 2 | 10 | 33 | 19 | 122 | 9 | 55 | 3 | 18 | 52 | 205 | 43 | 571 |
| Total | 15 | 36 | 130 | 67 | 489 | 25 | 207 | 35 | 69 | 213 | 812 | 167 | 2265 |
| 05:00 PM | 4 | 6 | 46 | 24 | 161 | 9 | 48 | 9 | 23 | 60 | 260 | 45 | 695 |
| 05:15 PM | 5 | 8 | 36 | 26 | 140 | 10 | 48 | 10 | 15 | 71 | 210 | 42 | 621 |
| 05:30 PM | 5 | 9 | 40 | 29 | 142 | 6 | 42 | 13 | 20 | 58 | 222 | 34 | 620 |
| 05:45 PM | 6 | 13 | 36 | 34 | 125 | 3 | 39 | 11 | 22 | 73 | 205 | 35 | 602 |
| Total | 20 | 36 | 158 | 113 | 568 | 28 | 177 | 43 | 80 | 262 | 897 | 156 | 2538 |
| Grand Total | 72 | 138 | 807 | 251 | 2134 | 78 | 733 | 99 | 177 | 604 | 2332 | 563 | 7988 |
| Apprch % | 7.1 | 13.6 | 79.4 | 10.2 | 86.6 | 3.2 | 72.6 | 9.8 | 17.5 | 17.3 | 66.6 | 16.1 | |
| Total % | 0.9 | 1.7 | 10.1 | 3.1 | 26.7 | 1 | 9.2 | 1.2 | 2.2 | 7.6 | 29.2 | 7 | |

**CITY TRAFFIC COUNTERS**
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File Name : Portola_Telephone
Site Code : 00000000
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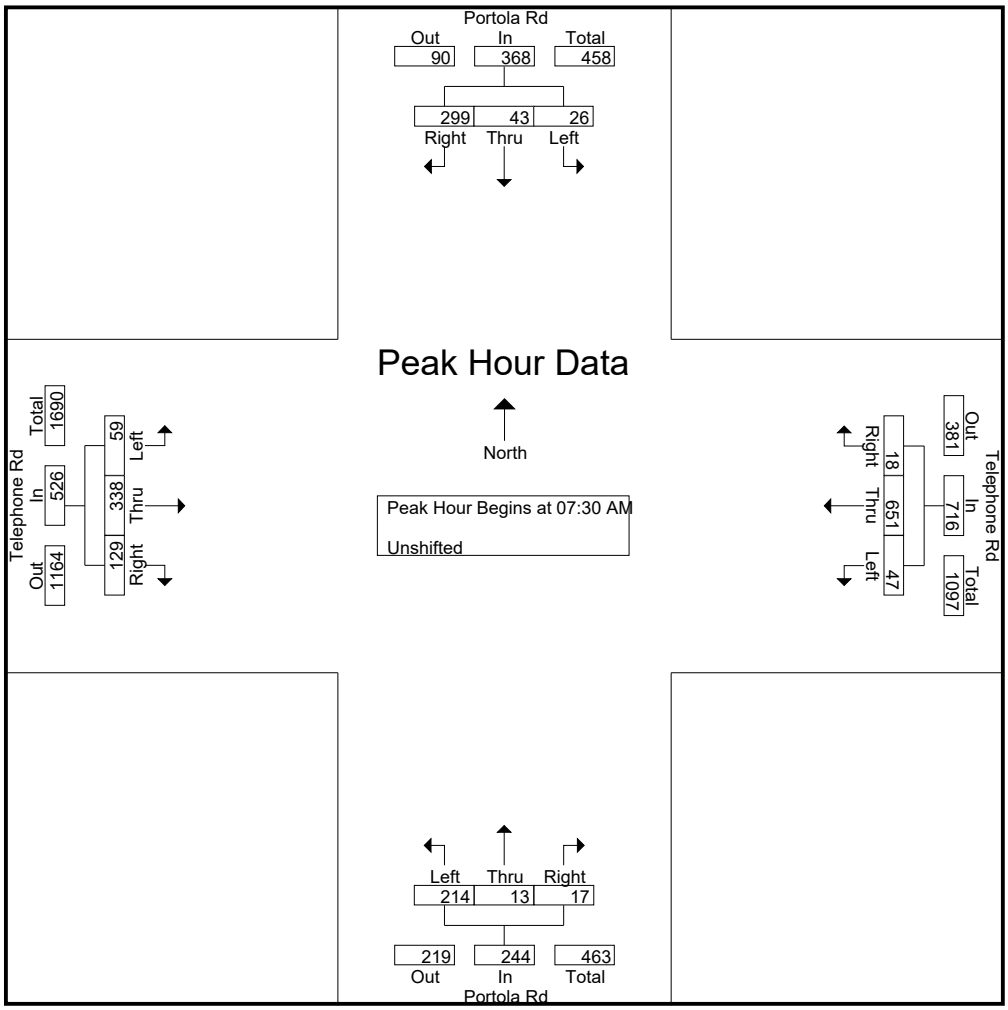
| | Portola Rd Southbound | | | | Telephone Rd Westbound | | | | Portola Rd Northbound | | | | Telephone Rd Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 7 | 10 | **96** | **113** | 9 | 133 | 4 | 146 | **68** | 2 | 4 | **74** | 10 | 73 | 29 | 112 | 445 |
| 07:45 AM | 5 | **13** | 85 | 103 | 14 | **213** | **5** | **232** | 62 | 0 | 3 | 65 | **21** | 80 | **41** | **142** | **542** |
| 08:00 AM | 5 | 13 | 59 | 77 | **16** | 167 | 4 | 187 | 43 | **8** | 2 | 53 | 11 | **93** | 28 | 132 | 449 |
| 08:15 AM | **9** | 7 | 59 | 75 | 8 | 138 | 5 | 151 | 41 | 3 | **8** | 52 | 17 | 92 | 31 | 140 | 418 |
| Total Volume | 26 | 43 | 299 | 368 | 47 | 651 | 18 | 716 | 214 | 13 | 17 | 244 | 59 | 338 | 129 | 526 | 1854 |
| % App. Total | 7.1 | 11.7 | 81.2 | | 6.6 | 90.9 | 2.5 | | 87.7 | 5.3 | 7 | | 11.2 | 64.3 | 24.5 | | |
| PHF | .722 | .827 | .779 | .814 | .734 | .764 | .900 | .772 | .787 | .406 | .531 | .824 | .702 | .909 | .787 | .926 | .855 |



**CITY TRAFFIC COUNTERS**
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File Name : Portola_Telephone
Site Code : 00000000
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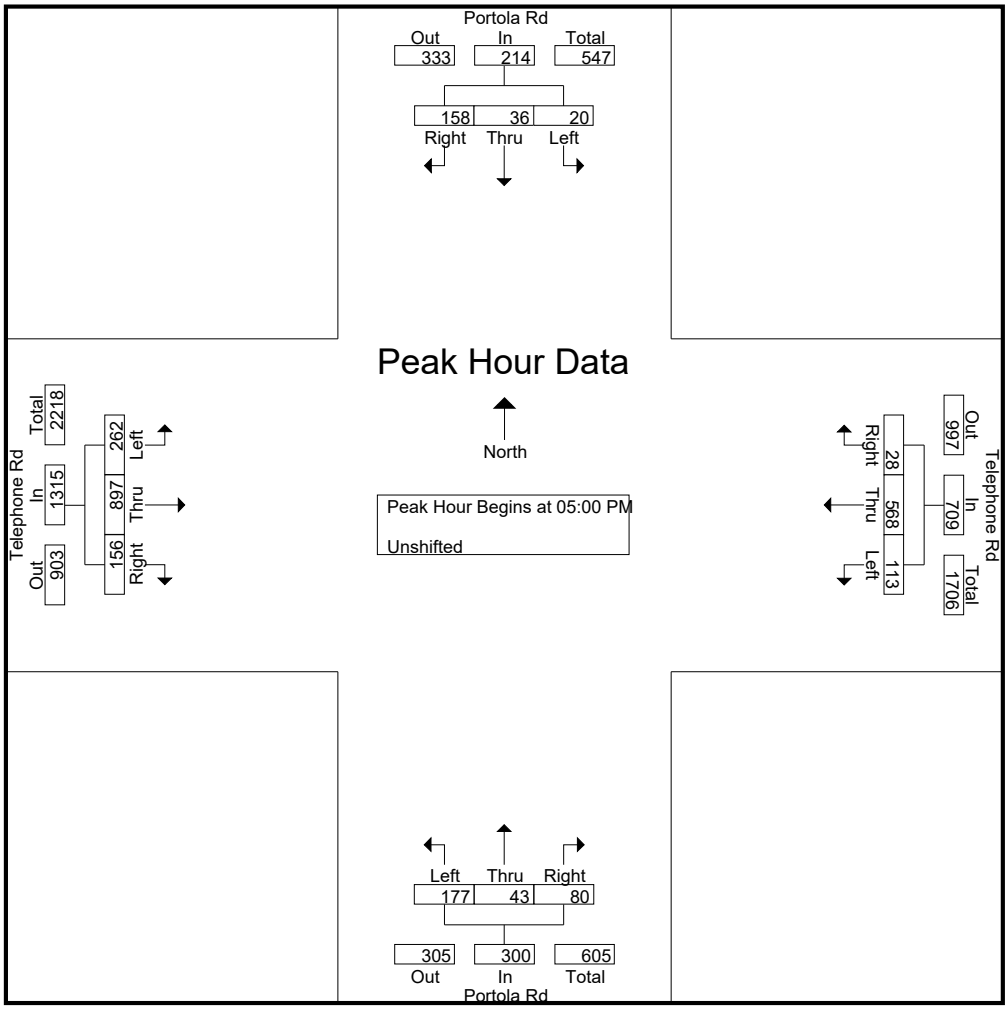
| | Portola Rd Southbound | | | | Telephone Rd Westbound | | | | Portola Rd Northbound | | | | Telephone Rd Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 4 | 6 | **46** | **56** | 24 | **161** | 9 | **194** | **48** | 9 | **23** | **80** | 60 | **260** | **45** | **365** | **695** |
| 05:15 PM | 5 | 8 | 36 | 49 | 26 | 140 | **10** | 176 | 48 | 10 | 15 | 73 | 71 | 210 | 42 | 323 | 621 |
| 05:30 PM | 5 | 9 | 40 | 54 | 29 | 142 | 6 | 177 | 42 | **13** | 20 | 75 | 58 | 222 | 34 | 314 | 620 |
| 05:45 PM | **6** | **13** | 36 | 55 | **34** | 125 | 3 | 162 | 39 | 11 | 22 | 72 | **73** | 205 | 35 | 313 | 602 |
| Total Volume | 20 | 36 | 158 | 214 | 113 | 568 | 28 | 709 | 177 | 43 | 80 | 300 | 262 | 897 | 156 | 1315 | 2538 |
| % App. Total | 9.3 | 16.8 | 73.8 | | 15.9 | 80.1 | 3.9 | | 59 | 14.3 | 26.7 | | 19.9 | 68.2 | 11.9 | | |
| PHF | .833 | .692 | .859 | .955 | .831 | .882 | .700 | .914 | .922 | .827 | .870 | .938 | .897 | .863 | .867 | .901 | .913 |



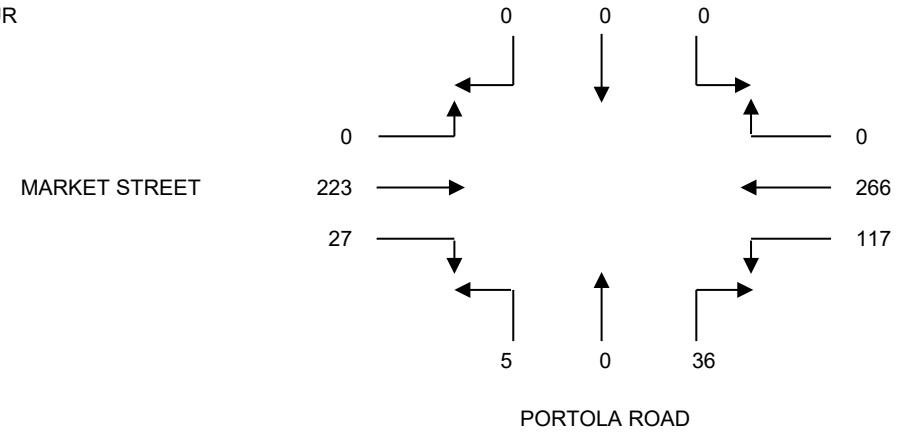
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG ENGINEERS - PASADENA
PROJECT: KAISER PERMANENTE VISTA MOB PROJECT
DATE: WEDNESDAY, AUGUST 27, 2014
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION N/S PORTOLA ROAD
E/W MARKET STREET
FILE NUMBER: 7-AM

| 15 MINUTE TOTALS | 1 SBRT | 2 SBTH | 3 SBLT | 4 WBRT | 5 WBTH | 6 WBLT | 7 NBRT | 8 NBTH | 9 NBLT | 10 EBRT | 11 EBTH | 12 EBLT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0700-0715 | 0 | 0 | 0 | 0 | 48 | 33 | 3 | 0 | 0 | 7 | 29 | 0 |
| 0715-0730 | 0 | 0 | 0 | 0 | 41 | 34 | 6 | 0 | 0 | 5 | 24 | 0 |
| 0730-0745 | 0 | 0 | 0 | 0 | 56 | 29 | 14 | 0 | 0 | 3 | 35 | 0 |
| 0745-0800 | 0 | 0 | 0 | 0 | 76 | 28 | 10 | 0 | 2 | 8 | 53 | 0 |
| 0800-0815 | 0 | 0 | 0 | 0 | 69 | 43 | 10 | 0 | 1 | 7 | 56 | 0 |
| 0815-0830 | 0 | 0 | 0 | 0 | 50 | 25 | 9 | 0 | 2 | 4 | 54 | 0 |
| 0830-0845 | 0 | 0 | 0 | 0 | 71 | 21 | 7 | 0 | 0 | 8 | 60 | 0 |
| 0845-0900 | 0 | 0 | 0 | 0 | 72 | 31 | 8 | 0 | 2 | 12 | 51 | 0 |

| 1 HOUR TOTALS | 1 SBRT | 2 SBTH | 3 SBLT | 4 WBRT | 5 WBTH | 6 WBLT | 7 NBRT | 8 NBTH | 9 NBLT | 10 EBRT | 11 EBTH | 12 EBLT | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0700-0800 | 0 | 0 | 0 | 0 | 221 | 124 | 33 | 0 | 2 | 23 | 141 | 0 | 544 |
| 0715-0815 | 0 | 0 | 0 | 0 | 242 | 134 | 40 | 0 | 3 | 23 | 168 | 0 | 610 |
| 0730-0830 | 0 | 0 | 0 | 0 | 251 | 125 | 43 | 0 | 5 | 22 | 198 | 0 | 644 |
| 0745-0845 | 0 | 0 | 0 | 0 | 266 | 117 | 36 | 0 | 5 | 27 | 223 | 0 | 674 |
| 0800-0900 | 0 | 0 | 0 | 0 | 262 | 120 | 34 | 0 | 5 | 31 | 221 | 0 | 673 |

A.M. PEAK HOUR
0745-0845



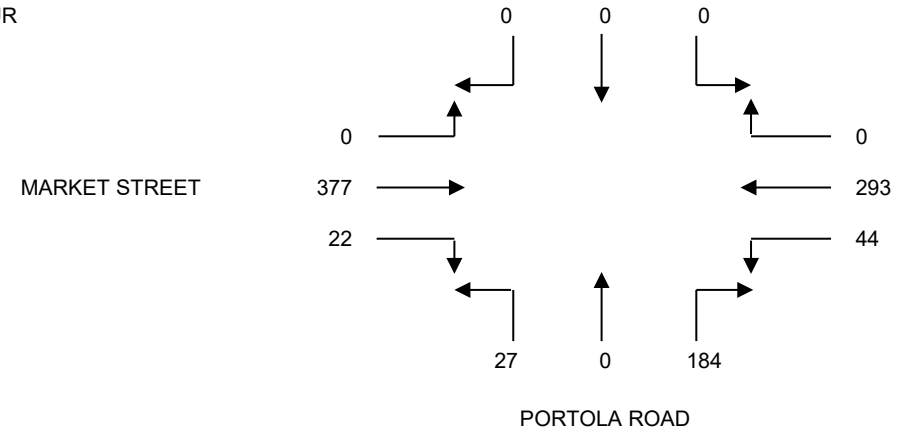
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG ENGINEERS - PASADENA
PROJECT: KAISER PERMANENTE VISTA MOB PROJECT
DATE: WEDNESDAY, AUGUST 27, 2014
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION N/S PORTOLA ROAD
E/W MARKET STREET
FILE NUMBER: 7-PM

| 15 MINUTE TOTALS | 1 SBRT | 2 SBTH | 3 SBLT | 4 WBRT | 5 WBTH | 6 WBLT | 7 NBRT | 8 NBTH | 9 NBLT | 10 EBRT | 11 EBTH | 12 EBLT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0400-0415 | 0 | 0 | 0 | 0 | 56 | 5 | 18 | 0 | 9 | 6 | 113 | 0 |
| 0415-0430 | 0 | 0 | 0 | 0 | 52 | 12 | 24 | 0 | 2 | 3 | 72 | 0 |
| 0430-0445 | 0 | 0 | 0 | 0 | 62 | 13 | 49 | 0 | 3 | 5 | 109 | 0 |
| 0445-0500 | 0 | 0 | 0 | 0 | 84 | 12 | 39 | 0 | 6 | 8 | 76 | 0 |
| 0500-0515 | 0 | 0 | 0 | 0 | 95 | 7 | 72 | 0 | 16 | 6 | 120 | 0 |
| 0515-0530 | 0 | 0 | 0 | 0 | 56 | 12 | 21 | 0 | 2 | 7 | 61 | 0 |
| 0530-0545 | 0 | 0 | 0 | 0 | 57 | 8 | 31 | 0 | 2 | 4 | 76 | 0 |
| 0545-0600 | 0 | 0 | 0 | 0 | 45 | 15 | 22 | 0 | 6 | 1 | 69 | 0 |

| 1 HOUR TOTALS | 1 SBRT | 2 SBTH | 3 SBLT | 4 WBRT | 5 WBTH | 6 WBLT | 7 NBRT | 8 NBTH | 9 NBLT | 10 EBRT | 11 EBTH | 12 EBLT | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0400-0500 | 0 | 0 | 0 | 0 | 254 | 42 | 130 | 0 | 20 | 22 | 370 | 0 | 838 |
| 0415-0515 | 0 | 0 | 0 | 0 | 293 | 44 | 184 | 0 | 27 | 22 | 377 | 0 | 947 |
| 0430-0530 | 0 | 0 | 0 | 0 | 297 | 44 | 181 | 0 | 27 | 26 | 366 | 0 | 941 |
| 0445-0545 | 0 | 0 | 0 | 0 | 292 | 39 | 163 | 0 | 26 | 25 | 333 | 0 | 878 |
| 0500-0600 | 0 | 0 | 0 | 0 | 253 | 42 | 146 | 0 | 26 | 18 | 326 | 0 | 811 |

P.M. PEAK HOUR
0415-0515



**CITY TRAFFIC COUNTERS**
626.991.7522
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File Name : 101SBfrwy_Valentine
Site Code : 00000000
Start Date : 8/27/2014
Page No : 1

**Groups Printed- Unshifted**

| | US-101 SB Ramps Southbound | | | Valentine Rd Westbound | | | Northbound | | | Valentine Rd Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Int. Total |
| 07:00 AM | 67 | 0 | 15 | 0 | 103 | 205 | 0 | 0 | 0 | 18 | 13 | 0 | 421 |
| 07:15 AM | 81 | 0 | 15 | 0 | 136 | 229 | 0 | 0 | 0 | 20 | 22 | 0 | 503 |
| 07:30 AM | 68 | 0 | 24 | 0 | 148 | 237 | 0 | 0 | 0 | 14 | 34 | 0 | 525 |
| 07:45 AM | 109 | 0 | 35 | 0 | 286 | 239 | 0 | 0 | 0 | 40 | 35 | 0 | 744 |
| Total | 325 | 0 | 89 | 0 | 673 | 910 | 0 | 0 | 0 | 92 | 104 | 0 | 2193 |
| 08:00 AM | 114 | 0 | 34 | 0 | 262 | 270 | 0 | 0 | 0 | 23 | 39 | 0 | 742 |
| 08:15 AM | 117 | 0 | 15 | 0 | 201 | 229 | 0 | 0 | 0 | 29 | 53 | 0 | 644 |
| 08:30 AM | 119 | 0 | 23 | 0 | 176 | 218 | 0 | 0 | 0 | 33 | 59 | 0 | 628 |
| 08:45 AM | 111 | 0 | 16 | 0 | 185 | 199 | 0 | 0 | 0 | 27 | 55 | 0 | 593 |
| Total | 461 | 0 | 88 | 0 | 824 | 916 | 0 | 0 | 0 | 112 | 206 | 0 | 2607 |
| 04:00 PM | 137 | 0 | 20 | 0 | 80 | 231 | 0 | 0 | 0 | 98 | 157 | 0 | 723 |
| 04:15 PM | 135 | 0 | 13 | 0 | 92 | 200 | 0 | 0 | 0 | 79 | 134 | 0 | 653 |
| 04:30 PM | 114 | 0 | 19 | 0 | 100 | 226 | 0 | 0 | 0 | 101 | 148 | 0 | 708 |
| 04:45 PM | 127 | 0 | 20 | 0 | 106 | 244 | 0 | 0 | 0 | 85 | 144 | 0 | 726 |
| Total | 513 | 0 | 72 | 0 | 378 | 901 | 0 | 0 | 0 | 363 | 583 | 0 | 2810 |
| 05:00 PM | 146 | 0 | 16 | 0 | 92 | 234 | 0 | 0 | 0 | 118 | 150 | 0 | 756 |
| 05:15 PM | 149 | 0 | 21 | 0 | 88 | 244 | 0 | 0 | 0 | 76 | 164 | 0 | 742 |
| 05:30 PM | 120 | 0 | 13 | 0 | 96 | 209 | 0 | 0 | 0 | 68 | 140 | 0 | 646 |
| 05:45 PM | 118 | 0 | 11 | 0 | 99 | 204 | 0 | 0 | 0 | 60 | 127 | 0 | 619 |
| Total | 533 | 0 | 61 | 0 | 375 | 891 | 0 | 0 | 0 | 322 | 581 | 0 | 2763 |
| Grand Total | 1832 | 0 | 310 | 0 | 2250 | 3618 | 0 | 0 | 0 | 889 | 1474 | 0 | 10373 |
| Apprch % | 85.5 | 0 | 14.5 | 0 | 38.3 | 61.7 | 0 | 0 | 0 | 37.6 | 62.4 | 0 | |
| Total % | 17.7 | 0 | 3 | 0 | 21.7 | 34.9 | 0 | 0 | 0 | 8.6 | 14.2 | 0 | |

**CITY TRAFFIC COUNTERS**
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File Name : 101SBfrwy_Valentine
Site Code : 00000000
Start Date : 8/27/2014
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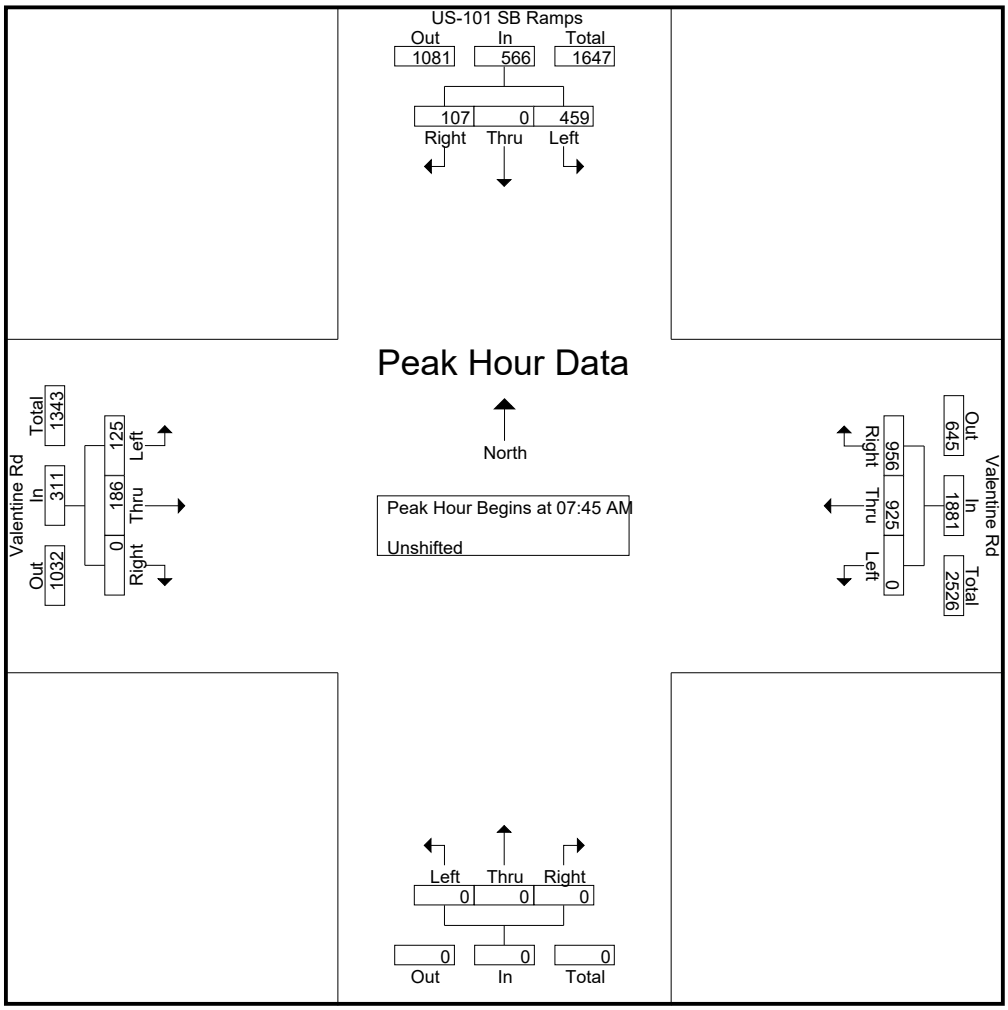
| | US-101 SB Ramps Southbound | | | | Valentine Rd Westbound | | | | Northbound | | | | Valentine Rd Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | |
| 07:45 AM | 109 | 0 | **35** | 144 | 0 | **286** | 239 | 525 | 0 | 0 | 0 | 0 | **40** | 35 | 0 | 75 | **744** |
| 08:00 AM | 114 | 0 | 34 | **148** | 0 | 262 | **270** | **532** | 0 | 0 | 0 | 0 | 23 | 39 | 0 | 62 | 742 |
| 08:15 AM | 117 | 0 | 15 | 132 | 0 | 201 | 229 | 430 | 0 | 0 | 0 | 0 | 29 | 53 | 0 | 82 | 644 |
| 08:30 AM | **119** | 0 | 23 | 142 | 0 | 176 | 218 | 394 | 0 | 0 | 0 | 0 | 33 | **59** | 0 | **92** | 628 |
| Total Volume | 459 | 0 | 107 | 566 | 0 | 925 | 956 | 1881 | 0 | 0 | 0 | 0 | 125 | 186 | 0 | 311 | 2758 |
| % App. Total | 81.1 | 0 | 18.9 | | 0 | 49.2 | 50.8 | | 0 | 0 | 0 | | 40.2 | 59.8 | 0 | | |
| PHF | .964 | .000 | .764 | .956 | .000 | .809 | .885 | .884 | .000 | .000 | .000 | .000 | .781 | .788 | .000 | .845 | .927 |



**CITY TRAFFIC COUNTERS**
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File Name : 101SBfrwy_Valentine
Site Code : 00000000
Start Date : 8/27/2014
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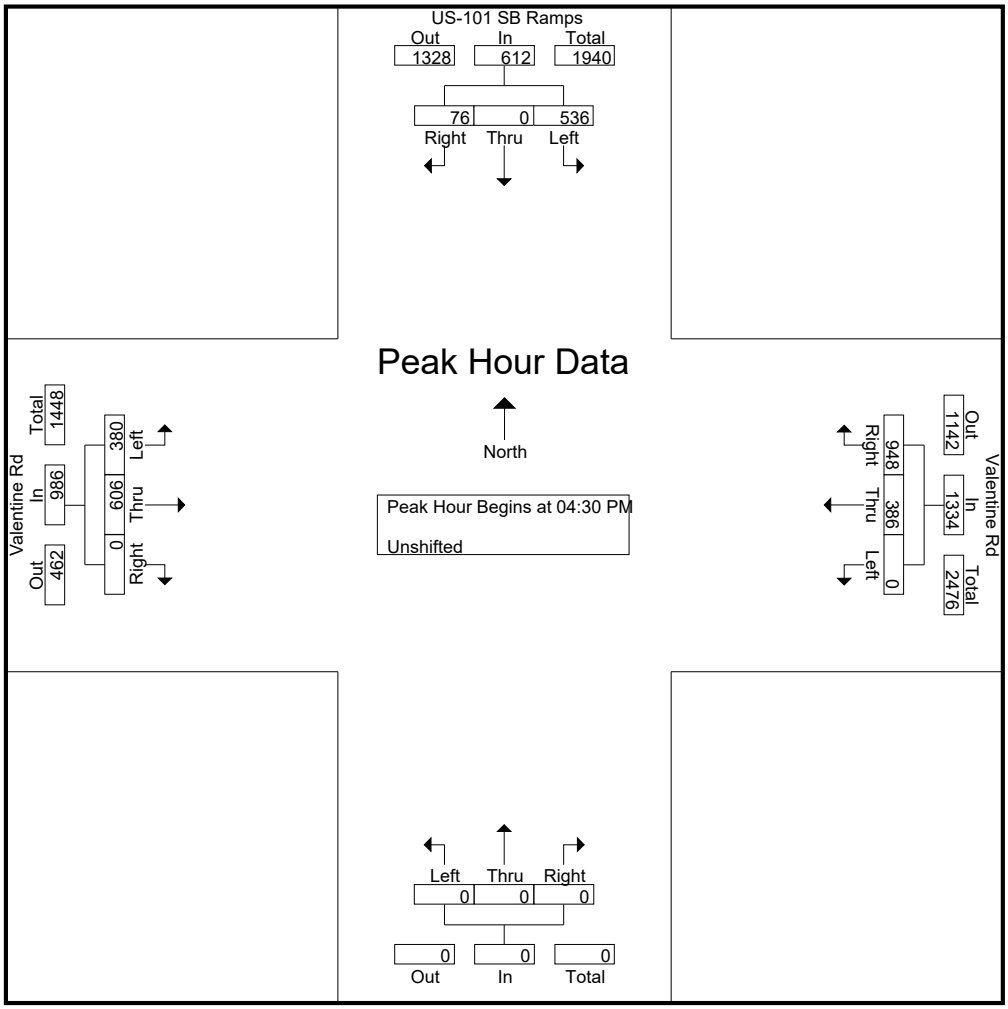
| | US-101 SB Ramps Southbound | | | | Valentine Rd Westbound | | | | Northbound | | | | Valentine Rd Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | |
| 04:30 PM | 114 | 0 | 19 | 133 | 0 | 100 | 226 | 326 | 0 | 0 | 0 | 0 | 101 | 148 | 0 | 249 | 708 |
| 04:45 PM | 127 | 0 | 20 | 147 | 0 | **106** | **244** | **350** | 0 | 0 | 0 | 0 | 85 | 144 | 0 | 229 | 726 |
| 05:00 PM | 146 | 0 | 16 | 162 | 0 | 92 | 234 | 326 | 0 | 0 | 0 | 0 | **118** | 150 | 0 | **268** | **756** |
| 05:15 PM | **149** | 0 | **21** | **170** | 0 | 88 | 244 | 332 | 0 | 0 | 0 | 0 | 76 | **164** | 0 | 240 | 742 |
| Total Volume | 536 | 0 | 76 | 612 | 0 | 386 | 948 | 1334 | 0 | 0 | 0 | 0 | 380 | 606 | 0 | 986 | 2932 |
| % App. Total | 87.6 | 0 | 12.4 | | 0 | 28.9 | 71.1 | | 0 | 0 | 0 | | 38.5 | 61.5 | 0 | | |
| PHF | .899 | .000 | .905 | .900 | .000 | .910 | .971 | .953 | .000 | .000 | .000 | .000 | .805 | .924 | .000 | .920 | .970 |



**CITY TRAFFIC COUNTERS**
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File Name : Victoria_101NBFrwyRamps
Site Code : 00000000
Start Date : 8/27/2014
Page No : 1

**Groups Printed- Unshifted**

| | Victoria Ave Southbound | | | US 101 NB Ramps Westbound | | | Victoria Ave Northbound | | | Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Int. Total |
| 07:00 AM | 0 | 377 | 62 | 82 | 0 | 196 | 56 | 188 | 0 | 0 | 0 | 0 | 961 |
| 07:15 AM | 0 | 502 | 97 | 101 | 0 | 232 | 62 | 212 | 0 | 0 | 0 | 0 | 1206 |
| 07:30 AM | 0 | 495 | 132 | 98 | 0 | 235 | 49 | 243 | 0 | 0 | 0 | 0 | 1252 |
| 07:45 AM | 0 | 601 | 112 | 124 | 0 | 146 | 67 | 197 | 0 | 0 | 0 | 0 | 1247 |
| Total | 0 | 1975 | 403 | 405 | 0 | 809 | 234 | 840 | 0 | 0 | 0 | 0 | 4666 |
| 08:00 AM | 0 | 639 | 108 | 106 | 0 | 133 | 74 | 200 | 0 | 0 | 0 | 0 | 1260 |
| 08:15 AM | 0 | 499 | 89 | 115 | 0 | 156 | 69 | 199 | 0 | 0 | 0 | 0 | 1127 |
| 08:30 AM | 0 | 477 | 63 | 116 | 0 | 184 | 84 | 207 | 0 | 0 | 0 | 0 | 1131 |
| 08:45 AM | 0 | 492 | 63 | 105 | 0 | 181 | 62 | 243 | 0 | 0 | 0 | 0 | 1146 |
| Total | 0 | 2107 | 323 | 442 | 0 | 654 | 289 | 849 | 0 | 0 | 0 | 0 | 4664 |
| 04:00 PM | 0 | 539 | 100 | 101 | 0 | 183 | 66 | 288 | 0 | 0 | 0 | 0 | 1277 |
| 04:15 PM | 0 | 524 | 100 | 87 | 0 | 132 | 81 | 307 | 0 | 0 | 0 | 0 | 1231 |
| 04:30 PM | 0 | 544 | 72 | 86 | 0 | 156 | 99 | 336 | 0 | 0 | 0 | 0 | 1293 |
| 04:45 PM | 0 | 622 | 103 | 91 | 0 | 175 | 85 | 354 | 0 | 0 | 0 | 0 | 1430 |
| Total | 0 | 2229 | 375 | 365 | 0 | 646 | 331 | 1285 | 0 | 0 | 0 | 0 | 5231 |
| 05:00 PM | 0 | 670 | 68 | 75 | 0 | 166 | 73 | 350 | 0 | 0 | 0 | 0 | 1402 |
| 05:15 PM | 0 | 675 | 85 | 95 | 0 | 185 | 75 | 329 | 0 | 0 | 0 | 0 | 1444 |
| 05:30 PM | 0 | 570 | 64 | 105 | 0 | 166 | 90 | 293 | 0 | 0 | 0 | 0 | 1288 |
| 05:45 PM | 0 | 563 | 79 | 104 | 0 | 160 | 81 | 310 | 0 | 0 | 0 | 0 | 1297 |
| Total | 0 | 2478 | 296 | 379 | 0 | 677 | 319 | 1282 | 0 | 0 | 0 | 0 | 5431 |
| Grand Total | 0 | 8789 | 1397 | 1591 | 0 | 2786 | 1173 | 4256 | 0 | 0 | 0 | 0 | 19992 |
| Apprch % | 0 | 86.3 | 13.7 | 36.3 | 0 | 63.7 | 21.6 | 78.4 | 0 | 0 | 0 | 0 | |
| Total % | 0 | 44 | 7 | 8 | 0 | 13.9 | 5.9 | 21.3 | 0 | 0 | 0 | 0 | |

**CITY TRAFFIC COUNTERS**
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File Name : Victoria_101NBFrwyRamps
Site Code : 00000000
Start Date : 8/27/2014
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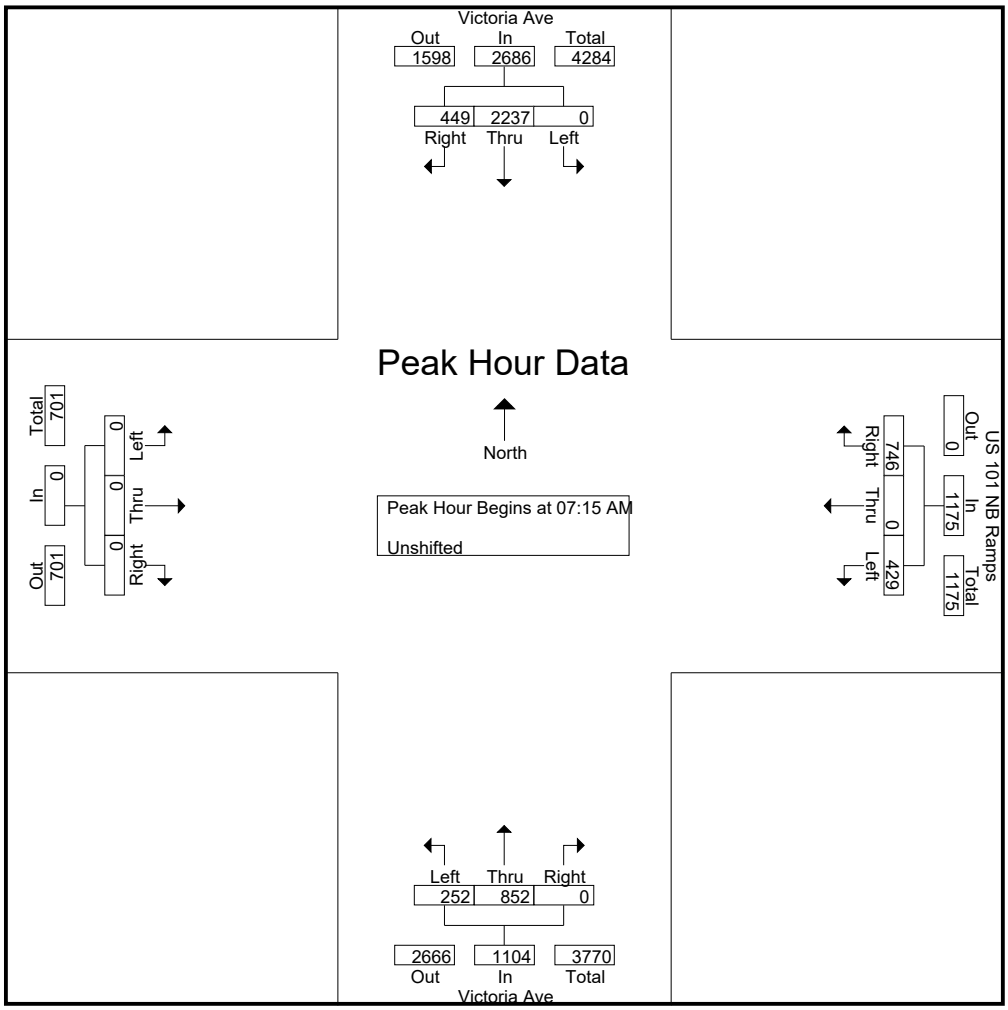
| | Victoria Ave Southbound | | | | US 101 NB Ramps Westbound | | | | Victoria Ave Northbound | | | | Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 502 | 97 | 599 | 101 | 0 | 232 | **333** | 62 | 212 | 0 | 274 | 0 | 0 | 0 | 0 | 1206 |
| 07:30 AM | 0 | 495 | **132** | 627 | 98 | 0 | **235** | 333 | 49 | **243** | 0 | **292** | 0 | 0 | 0 | 0 | 1252 |
| 07:45 AM | 0 | 601 | 112 | 713 | **124** | 0 | 146 | 270 | 67 | 197 | 0 | 264 | 0 | 0 | 0 | 0 | 1247 |
| 08:00 AM | 0 | **639** | 108 | **747** | 106 | 0 | 133 | 239 | **74** | 200 | 0 | 274 | 0 | 0 | 0 | 0 | **1260** |
| Total Volume | 0 | 2237 | 449 | 2686 | 429 | 0 | 746 | 1175 | 252 | 852 | 0 | 1104 | 0 | 0 | 0 | 0 | 4965 |
| % App. Total | 0 | 83.3 | 16.7 | | 36.5 | 0 | 63.5 | | 22.8 | 77.2 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .875 | .850 | .899 | .865 | .000 | .794 | .882 | .851 | .877 | .000 | .945 | .000 | .000 | .000 | .000 | .985 |



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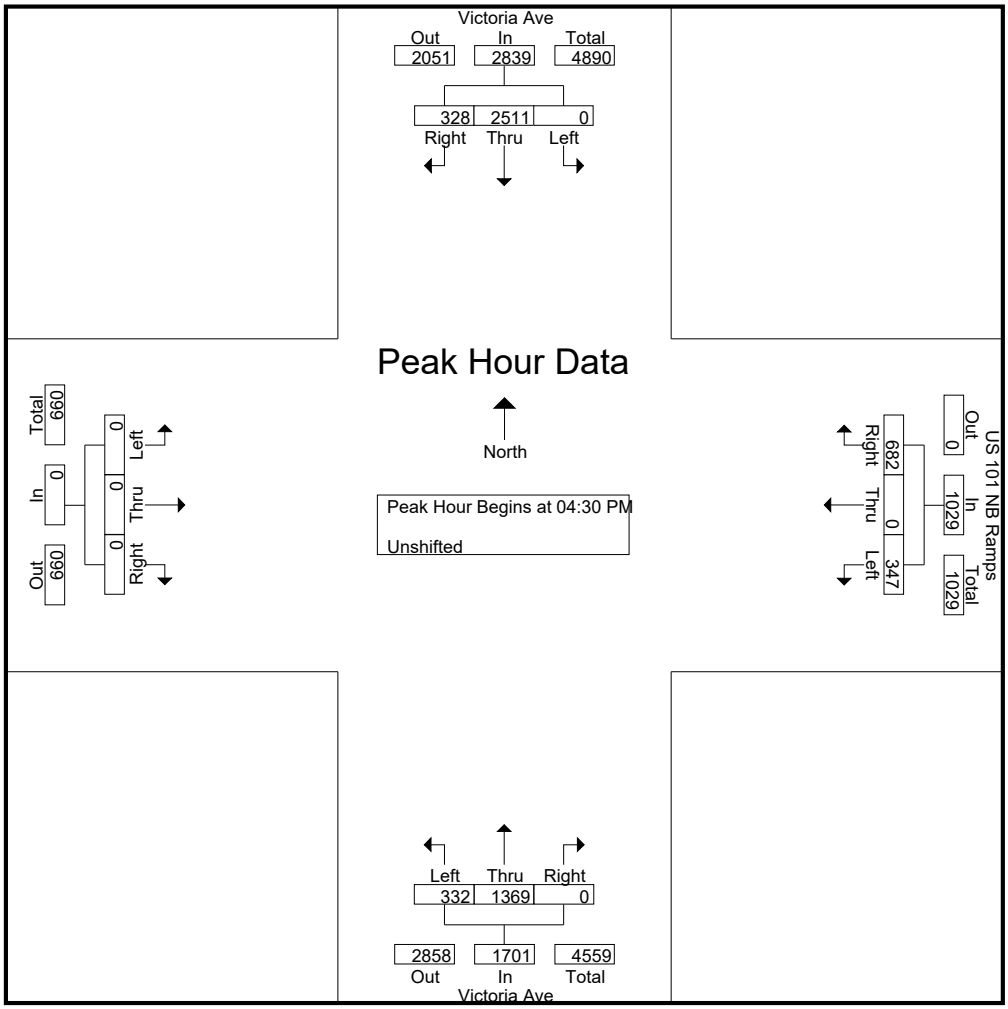
**626.991.7522**
**www.ctcounters.com**

File Name : Victoria_101NBFrwyRamps
Site Code : 00000000
Start Date : 8/27/2014
Page No : 3

| | Victoria Ave Southbound | | | | US 101 NB Ramps Westbound | | | | Victoria Ave Northbound | | | | Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 544 | 72 | 616 | 86 | 0 | 156 | 242 | **99** | 336 | 0 | 435 | 0 | 0 | 0 | 0 | 1293 |
| 04:45 PM | 0 | 622 | **103** | 725 | 91 | 0 | 175 | 266 | 85 | **354** | 0 | **439** | 0 | 0 | 0 | 0 | 1430 |
| 05:00 PM | 0 | 670 | 68 | 738 | 75 | 0 | 166 | 241 | 73 | 350 | 0 | 423 | 0 | 0 | 0 | 0 | 1402 |
| 05:15 PM | 0 | **675** | 85 | **760** | **95** | 0 | **185** | **280** | 75 | 329 | 0 | 404 | 0 | 0 | 0 | 0 | **1444** |
| Total Volume | 0 | 2511 | 328 | 2839 | 347 | 0 | 682 | 1029 | 332 | 1369 | 0 | 1701 | 0 | 0 | 0 | 0 | 5569 |
| % App. Total | 0 | 88.4 | 11.6 | | 33.7 | 0 | 66.3 | | 19.5 | 80.5 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .930 | .796 | .934 | .913 | .000 | .922 | .919 | .838 | .967 | .000 | .969 | .000 | .000 | .000 | .000 | .964 |



# CITY TRAFFIC COUNTERS

626.991.7522
www.ctcounters.com

File Name : Victoria_Valentine
Site Code : 00000000
Start Date : 8/27/2014
Page No : 1

**Groups Printed- Unshifted**

| | Victoria Ave Southbound | | | Valentine Rd Westbound | | | Victoria Ave Northbound | | | | Valentine Rd Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Fwy | Left | Thru | Right | Int. Total |
| 07:00 AM | 6 | 181 | 278 | 5 | 9 | 16 | 18 | 296 | 2 | 99 | 29 | 10 | 30 | 979 |
| 07:15 AM | 20 | 247 | 334 | 2 | 3 | 15 | 31 | 375 | 0 | 154 | 39 | 10 | 48 | 1278 |
| 07:30 AM | 13 | 235 | 352 | 1 | 5 | 13 | 31 | 388 | 0 | 149 | 39 | 11 | 51 | 1288 |
| 07:45 AM | 8 | 250 | 475 | 4 | 6 | 37 | 54 | 298 | 0 | 130 | 79 | 9 | 52 | 1402 |
| Total | 47 | 913 | 1439 | 12 | 23 | 81 | 134 | 1357 | 2 | 532 | 186 | 40 | 181 | 4947 |
| 08:00 AM | 16 | 244 | 489 | 5 | 5 | 17 | 43 | 302 | 3 | 127 | 77 | 12 | 59 | 1399 |
| 08:15 AM | 6 | 231 | 384 | 5 | 1 | 17 | 37 | 308 | 3 | 137 | 81 | 10 | 60 | 1280 |
| 08:30 AM | 8 | 220 | 361 | 1 | 0 | 19 | 26 | 305 | 1 | 122 | 87 | 7 | 64 | 1221 |
| 08:45 AM | 3 | 253 | 340 | 1 | 2 | 18 | 35 | 338 | 6 | 137 | 88 | 6 | 59 | 1286 |
| Total | 33 | 948 | 1574 | 12 | 8 | 71 | 141 | 1253 | 13 | 523 | 333 | 35 | 242 | 5186 |
| 04:00 PM | 14 | 326 | 308 | 9 | 3 | 23 | 13 | 282 | 2 | 130 | 185 | 8 | 94 | 1397 |
| 04:15 PM | 15 | 335 | 264 | 4 | 8 | 31 | 22 | 285 | 2 | 101 | 169 | 7 | 90 | 1333 |
| 04:30 PM | 19 | 327 | 295 | 7 | 5 | 22 | 26 | 339 | 2 | 99 | 165 | 5 | 87 | 1398 |
| 04:45 PM | 15 | 375 | 330 | 6 | 4 | 31 | 25 | 376 | 4 | 121 | 160 | 8 | 91 | 1546 |
| Total | 63 | 1363 | 1197 | 26 | 20 | 107 | 86 | 1282 | 10 | 451 | 679 | 28 | 362 | 5674 |
| 05:00 PM | 23 | 394 | 313 | 12 | 2 | 28 | 18 | 330 | 3 | 118 | 183 | 2 | 97 | 1523 |
| 05:15 PM | 17 | 450 | 317 | 11 | 3 | 18 | 13 | 333 | 5 | 124 | 181 | 2 | 112 | 1586 |
| 05:30 PM | 8 | 391 | 282 | 7 | 4 | 22 | 26 | 300 | 2 | 93 | 150 | 2 | 88 | 1375 |
| 05:45 PM | 11 | 393 | 279 | 2 | 3 | 18 | 24 | 296 | 2 | 67 | 142 | 3 | 86 | 1326 |
| Total | 59 | 1628 | 1191 | 32 | 12 | 86 | 81 | 1259 | 12 | 402 | 656 | 9 | 383 | 5810 |
| Grand Total | 202 | 4852 | 5401 | 82 | 63 | 345 | 442 | 5151 | 37 | 1908 | 1854 | 112 | 1168 | 21617 |
| Apprch % | 1.9 | 46.4 | 51.7 | 16.7 | 12.9 | 70.4 | 5.9 | 68.3 | 0.5 | 25.3 | 59.2 | 3.6 | 37.3 | |
| Total % | 0.9 | 22.4 | 25 | 0.4 | 0.3 | 1.6 | 2 | 23.8 | 0.2 | 8.8 | 8.6 | 0.5 | 5.4 | |

**CITY TRAFFIC COUNTERS**
**626.991.7522**
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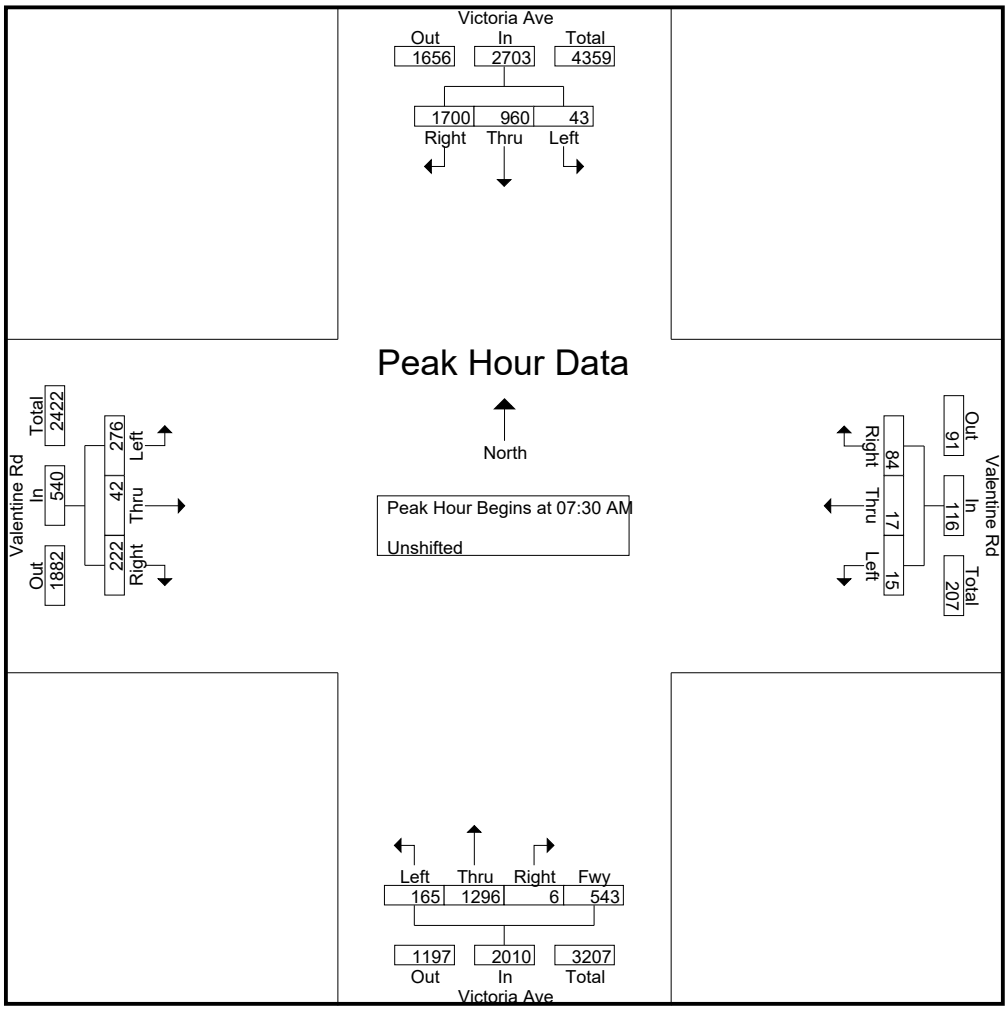
File Name : Victoria_Valentine
Site Code : 00000000
Start Date : 8/27/2014
Page No : 2

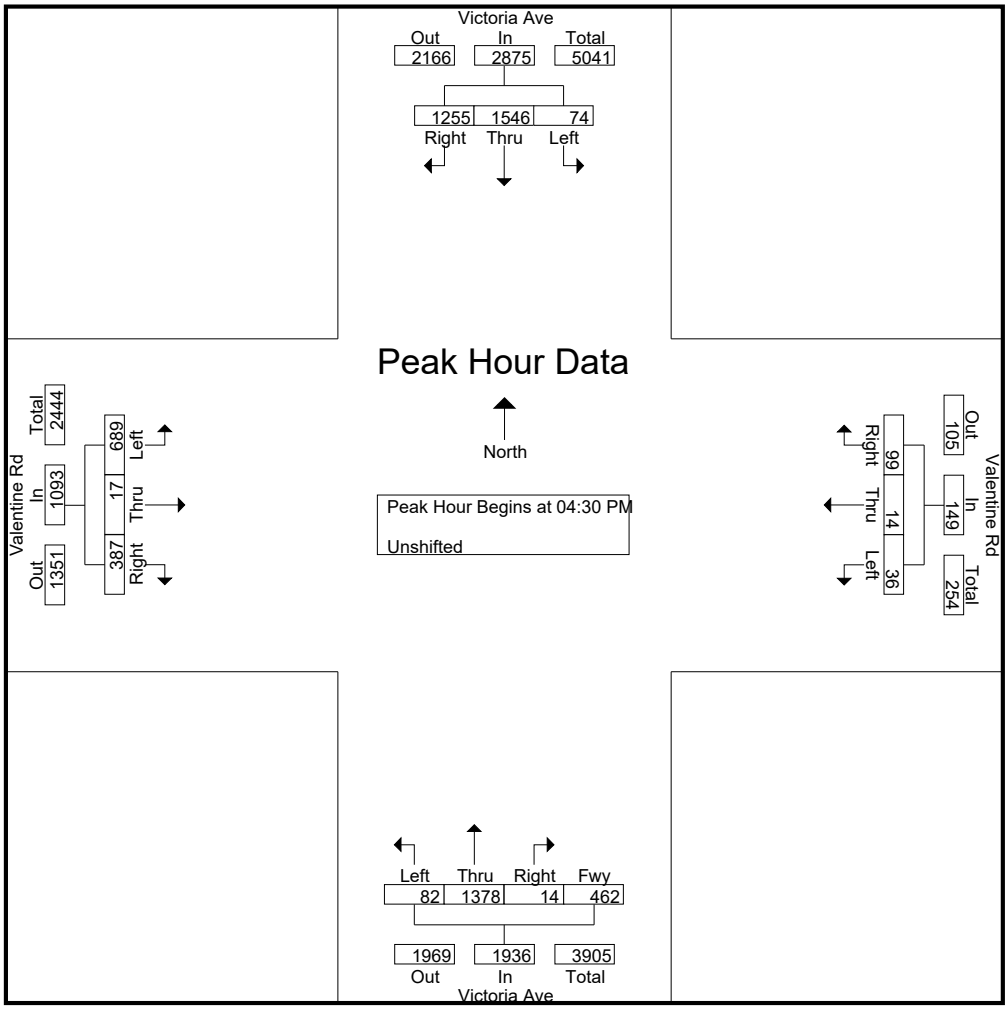
| | Victoria Ave Southbound | | | | Valentine Rd Westbound | | | | Victoria Ave Northbound | | | | | Valentine Rd Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | Fwy | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 13 | 235 | 352 | 600 | 1 | 5 | 13 | 19 | 31 | **388** | 0 | **149** | **568** | 39 | 11 | 51 | 101 | 1288 |
| 07:45 AM | 8 | **250** | 475 | 733 | 4 | **6** | **37** | **47** | **54** | 298 | 0 | 130 | 482 | 79 | 9 | 52 | 140 | **1402** |
| 08:00 AM | **16** | 244 | **489** | **749** | **5** | 5 | 17 | 27 | 43 | 302 | **3** | 127 | 475 | 77 | **12** | 59 | 148 | 1399 |
| 08:15 AM | 6 | 231 | 384 | 621 | 5 | 1 | 17 | 23 | 37 | 308 | 3 | 137 | 485 | **81** | 10 | **60** | **151** | 1280 |
| Total Volume | 43 | 960 | 1700 | 2703 | 15 | 17 | 84 | 116 | 165 | 1296 | 6 | 543 | 2010 | 276 | 42 | 222 | 540 | 5369 |
| % App. Total | 1.6 | 35.5 | 62.9 | | 12.9 | 14.7 | 72.4 | | 8.2 | 64.5 | 0.3 | 27 | | 51.1 | 7.8 | 41.1 | | |
| PHF | .672 | .960 | .869 | .902 | .750 | .708 | .568 | .617 | .764 | .835 | .500 | .911 | .885 | .852 | .875 | .925 | .894 | .957 |



**CITY TRAFFIC COUNTERS**
626.991.7522
www.ctcounters.com

File Name : Victoria_Valentine
Site Code : 00000000
Start Date : 8/27/2014
Page No : 3

| | Victoria Ave Southbound | | | | Valentine Rd Westbound | | | | Victoria Ave Northbound | | | | | Valentine Rd Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | Fwy | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 19 | 327 | 295 | 641 | 7 | **5** | 22 | 34 | **26** | 339 | 2 | 99 | 466 | 165 | 5 | 87 | 257 | 1398 |
| 04:45 PM | 15 | 375 | **330** | 720 | 6 | 4 | **31** | 41 | 25 | **376** | 4 | 121 | **526** | 160 | **8** | 91 | 259 | 1546 |
| 05:00 PM | **23** | 394 | 313 | 730 | **12** | 2 | 28 | **42** | 18 | 330 | 3 | 118 | 469 | **183** | 2 | 97 | 282 | 1523 |
| 05:15 PM | 17 | **450** | 317 | **784** | 11 | 3 | 18 | 32 | 13 | 333 | **5** | **124** | 475 | 181 | 2 | **112** | **295** | **1586** |
| Total Volume | 74 | 1546 | 1255 | 2875 | 36 | 14 | 99 | 149 | 82 | 1378 | 14 | 462 | 1936 | 689 | 17 | 387 | 1093 | 6053 |
| % App. Total | 2.6 | 53.8 | 43.7 | | 24.2 | 9.4 | 66.4 | | 4.2 | 71.2 | 0.7 | 23.9 | | 63 | 1.6 | 35.4 | | |
| PHF | .804 | .859 | .951 | .917 | .750 | .700 | .798 | .887 | .788 | .916 | .700 | .931 | .920 | .941 | .531 | .864 | .926 | .954 |



# APPENDIX B

## CITY OF VENTURA TRAFFIC MODEL DATA

# TRAFFIC FORECAST DATA FOR KAISER PERMANENTE VISTA MEDICAL OFFICE BUILDING - CITY OF VENTURA

Prepared for:
Linscott, Law & Greenspan, Engineers
600 S. Lake Avenue, Suite 500
Pasadena, CA 91106

Prepared by:
Stantec Consulting

October 24, 2014

**TRAFFIC FORECAST DATA FOR KAISER PERMANENTE VISTA MEDICAL OFFICE BUILDING - CITY OF VENTURA**

October 24, 2014

The information contained here summarizes the technical information of the Kaiser Medical Office Building (MOB) in the City of Ventura. This information is being provided in support of the environmental documentation being prepared.

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- Table 1 - Trip Generation Summary
    - Existing Land Uses
    - 2025 General Plan Land Uses
    - 2025 with Kaiser MOB Project
- Figure 1 – Proposed Project Trip Distribution
- Figure 2 - 2025 ADT Volumes
- Figure 3 – Intersection Location Map
- ICU Worksheets
    - Existing
    - 2025 General Plan
    - 2025 Kaiser MOB with Market Street access
    - 2025 Kaiser MOB with Valentine Rd & Market St access
- Table 2 - Summary of Vehicle Miles Traveled and Vehicle Hours Traveled

**TRAFFIC FORECAST DATA FOR KAISER PERMANENTE VISTA MEDICAL OFFICE BUILDING - CITY OF VENTURA**

October 24, 2014

## Table 1

## City of Ventura
## Land Use and Trip Generation for Kaiser MOB Project

| | | | AM Peak Hour | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Zone** | **Land Use Type** | **Units** | **In** | **Out** | **Total** | **In** | **Out** | **Total** | **ADT** |
| **2004** | | | | | | | | | |
| 304 | 10. Office | 22.49 TSF | 31 | 4 | 35 | 6 | 28 | 34 | 248 |
| | 11. Government Office | 6.73 TSF | 13 | 2 | 15 | 6 | 13 | 19 | 168 |
| | 12. Light Industrial | 235.54 TSF | 191 | 26 | 217 | 28 | 203 | 231 | 1,642 |
| | 13. Warehouse/ manufacturing | 21.74 TSF | 8 | 2 | 10 | 3 | 8 | 11 | 108 |
| | 28. Boat slips | 6.00 SLIP | - | - | - | 1 | - | 1 | 18 |
| **Subtotal** | | | 243 | 34 | 277 | 44 | 252 | 296 | 2,184 |
| **2025 General Plan** | | | | | | | | | |
| 304 | 10. Office | 83.11 TSF | 114 | 16 | 130 | 21 | 103 | 124 | 915 |
| | 11. Government Office | 6.73 TSF | 13 | 2 | 15 | 6 | 13 | 19 | 168 |
| | 12. Light Industrial | 303.54 TSF | 246 | 33 | 279 | 36 | 261 | 297 | 2,116 |
| | 13. Warehouse/ manufacturing | 41.74 TSF | 15 | 3 | 18 | 5 | 16 | 21 | 207 |
| | 29. Theater | 6.00 Scrn | 29 | 29 | 58 | 94 | 51 | 145 | 1,320 |
| **Subtotal** | | | 417 | 83 | 500 | 162 | 444 | 606 | 4,726 |
| **2025 with Kaiser MOB Project** | | | | | | | | | |
| 304 | 10. Office | 83.11 TSF | 114 | 16 | 130 | 21 | 103 | 124 | 915 |
| | 11. Government Office | 6.73 TSF | 13 | 2 | 15 | 6 | 13 | 19 | 168 |
| | 12. Light Industrial | 303.54 TSF | 246 | 33 | 279 | 36 | 261 | 297 | 2,116 |
| | 13. Warehouse/ manufacturing | 41.74 TSF | 15 | 3 | 18 | 5 | 16 | 21 | 207 |
| | 29. Theater | 6.00 Scrn | 29 | 29 | 58 | 94 | 51 | 145 | 1,320 |
| | 30. Medical Office Building | 72.00 TSF | 136 | 36 | 172 | 72 | 185 | 257 | 2,601 |
| **Subtotal** | | | 553 | 119 | 672 | 234 | 629 | 863 | 7,327 |
| | | | | | | | | | |
| **Net Change for 2025 (Increase from General Plan)** | | | 136 | 36 | 172 | 72 | 185 | 257 | 2,601 |

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Kaiser Permanente Vista Medical Office Building
Project Trip Distribution

Figure 1

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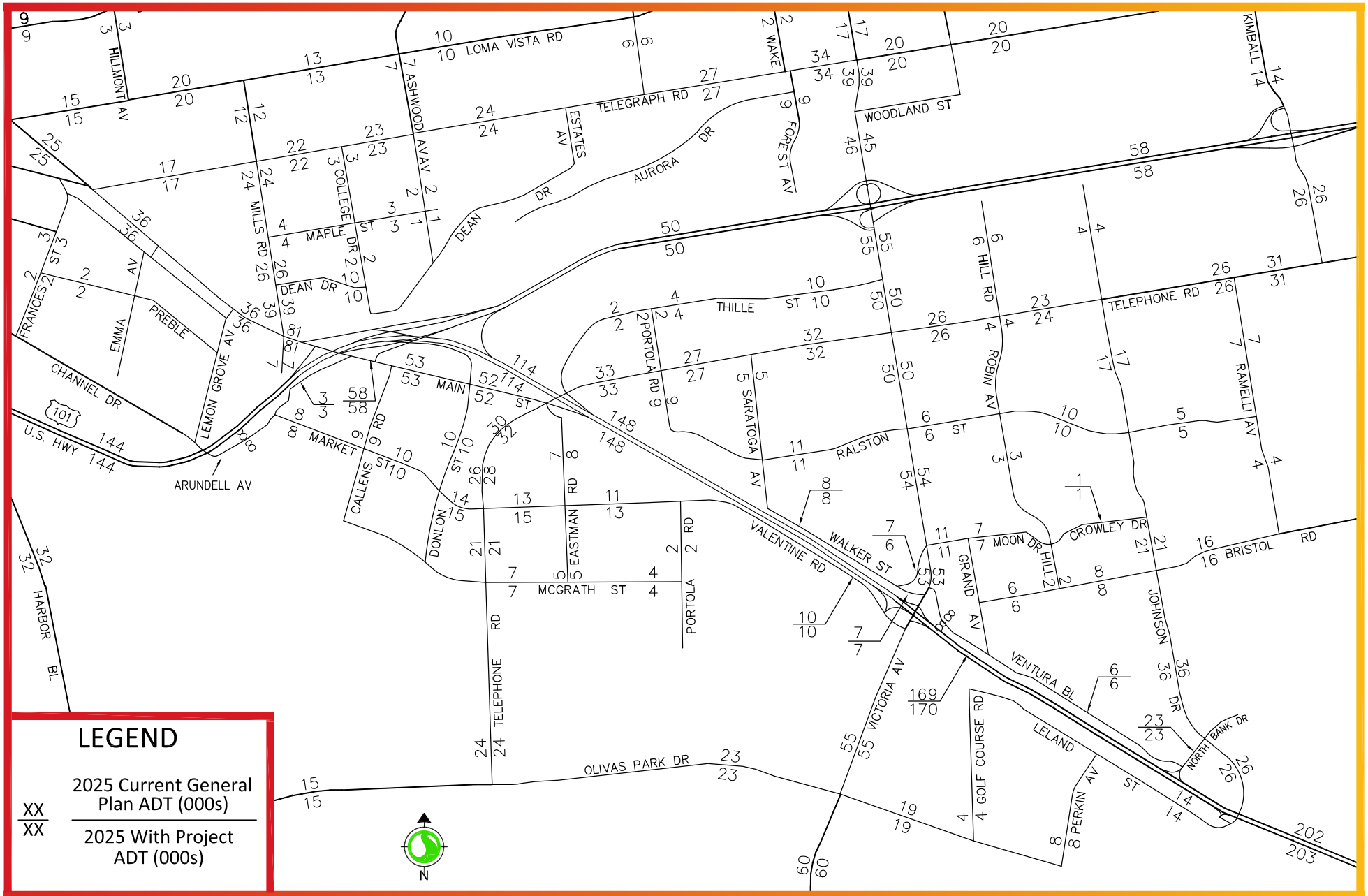


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Kaiser Permanente Vista Medical Office Building
2025 ADT Volumes

Figure 2

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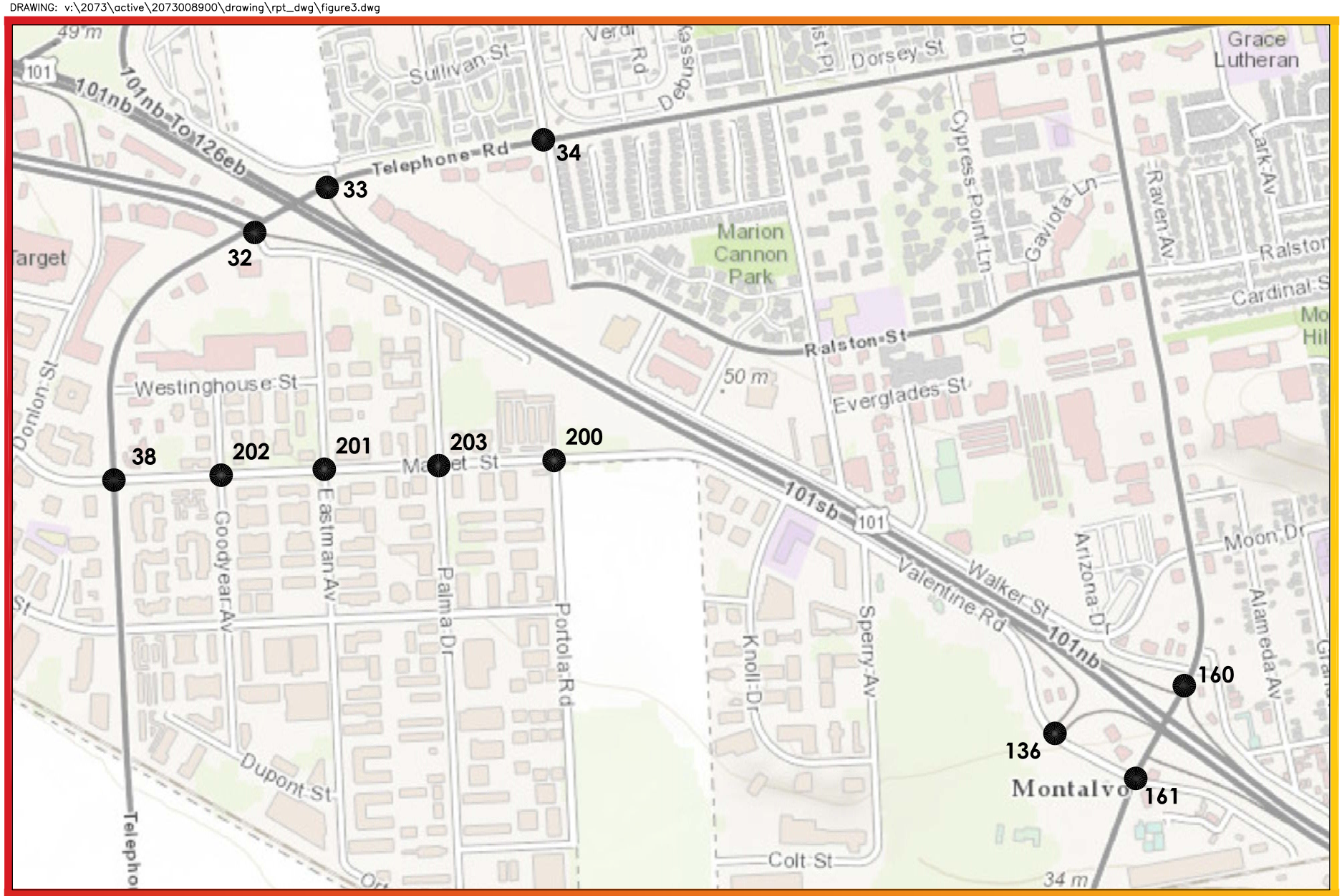


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Study Area Intersections

Figure 3

**TRAFFIC FORECAST DATA FOR KAISER PERMANENTE VISTA MEDICAL OFFICE BUILDING - CITY OF VENTURA**

October 24, 2014

## Table 2

## City of Ventura
## 2025 Vehicle Miles Traveled (VMT) and Vehicle Hours of Travel (VHT) Forecast

| | | | |
|---|---|---|---|
| **2025 With Current General Plan Assumptions** | | | |
| | **AM Peak Hour** | **PM Peak Hour** | **Daily** |
| **VMT** | 250,740.6 | 317,709.1 | 3,248,719.3 |
| **VHT** | 5,641.8 | 7,280.0 | 73,868.8 |
| **2025 With Proposed Project With Kaiser MOB Project** | | | |
| | **AM Peak Hour** | **PM Peak Hour** | **Daily** |
| **VMT** | 251,105.8 | 318,257.2 | 3,253,606.3 |
| **VHT** | 5,650.8 | 7,294.5 | 73,997.9 |
| **Net Change for 2025 (Increase from General Plan)** | | | |
| | **AM Peak Hour** | **PM Peak Hour** | **Daily** |
| **VMT** | 365.2 | 548.1 | 4,887.0 |
| **VHT** | 9.0 | 14.5 | 129.1 |

Stantec

**32. Telephone & Main**

**Existing Count (2014)**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 2 | 3200 | 284 | .09* | 606 | .19* |
| NBT | 2 | 3200 | 136 | .04 | 579 | .18 |
| NBR | 1 | 1600 | 122 | .08 | 314 | .20 |
| SBL | 1.5 | | 503 | | 294 | |
| SBT | 1.5 | 4800 | 702 | .25* | 567 | .18* |
| SBR | 1 | 1600 | 761 | .48 | 800 | .50 |
| EBL | 2 | 3200 | 411 | .13 | 736 | .23 |
| EBT | 3 | 4800 | 1333 | .28* | 1380 | .29* |
| EBR | f | | 308 | | 367 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| Right Turn Adjustment | | | | | Multi | .05* |

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for SBR

**TOTAL CAPACITY UTILIZATION .62 .71**

**2025 with Current GP**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 2 | 3200 | 280 | .09* | 710 | .22 |
| NBT | 2 | 3200 | 240 | .08 | 1000 | .31* |
| NBR | 1 | 1600 | 120 | .08 | 310 | .19 |
| SBL | 1.5 | | 500 | | 470 | |
| SBT | 1.5 | 4800 | 970 | .31* | 680 | .24* |
| SBR | f | | 760 | | 990 | |
| EBL | 2 | 3200 | 460 | .14 | 760 | .24 |
| EBT | 3 | 4800 | 1330 | .28* | 1500 | .31* |
| EBR | f | | 390 | | 450 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |

Note: Assumes N/S Split Phasing

**TOTAL CAPACITY UTILIZATION .68 .86**

**2025 With-Project**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 2 | 3200 | 280 | .09* | 700 | .22 |
| NBT | 2 | 3200 | 250 | .08 | 1040 | .33* |
| NBR | 1 | 1600 | 120 | .08 | 330 | .21 |
| SBL | 1.5 | | 500 | .31 | 470 | |
| SBT | 1.5 | 4800 | 1010 | .32* | 690 | .24* |
| SBR | f | | 750 | | 990 | |
| EBL | 2 | 3200 | 460 | .14 | 750 | .23 |
| EBT | 3 | 4800 | 1330 | .28* | 1500 | .31* |
| EBR | f | | 400 | | 460 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |

Note: Assumes N/S Split Phasing

**TOTAL CAPACITY UTILIZATION .69 .88**

**2025 With-Project (with Valentine)**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 2 | 3200 | 280 | .09* | 700 | .22 |
| NBT | 2 | 3200 | 250 | .08 | 1040 | .33* |
| NBR | 1 | 1600 | 115 | .07 | 321 | .20 |
| SBL | 1.5 | | 501 | .31 | 473 | |
| SBT | 1.5 | 4800 | 1010 | .32* | 690 | .24* |
| SBR | f | | 750 | | 990 | |
| EBL | 2 | 3200 | 460 | .14 | 750 | .23 |
| EBT | 3 | 4800 | 1367 | .28* | 1519 | .32* |
| EBR | f | | 400 | | 460 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |

Note: Assumes N/S Split Phasing

**TOTAL CAPACITY UTILIZATION .69 .89**

**33. US 101 NB Ramps & Telephone**

**Existing Count (2014)**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 1.5 | | 606 | | 402 | |
| NBT | 0.5 | 3200 | 2 | .19* | 4 | .13* |
| NBR | 1 | 1600 | 87 | .05 | 193 | .12 |
| SBL | 1 | 1600 | 3 | .00 | 2 | .00 |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 1 | 1600 | 13 | .01 | 14 | .01 |
| EBL | 1 | 1600 | 5 | .00 | 12 | .01* |
| EBT | 3 | 4800 | 530 | .11 | 1262 | .26 |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 3 | 4800 | 1318 | .28* | 1210 | .25* |
| WBR | 0 | 0 | 3 | | 3 | |

Right Turn Adjustment SBR .01*
Note: Assumes N/S Split Phasing

**TOTAL CAPACITY UTILIZATION .48 .39**

**2025 with Current GP**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 1.5 | | 660 | | 520 | |
| NBT | 0.5 | 3200 | 30 | .22* | 70 | .18* |
| NBR | 1 | 1600 | 270 | .17 | 400 | .25 |
| SBL | 0.5 | | 40 | | 10 | |
| SBT | 0 | 3200 | 0 | .12* | 0 | {.01}* |
| SBR | 1.5 | | 340 | | 230 | |
| EBL | 1 | 1600 | 20 | .01* | 280 | .18* |
| EBT | 3 | 4800 | 710 | .15 | 1860 | .39 |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 3 | 4800 | 1320 | .28* | 1390 | .29* |
| WBR | 0 | 0 | 10 | | 20 | |

Right Turn Adjustment NBR .01*
Note: Assumes N/S Split Phasing

**TOTAL CAPACITY UTILIZATION .63 .67**

**2025 With-Project**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 1.5 | | 690 | | 520 | |
| NBT | 0.5 | 3200 | 30 | .23* | 70 | .18* |
| NBR | 1 | 1600 | 260 | .16 | 400 | .25 |
| SBL | 0.5 | | 40 | | 10 | |
| SBT | 0 | 3200 | 0 | .12* | 0 | {.01}* |
| SBR | 1.5 | | 340 | | 230 | |
| EBL | 1 | 1600 | 20 | .01* | 290 | .18* |
| EBT | 3 | 4800 | 720 | .15 | 1880 | .39 |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 3 | 4800 | 1330 | .28* | 1390 | .29* |
| WBR | 0 | 0 | 10 | | 20 | |

Right Turn Adjustment NBR .01*
Note: Assumes N/S Split Phasing

**TOTAL CAPACITY UTILIZATION .64 .67**

**2025 With-Project (with Valentine)**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 1.5 | | 690 | | 520 | |
| NBT | 0.5 | 3200 | 30 | .23* | 70 | .18* |
| NBR | 1 | 1600 | 260 | .16 | 400 | .25 |
| SBL | 0.5 | | 40 | | 10 | |
| SBT | 0 | 3200 | 0 | .12* | 0 | {.01}* |
| SBR | 1.5 | | 340 | | 230 | |
| EBL | 1 | 1600 | 20 | .01* | 290 | .18* |
| EBT | 3 | 4800 | 718 | .15 | 1868 | .39 |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 3 | 4800 | 1319 | .28* | 1385 | .29* |
| WBR | 0 | 0 | 10 | | 20 | |

Right Turn Adjustment NBR .01*
Note: Assumes N/S Split Phasing

**TOTAL CAPACITY UTILIZATION .64 .67**

**34. Portola & Telephone**

**Existing Count (2014)**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 2 | 3200 | 214 | .07* | 177 | .06* |
| NBT | 1 | 1600 | 13 | .01 | 43 | .03 |
| NBR | 1 | 1600 | 17 | .01 | 80 | .05 |
| SBL | 1 | 1600 | 26 | .02 | 20 | .01 |
| SBT | 1 | 1600 | 43 | .03* | 36 | .02* |
| SBR | 1 | 1600 | 299 | .19 | 158 | .10 |
| EBL | 1 | 1600 | 59 | .04* | 262 | .16 |
| EBT | 3 | 4800 | 338 | .10 | 897 | .22* |
| EBR | 0 | 0 | 129 | | 156 | |
| WBL | 1 | 1600 | 47 | .03 | 113 | .07* |
| WBT | 3 | 4800 | 651 | .14* | 568 | .12 |
| WBR | 0 | 0 | 18 | | 28 | |
| Right Turn Adjustment | | | SBR | .13* | | |
| **TOTAL CAPACITY UTILIZATION** | | | | **.41** | | **.37** |

**2025 with Current GP**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 2 | 3200 | 250 | .08* | 310 | .10* |
| NBT | 1 | 1600 | 10 | .01 | 40 | .03 |
| NBR | 1 | 1600 | 20 | .01 | 80 | .05 |
| SBL | 1 | 1600 | 30 | .02 | 30 | .02 |
| SBT | 1 | 1600 | 40 | .03* | 40 | .03* |
| SBR | 1 | 1600 | 300 | .19 | 160 | .10 |
| EBL | 1 | 1600 | 60 | .04* | 260 | .16 |
| EBT | 3 | 4800 | 610 | .13 | 1660 | .35* |
| EBR | d | 1600 | 200 | .13 | 290 | .18 |
| WBL | 1 | 1600 | 50 | .03 | 110 | .07* |
| WBT | 3 | 4800 | 820 | .18* | 890 | .19 |
| WBR | 0 | 0 | 20 | | 40 | |
| Right Turn Adjustment | | | SBR | .13* | | |
| **TOTAL CAPACITY UTILIZATION** | | | | **.46** | | **.55** |

**2025 With-Project**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 2 | 3200 | 250 | .08* | 310 | .10* |
| NBT | 1 | 1600 | 10 | .01 | 40 | .03 |
| NBR | 1 | 1600 | 20 | .01 | 80 | .05 |
| SBL | 1 | 1600 | 30 | .02 | 30 | .02 |
| SBT | 1 | 1600 | 40 | .03* | 40 | .03* |
| SBR | 1 | 1600 | 300 | .19 | 160 | .10 |
| EBL | 1 | 1600 | 60 | .04* | 260 | .16 |
| EBT | 3 | 4800 | 610 | .13 | 1680 | .35* |
| EBR | d | 1600 | 200 | .13 | 290 | .18 |
| WBL | 1 | 1600 | 50 | .03 | 110 | .07* |
| WBT | 3 | 4800 | 830 | .18* | 890 | .19 |
| WBR | 0 | 0 | 20 | | 40 | |
| Right Turn Adjustment | | | SBR | .13* | | |
| **TOTAL CAPACITY UTILIZATION** | | | | **.46** | | **.55** |

**2025 With-Project (with Valentine)**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 2 | 3200 | 250 | .08* | 310 | .10* |
| NBT | 1 | 1600 | 10 | .01 | 40 | .03 |
| NBR | 1 | 1600 | 20 | .01 | 80 | .05 |
| SBL | 1 | 1600 | 30 | .02 | 30 | .02 |
| SBT | 1 | 1600 | 40 | .03* | 40 | .03* |
| SBR | 1 | 1600 | 300 | .19 | 160 | .10 |
| EBL | 1 | 1600 | 60 | .04* | 260 | .16 |
| EBT | 3 | 4800 | 610 | .13 | 1680 | .35* |
| EBR | d | 1600 | 200 | .13 | 290 | .18 |
| WBL | 1 | 1600 | 50 | .03 | 110 | .07* |
| WBT | 3 | 4800 | 830 | .18* | 890 | .19 |
| WBR | 0 | 0 | 20 | | 40 | |
| Right Turn Adjustment | | | SBR | .13* | | |
| **TOTAL CAPACITY UTILIZATION** | | | | **.46** | | **.55** |

**38. Telephone & Market**

**Existing Count (2014)**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 140 | .09 | 102 | .06 |
| NBT | 3 | 4800 | 274 | .07* | 556 | .13* |
| NBR | 0 | 0 | 78 | | 53 | |
| SBL | 1 | 1600 | 185 | .12* | 178 | .11* |
| SBT | 3 | 4800 | 292 | .09 | 360 | .09 |
| SBR | 0 | 0 | 129 | | 78 | |
| EBL | 1 | 1600 | 88 | .06 | 156 | .10* |
| EBT | 1 | 1600 | 159 | .10* | 134 | .08 |
| EBR | 1 | 1600 | 73 | .05 | 135 | .08 |
| WBL | 1 | 1600 | 28 | .02* | 87 | .05 |
| WBT | 1 | 1600 | 96 | .06 | 210 | .13* |
| WBR | 1 | 1600 | 118 | .07 | 335 | .21 |

**TOTAL CAPACITY UTILIZATION .31 .47**

**2025 with Current GP**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 150 | .09 | 210 | .13 |
| NBT | 3 | 4800 | 530 | .11* | 870 | .18* |
| NBR | d | 1600 | 90 | .06 | 100 | .06 |
| SBL | 1 | 1600 | 460 | .29* | 180 | .11* |
| SBT | 3 | 4800 | 290 | .06 | 680 | .14 |
| SBR | d | 1600 | 170 | .11 | 160 | .10 |
| EBL | 1 | 1600 | 90 | .06 | 220 | .14* |
| EBT | 1 | 1600 | 270 | .17* | 240 | .15 |
| EBR | 1 | 1600 | 150 | .09 | 310 | .19 |
| WBL | 1 | 1600 | 60 | .04* | 160 | .10 |
| WBT | 1 | 1600 | 150 | .09 | 360 | .23* |
| WBR | 1 | 1600 | 150 | .09 | 600 | .38 |
| Right Turn Adjustment | | | | | WBR | .07* |

**TOTAL CAPACITY UTILIZATION .61 .73**

**2025 With-Project**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 150 | .09 | 210 | .13 |
| NBT | 3 | 4800 | 530 | .11* | 870 | .18* |
| NBR | d | 1600 | 110 | .07 | 110 | .07 |
| SBL | 1 | 1600 | 570 | .36* | 220 | .14* |
| SBT | 3 | 4800 | 290 | .06 | 680 | .14 |
| SBR | d | 1600 | 170 | .11 | 160 | .10 |
| EBL | 1 | 1600 | 90 | .06 | 220 | .14* |
| EBT | 1 | 1600 | 270 | .17* | 250 | .16 |
| EBR | 1 | 1600 | 150 | .09 | 310 | .19 |
| WBL | 1 | 1600 | 60 | .04* | 190 | .12 |
| WBT | 1 | 1600 | 150 | .09 | 370 | .23* |
| WBR | 1 | 1600 | 170 | .11 | 720 | .45 |
| Right Turn Adjustment | | | | | WBR | .11* |

**TOTAL CAPACITY UTILIZATION .68 .80**

**2025 With-Project (with Valentine)**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 150 | .09 | 210 | .13 |
| NBT | 3 | 4800 | 530 | .11* | 870 | .18* |
| NBR | d | 1600 | 108 | .07 | 109 | .07 |
| SBL | 1 | 1600 | 559 | .35* | 215 | .13* |
| SBT | 3 | 4800 | 290 | .06 | 680 | .14 |
| SBR | d | 1600 | 170 | .11 | 160 | .10 |
| EBL | 1 | 1600 | 90 | .06 | 220 | .14* |
| EBT | 1 | 1600 | 270 | .17* | 249 | .16 |
| EBR | 1 | 1600 | 150 | .09 | 310 | .19 |
| WBL | 1 | 1600 | 60 | .04* | 187 | .12 |
| WBT | 1 | 1600 | 150 | .09 | 369 | .23* |
| WBR | 1 | 1600 | 168 | .11 | 708 | .44 |
| Right Turn Adjustment | | | | | WBR | .11* |

**TOTAL CAPACITY UTILIZATION .67 .79**

**136. US 101 SB Ramps & Valentine**

**Existing Count (2014)**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 1.5 | | 459 | .14* | 536 | .17* |
| SBT | 0 | 4800 | 0 | | 0 | |
| SBR | 1.5 | | 107 | .07 | 76 | |
| EBL | 1 | 1600 | 125 | .08* | 380 | .24* |
| EBT | 2 | 3200 | 186 | .06 | 606 | .19 |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 1 | 1600 | 0 | .00 | 0 | .00 |
| WBT | 2 | 3200 | 925 | .29* | 386 | .12* |
| WBR | 2 | 3200 | 956 | .30 | 948 | .30 |
| Right Turn Adjustment | | | | | WBR | .01* |

Note: Assumes Right-Turn Overlap for WBR

**TOTAL CAPACITY UTILIZATION .51 .54**

**2025 with Current GP**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 1.5 | | 460 | .14* | 540 | .17* |
| SBT | 0 | 4800 | 0 | | 0 | |
| SBR | 1.5 | | 110 | .07 | 80 | |
| EBL | 1 | 1600 | 130 | .08* | 430 | .27* |
| EBT | 2 | 3200 | 200 | .06 | 750 | .23 |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 2 | 3200 | 950 | .30* | 390 | .12* |
| WBR | f | | 960 | | 950 | |

**TOTAL CAPACITY UTILIZATION .52 .56**

**2025 With-Project**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 1.5 | | 460 | .14* | 540 | .17* |
| SBT | 0 | 4800 | 0 | | 0 | |
| SBR | 1.5 | | 100 | | 80 | |
| EBL | 1 | 1600 | 130 | .08* | 480 | .30* |
| EBT | 2 | 3200 | 210 | .07 | 720 | .23 |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 2 | 3200 | 970 | .30* | 390 | .12* |
| WBR | f | | 950 | | 950 | |

**TOTAL CAPACITY UTILIZATION .52 .59**

**2025 With-Project (with Valentine)**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 1.5 | | 460 | .14* | 540 | .17* |
| SBT | 0 | 4800 | 0 | | 0 | |
| SBR | 1.5 | | 101 | | 83 | |
| EBL | 1 | 1600 | 133 | .08* | 490 | .31* |
| EBT | 2 | 3200 | 212 | .07 | 729 | .23 |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 2 | 3200 | 970 | .30* | 390 | .12* |
| WBR | f | | 950 | | 950 | |

**TOTAL CAPACITY UTILIZATION .52 .60**

**160. Victoria & US 101 NB Ramps**

**Existing Count (2014)**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 2 | 3200 | 252 | .08* | 332 | .10* |
| NBT | 3 | 4800 | 852 | .18 | 1369 | .29 |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 4 | 6400 | 2237 | .35* | 2511 | .39* |
| SBR | 1 | 1600 | 449 | .28 | 328 | .21 |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 1.5 | | 429 | | 347 | |
| WBT | 0 | 6400 | 0 | {.14}* | 0 | {.12}* |
| WBR | 2.5 | | 746 | | 682 | |

**TOTAL CAPACITY UTILIZATION .57 .61**

**2025 with Current GP**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 2 | 3200 | 530 | .17* | 520 | .16* |
| NBT | 3 | 4800 | 1380 | .29 | 1890 | .39 |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 4 | 6400 | 2690 | .42* | 2510 | .39* |
| SBR | 1 | 1600 | 450 | .28 | 360 | .23 |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 2 | 3200 | 710 | .22* | 490 | .15* |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 3 | 4800 | 910 | .19 | 1150 | .24 |

**TOTAL CAPACITY UTILIZATION .81 .70**

**2025 With-Project**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 2 | 3200 | 530 | .17* | 530 | .17* |
| NBT | 3 | 4800 | 1380 | .29 | 1890 | .39 |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 4 | 6400 | 2690 | .42* | 2510 | .39* |
| SBR | 1 | 1600 | 450 | .28 | 360 | .23 |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 2 | 3200 | 720 | .23* | 500 | .16* |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 3 | 4800 | 910 | .19 | 1140 | .24 |

**TOTAL CAPACITY UTILIZATION .82 .72**

**2025 With-Project (with Valentine)**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 2 | 3200 | 530 | .17* | 530 | .17* |
| NBT | 3 | 4800 | 1382 | .29 | 1899 | .40 |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 4 | 6400 | 2690 | .42* | 2510 | .39* |
| SBR | 1 | 1600 | 450 | .28 | 360 | .23 |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 2 | 3200 | 720 | .23* | 500 | .16* |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 3 | 4800 | 910 | .19 | 1140 | .24 |

**TOTAL CAPACITY UTILIZATION .82 .72**

**161. Victoria & Valentine**

**Existing Count (2014)**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 2 | 3200 | 165 | .05* | 82 | .03* |
| NBT | 3 | 4800 | 1296 | .27 | 1378 | .29 |
| NBR | 0 | 0 | 6 | | 14 | |
| SBL | 1 | 1600 | 43 | .03 | 74 | .05 |
| SBT | 2 | 3200 | 960 | .30* | 1546 | .48* |
| SBR | 2 | 3200 | 1700 | .53 | 1255 | .39 |
| EBL | 2.5 | | 276 | | 689 | |
| EBT | 0.5 | 4800 | 42 | .07* | 17 | .15* |
| EBR | 1 | 1600 | 222 | .14 | 387 | .24 |
| WBL | 0 | 0 | 15 | | 36 | |
| WBT | 1 | 1600 | 17 | .02* | 14 | .03* |
| WBR | 1 | 1600 | 84 | .05 | 99 | .06 |
| Right Turn Adjustment | | | Multi | .18* | EBR | .06* |

Note: Assumes E/W Split Phasing
Note: Assumes Right-Turn Overlap for SBR WBR EBR

**TOTAL CAPACITY UTILIZATION .62 .75**

**2025 with Current GP**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 2 | 3200 | 240 | .08* | 190 | .06* |
| NBT | 3 | 4800 | 1650 | .35 | 2080 | .44 |
| NBR | 0 | 0 | 20 | | 50 | |
| SBL | 1 | 1600 | 40 | .03 | 70 | .04 |
| SBT | 2 | 3200 | 1640 | .51* | 1550 | .48* |
| SBR | f | | 1700 | | 1260 | |
| EBL | 2.5 | | 320 | | 740 | |
| EBT | 0.5 | 4800 | 50 | .08* | 30 | .16* |
| EBR | 1 | 1600 | 250 | .16 | 450 | .28 |
| WBL | 0 | 0 | 20 | | 40 | |
| WBT | 1 | 1600 | 20 | .03* | 30 | .04* |
| WBR | 1 | 1600 | 80 | .05 | 100 | .06 |
| Right Turn Adjustment | | | | | EBR | .06* |

Note: Assumes E/W Split Phasing
Note: Assumes Right-Turn Overlap for WBR EBR

**TOTAL CAPACITY UTILIZATION .70 .80**

**2025 With-Project**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 2 | 3200 | 240 | .08* | 190 | .06* |
| NBT | 3 | 4800 | 1660 | .35 | 2090 | .45 |
| NBR | 0 | 0 | 20 | | 50 | |
| SBL | 1 | 1600 | 40 | .03 | 70 | .04 |
| SBT | 2 | 3200 | 1640 | .51* | 1550 | .48* |
| SBR | f | | 1710 | | 1250 | |
| EBL | 2.5 | | 330 | | 710 | |
| EBT | 0.5 | 4800 | 50 | .08* | 30 | .15* |
| EBR | 1 | 1600 | 250 | .16 | 450 | .28 |
| WBL | 0 | 0 | 20 | | 40 | |
| WBT | 1 | 1600 | 20 | .03* | 30 | .04* |
| WBR | 1 | 1600 | 80 | .05 | 100 | .06 |
| Right Turn Adjustment | | | | | EBR | .07* |

Note: Assumes E/W Split Phasing
Note: Assumes Right-Turn Overlap for WBR EBR

**TOTAL CAPACITY UTILIZATION .70 .80**

**2025 With-Project (with Valentine)**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 2 | 3200 | 240 | .08* | 190 | .06* |
| NBT | 3 | 4800 | 1660 | .35 | 2090 | .45 |
| NBR | 0 | 0 | 20 | | 50 | |
| SBL | 1 | 1600 | 40 | .03 | 70 | .04 |
| SBT | 2 | 3200 | 1640 | .51* | 1550 | .48* |
| SBR | f | | 1710 | | 1250 | |
| EBL | 2.5 | | 332 | | 719 | |
| EBT | 0.5 | 4800 | 50 | .08* | 30 | .16* |
| EBR | 1 | 1600 | 250 | .16 | 450 | .28 |
| WBL | 0 | 0 | 20 | | 40 | |
| WBT | 1 | 1600 | 20 | .03* | 30 | .04* |
| WBR | 1 | 1600 | 80 | .05 | 100 | .06 |
| Right Turn Adjustment | | | | | EBR | .06* |

Note: Assumes E/W Split Phasing
Note: Assumes Right-Turn Overlap for WBR EBR

**TOTAL CAPACITY UTILIZATION .70 .80**

**200. Portola Rd at Market St**

**Existing Count (2014)**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 0 | 0 | 5 | | 27 | |
| NBT | 1 | 1600 | 0 | .03* | 0 | .13* |
| NBR | 0 | 0 | 36 | | 184 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 1 | 1600 | 0 | .00 | 0 | .00 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 1 | 1600 | 223 | .16 | 377 | .25* |
| EBR | 0 | 0 | 27 | | 22 | |
| WBL | 0 | 0 | 117 | | 44 | {.03}* |
| WBT | 1 | 1600 | 266 | .24* | 293 | .21 |
| WBR | 0 | 0 | 0 | | 0 | |

**TOTAL CAPACITY UTILIZATION .27 .41**

**2025 with Current GP**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 30 | .02 | 40 | .03 |
| NBT | 1 | 1600 | 0 | .03* | 0 | .11* |
| NBR | 0 | 0 | 40 | | 170 | |
| SBL | 1 | 1600 | 0 | .00 | 0 | .00 |
| SBT | 1 | 1600 | 0 | .00 | 0 | .00 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 1 | 1600 | 0 | .00 | 0 | .00 |
| EBT | 1 | 1600 | 710 | .46* | 600 | .39 |
| EBR | 0 | 0 | 30 | | 20 | |
| WBL | 1 | 1600 | 120 | .08* | 40 | .03 |
| WBT | 1 | 1600 | 330 | .21 | 890 | .56* |
| WBR | 0 | 0 | 0 | | 0 | |

**TOTAL CAPACITY UTILIZATION .57 .67**

**2025 With-Project**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 30 | .02 | 40 | .03 |
| NBT | 1 | 1600 | 0 | .03* | 0 | .11* |
| NBR | 0 | 0 | 40 | | 170 | |
| SBL | 1 | 1600 | 0 | .00 | 0 | .00 |
| SBT | 1 | 1600 | 0 | .00 | 0 | .00 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 1 | 1600 | 0 | .00 | 0 | .00 |
| EBT | 1 | 1600 | 840 | .54* | 670 | .43 |
| EBR | 0 | 0 | 30 | | 20 | |
| WBL | 1 | 1600 | 120 | .08* | 40 | .03 |
| WBT | 1 | 1600 | 350 | .22 | 1060 | .66* |
| WBR | 0 | 0 | 0 | | 0 | |

**TOTAL CAPACITY UTILIZATION .65 .77**

**2025 With-Project (with Valentine)**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 30 | .02 | 40 | .03 |
| NBT | 1 | 1600 | 0 | .03* | 0 | .11* |
| NBR | 0 | 0 | 40 | | 170 | |
| SBL | 1 | 1600 | 0 | .00 | 0 | .00 |
| SBT | 1 | 1600 | 0 | .00 | 0 | .00 |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 1 | 1600 | 0 | .00 | 0 | .00 |
| EBT | 1 | 1600 | 827 | .54* | 663 | .43 |
| EBR | 0 | 0 | 30 | | 20 | |
| WBL | 1 | 1600 | 120 | .08* | 40 | .03 |
| WBT | 1 | 1600 | 348 | .22 | 1043 | .65* |
| WBR | 0 | 0 | 0 | | 0 | |

**TOTAL CAPACITY UTILIZATION .65 .76**

**201. Eastman Av at Market St**

**Existing Count (2014)**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 17 | .01* | 69 | .04 |
| NBT | 1 | 1600 | 23 | .02 | 114 | .10* |
| NBR | 0 | 0 | 12 | | 52 | |
| SBL | 1 | 1600 | 50 | .03 | 57 | .04* |
| SBT | 1 | 1600 | 211 | .16* | 70 | .08 |
| SBR | 0 | 0 | 52 | | 62 | |
| EBL | 1 | 1600 | 16 | .01 | 40 | .03* |
| EBT | 1 | 1600 | 221 | .17* | 178 | .13 |
| EBR | 0 | 0 | 57 | | 26 | |
| WBL | 1 | 1600 | 30 | .02* | 21 | .01 |
| WBT | 1 | 1600 | 168 | .11 | 371 | .23* |
| WBR | 1 | 1600 | 21 | .01 | 51 | .03 |

**TOTAL CAPACITY UTILIZATION .36 .40**

**2025 with Current GP**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 30 | .02* | 130 | .08 |
| NBT | 1 | 1600 | 30 | .03 | 140 | .12* |
| NBR | 0 | 0 | 10 | | 50 | |
| SBL | 1 | 1600 | 80 | .05 | 100 | .06* |
| SBT | 1 | 1600 | 300 | .23* | 80 | .09 |
| SBR | 0 | 0 | 60 | | 60 | |
| EBL | 1 | 1600 | 30 | .02 | 40 | .03* |
| EBT | 1 | 1600 | 640 | .49* | 410 | .29 |
| EBR | 0 | 0 | 140 | | 50 | |
| WBL | 1 | 1600 | 30 | .02* | 20 | .01 |
| WBT | 1 | 1600 | 270 | .17 | 900 | .56* |
| WBR | 1 | 1600 | 20 | .01 | 100 | .06 |

**TOTAL CAPACITY UTILIZATION .76 .77**

**2025 With-Project**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 30 | .02* | 130 | .08 |
| NBT | 1 | 1600 | 30 | .03 | 140 | .12* |
| NBR | 0 | 0 | 10 | | 50 | |
| SBL | 1 | 1600 | 80 | .05 | 100 | .06* |
| SBT | 1 | 1600 | 300 | .23* | 80 | .09 |
| SBR | 0 | 0 | 60 | | 60 | |
| EBL | 1 | 1600 | 30 | .02 | 40 | .03* |
| EBT | 1 | 1600 | 770 | .57* | 480 | .33 |
| EBR | 0 | 0 | 140 | | 50 | |
| WBL | 1 | 1600 | 30 | .02* | 20 | .01 |
| WBT | 1 | 1600 | 290 | .18 | 1070 | .67* |
| WBR | 1 | 1600 | 20 | .01 | 100 | .06 |

**TOTAL CAPACITY UTILIZATION .84 .88**

**2025 With-Project (with Valentine)**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 30 | .02* | 130 | .08 |
| NBT | 1 | 1600 | 30 | .03 | 140 | .12* |
| NBR | 0 | 0 | 10 | | 50 | |
| SBL | 1 | 1600 | 80 | .05 | 100 | .06* |
| SBT | 1 | 1600 | 300 | .23* | 80 | .09 |
| SBR | 0 | 0 | 60 | | 60 | |
| EBL | 1 | 1600 | 30 | .02 | 40 | .03* |
| EBT | 1 | 1600 | 757 | .56* | 473 | .33 |
| EBR | 0 | 0 | 140 | | 50 | |
| WBL | 1 | 1600 | 30 | .02* | 20 | .01 |
| WBT | 1 | 1600 | 288 | .18 | 1053 | .66* |
| WBR | 1 | 1600 | 20 | .01 | 100 | .06 |

**TOTAL CAPACITY UTILIZATION .83 .87**

**202. Goodyear Av at Market St**

**Existing Count (2014)**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 22 | .01* | 40 | .03* |
| NBT | 1 | 1600 | 8 | .01 | 16 | .03 |
| NBR | 0 | 0 | 11 | | 27 | |
| SBL | 1 | 1600 | 32 | .02 | 12 | .01 |
| SBT | 1 | 1600 | 40 | .04* | 10 | .03* |
| SBR | 0 | 0 | 18 | | 38 | |
| EBL | 1 | 1600 | 9 | .01 | 26 | .02* |
| EBT | 1 | 1600 | 245 | .18* | 203 | .15 |
| EBR | 0 | 0 | 39 | | 33 | |
| WBL | 1 | 1600 | 28 | .02* | 23 | .01 |
| WBT | 1 | 1600 | 206 | .13 | 528 | .33* |
| WBR | 1 | 1600 | 13 | .01 | 26 | .02 |

**TOTAL CAPACITY UTILIZATION .25 .41**

**2025 with Current GP**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 20 | .01* | 40 | .03* |
| NBT | 1 | 1600 | 10 | .01 | 20 | .03 |
| NBR | 0 | 0 | 10 | | 30 | |
| SBL | 1 | 1600 | 30 | .02 | 10 | .01 |
| SBT | 1 | 1600 | 40 | .04* | 10 | .03* |
| SBR | 0 | 0 | 20 | | 40 | |
| EBL | 1 | 1600 | 10 | .01 | 30 | .02* |
| EBT | 1 | 1600 | 770 | .51* | 460 | .31 |
| EBR | 0 | 0 | 40 | | 30 | |
| WBL | 1 | 1600 | 30 | .02* | 20 | .01 |
| WBT | 1 | 1600 | 320 | .20 | 1040 | .65* |
| WBR | 1 | 1600 | 10 | .01 | 30 | .02 |

**TOTAL CAPACITY UTILIZATION .58 .73**

**2025 With-Project**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 20 | .01* | 40 | .03* |
| NBT | 1 | 1600 | 10 | .01 | 20 | .03 |
| NBR | 0 | 0 | 10 | | 30 | |
| SBL | 1 | 1600 | 30 | .02 | 10 | .01 |
| SBT | 1 | 1600 | 40 | .04* | 10 | .03* |
| SBR | 0 | 0 | 20 | | 40 | |
| EBL | 1 | 1600 | 10 | .01 | 30 | .02* |
| EBT | 1 | 1600 | 900 | .59* | 520 | .34 |
| EBR | 0 | 0 | 40 | | 30 | |
| WBL | 1 | 1600 | 30 | .02* | 20 | .01 |
| WBT | 1 | 1600 | 340 | .21 | 1210 | .76* |
| WBR | 1 | 1600 | 10 | .01 | 30 | .02 |

**TOTAL CAPACITY UTILIZATION .66 .84**

**2025 With-Project (with Valentine)**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 20 | .01* | 40 | .03* |
| NBT | 1 | 1600 | 10 | .01 | 20 | .03 |
| NBR | 0 | 0 | 10 | | 30 | |
| SBL | 1 | 1600 | 30 | .02 | 10 | .01 |
| SBT | 1 | 1600 | 40 | .04* | 10 | .03* |
| SBR | 0 | 0 | 20 | | 40 | |
| EBL | 1 | 1600 | 10 | .01 | 30 | .02* |
| EBT | 1 | 1600 | 887 | .58* | 513 | .34 |
| EBR | 0 | 0 | 40 | | 30 | |
| WBL | 1 | 1600 | 30 | .02* | 20 | .01 |
| WBT | 1 | 1600 | 338 | .21 | 1193 | .75* |
| WBR | 1 | 1600 | 10 | .01 | 30 | .02 |

**TOTAL CAPACITY UTILIZATION .65 .83**

**203. Palma Dr at Market St**

**Existing Count (2014)**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 21 | .01* | 107 | .07* |
| NBT | 1 | 1600 | 14 | .03 | 33 | .07 |
| NBR | 0 | 0 | 30 | | 73 | |
| SBL | 1 | 1600 | 49 | .03 | 42 | .03 |
| SBT | 1 | 1600 | 109 | .08* | 32 | .05* |
| SBR | 0 | 0 | 13 | | 51 | |
| EBL | 1 | 1600 | 19 | .01 | 15 | .01* |
| EBT | 1 | 1600 | 191 | .15* | 239 | .17 |
| EBR | 0 | 0 | 52 | | 28 | |
| WBL | 1 | 1600 | 46 | .03* | 37 | .02 |
| WBT | 1 | 1600 | 195 | .12 | 283 | .18* |
| WBR | 1 | 1600 | 15 | .01 | 25 | .02 |

**TOTAL CAPACITY UTILIZATION .27 .31**

**2025 with Current GP**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 20 | .01* | 110 | .07* |
| NBT | 1 | 1600 | 10 | .03 | 30 | .06 |
| NBR | 0 | 0 | 30 | | 70 | |
| SBL | 1 | 1600 | 50 | .03 | 40 | .03 |
| SBT | 1 | 1600 | 110 | .08* | 30 | .05* |
| SBR | 0 | 0 | 10 | | 50 | |
| EBL | 1 | 1600 | 20 | .01 | 20 | .01* |
| EBT | 1 | 1600 | 660 | .44* | 510 | .34 |
| EBR | 0 | 0 | 50 | | 30 | |
| WBL | 1 | 1600 | 50 | .03* | 40 | .03 |
| WBT | 1 | 1600 | 290 | .18 | 860 | .54* |
| WBR | 1 | 1600 | 20 | .01 | 30 | .02 |

**TOTAL CAPACITY UTILIZATION .56 .67**

**2025 With-Project**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 20 | .01* | 110 | .07* |
| NBT | 1 | 1600 | 10 | .03 | 30 | .06 |
| NBR | 0 | 0 | 30 | | 70 | |
| SBL | 1 | 1600 | 50 | .03 | 40 | .03 |
| SBT | 1 | 1600 | 110 | .08* | 30 | .05* |
| SBR | 0 | 0 | 10 | | 50 | |
| EBL | 1 | 1600 | 20 | .01 | 20 | .01* |
| EBT | 1 | 1600 | 790 | .52* | 580 | .38 |
| EBR | 0 | 0 | 50 | | 30 | |
| WBL | 1 | 1600 | 50 | .03* | 40 | .03 |
| WBT | 1 | 1600 | 310 | .19 | 1030 | .64* |
| WBR | 1 | 1600 | 20 | .01 | 30 | .02 |

**TOTAL CAPACITY UTILIZATION .64 .77**

**2025 With-Project (with Valentine)**

| | LANES | CAPACITY | AM PK HOUR VOL | AM PK HOUR V/C | PM PK HOUR VOL | PM PK HOUR V/C |
|---|---|---|---|---|---|---|
| NBL | 1 | 1600 | 20 | .01* | 110 | .07* |
| NBT | 1 | 1600 | 10 | .03 | 30 | .06 |
| NBR | 0 | 0 | 30 | | 70 | |
| SBL | 1 | 1600 | 50 | .03 | 40 | .03 |
| SBT | 1 | 1600 | 110 | .08* | 30 | .05* |
| SBR | 0 | 0 | 10 | | 50 | |
| EBL | 1 | 1600 | 20 | .01 | 20 | .01* |
| EBT | 1 | 1600 | 777 | .52* | 573 | .38 |
| EBR | 0 | 0 | 50 | | 30 | |
| WBL | 1 | 1600 | 50 | .03* | 40 | .03 |
| WBT | 1 | 1600 | 308 | .19 | 1013 | .63* |
| WBR | 1 | 1600 | 20 | .01 | 30 | .02 |

**TOTAL CAPACITY UTILIZATION .64 .76**

# APPENDIX C

## ICU AND LEVELS OF SERVICE EXPLANATION
## ICU DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

## INTERSECTION CAPACITY UTILIZATION (ICU) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Levels of Service concept denotes any one of a number of differing combinations of operating conditions which may occur as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*, published by the Transportation Research Board. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

The Intersection Capacity Utilization (ICU) method of intersection capacity analysis has been used in our studies. It directly relates traffic demand and available capacity for key intersection movements, regardless of present signal timing, The capacity per hour of green time for each approach is calculated based on the methods of the *Highway Capacity Manual*. The proportion of total signal time needed by each key movement is determined and compared to the total time available (100 percent of the hour). The result of summing the requirements of the conflicting key movements plus an allowance for clearance times is expressed as a decimal fraction. Conflicting key traffic movements are those opposing movements whose combined green time requirements are greatest.

The resulting ICU represents the proportion of the total hour required to accommodate intersection demand volumes if the key conflicting traffic movements are operating at capacity. Other movements may be operating near capacity, or may be operating at significantly better levels. The ICU may be translated to a Level of Service as tabulated below.

The Levels of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding ICU and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Intersection Capacity Utilization Characteristics

| Level of Service | Load Factor | Equivalent ICU |
|---|---|---|
| A | 0.0 | 0.00 - 0.60 |
| B | 0.0 - 0.1 | 0.61 - 0.70 |
| C | 0.1 - 0.3 | 0.71 - 0.80 |
| D | 0.3 - 0.7 | 0.81 - 0.90 |
| E | 0.7 - 1.0 | 0.91 - 1.00 |
| F | Not Applicable | Not Applicable |

SERVICE LEVEL A
There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B
This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C
At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more than one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D
This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E
This represents near capacity and capacity operation. At capacity (ICU = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F
Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

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**INTERSECTION CAPACITY UTILIZATION**

Telephone Road @ Market Street
Peak hr: AM
Annual Growth: 1.00%

***Phase I***

N-S St: Telephone Road
E-W St: Market Street
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU1

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2017

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH PROJECT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 140 | 1600 | 0.088 | 0 | 140 | 1600 | 0.088 | 0 | 140 | 1600 | 0.088 |
| Nb Thru | 274 | 4800 | 0.073 * | 0 | 274 | 4800 | 0.076 * | 0 | 274 | 4800 | 0.076 * |
| Nb Right | 78 | 0 | - | 14 | 92 | 0 | - | 0 | 92 | 0 | - |
| Sb Left | 185 | 1600 | 0.116 * | 77 | 262 | 1600 | 0.164 * | 0 | 262 | 1600 | 0.164 * |
| Sb Thru | 292 | 4800 | 0.088 | 0 | 292 | 4800 | 0.088 | 0 | 292 | 4800 | 0.088 |
| Sb Right | 129 | 0 | - | 0 | 129 | 0 | - | 0 | 129 | 0 | - |
| Eb Left | 88 | 1600 | 0.055 | 0 | 88 | 1600 | 0.055 | 0 | 88 | 1600 | 0.055 |
| Eb Thru | 159 | 1600 | 0.099 * | 0 | 159 | 1600 | 0.099 * | 0 | 159 | 1600 | 0.099 * |
| Eb Right | 73 | 1600 | 0.046 | 0 | 73 | 1600 | 0.046 | 0 | 73 | 1600 | 0.046 |
| Wb Left | 28 | 1600 | 0.018 * | 0 | 28 | 1600 | 0.018 * | 0 | 28 | 1600 | 0.018 * |
| Wb Thru | 96 | 1600 | 0.060 | 0 | 96 | 1600 | 0.060 | 0 | 96 | 1600 | 0.060 |
| Wb Right | 118 | 1600 | 0.074 | 14 | 132 | 1600 | 0.083 | 0 | 132 | 1600 | 0.083 |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.306 | | | | 0.357 | | | | 0.357 |
| LOS | | | A | | | | A | | | | A |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*

*4 No right-turn on red.*
*5 East/West split phase.*

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**INTERSECTION CAPACITY UTILIZATION**

Telephone Road @ Market Street
Peak hr: PM
Annual Growth: 1.00%

***Phase I***

N-S St: Telephone Road
E-W St: Market Street
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU1

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2017

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH PROJECT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 102 | 1600 | 0.064 | 0 | 102 | 1600 | 0.064 | 0 | 102 | 1600 | 0.064 |
| Nb Thru | 556 | 4800 | 0.127 * | 0 | 556 | 4800 | 0.128 * | 0 | 556 | 4800 | 0.128 * |
| Nb Right | 53 | 0 | - | 7 | 60 | 0 | - | 0 | 60 | 0 | - |
| Sb Left | 178 | 1600 | 0.111 | 27 | 205 | 1600 | 0.128 | 0 | 205 | 1600 | 0.128 |
| Sb Thru | 360 | 4800 | 0.091 | 0 | 360 | 4800 | 0.091 | 0 | 360 | 4800 | 0.091 |
| Sb Right | 78 | 0 | - | 0 | 78 | 0 | - | 0 | 78 | 0 | - |
| Eb Left | 156 | 1600 | 0.098 * | 0 | 156 | 1600 | 0.098 * | 0 | 156 | 1600 | 0.098 * |
| Eb Thru | 134 | 1600 | 0.084 | 7 | 141 | 1600 | 0.088 | 0 | 141 | 1600 | 0.088 |
| Eb Right | 135 | 1600 | 0.084 | 0 | 135 | 1600 | 0.084 | 0 | 135 | 1600 | 0.084 |
| Wb Left | 87 | 1600 | 0.054 | 21 | 108 | 1600 | 0.068 | 0 | 108 | 1600 | 0.068 |
| Wb Thru | 210 | 1600 | 0.131 | 7 | 217 | 1600 | 0.136 | 0 | 217 | 1600 | 0.136 |
| Wb Right | 335 | 1600 | 0.209 * | 84 | 419 | 1600 | 0.262 * | 0 | 419 | 1600 | 0.262 * |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.545 | | | | 0.616 | | | | 0.616 |
| LOS | | | A | | | | B | | | | B |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*

*4 No right-turn on red.*
*5 East/West split phase.*

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Telephone Road
E-W St: Market Street
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU1

Telephone Road @ Market Street
Peak hr: AM
Annual Growth: 1.00%

***Phases I & II***

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2025

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH BUILDOUT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | | 2025 FUTURE WITHOUT PROJECT | | | | 2025 FUTURE WITH PROJECT BUILDOUT | | | | 2025 FUTURE W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 140 | 1600 | 0.088 | 0 | 140 | 1600 | 0.088 | 0 | 140 | 1600 | 0.088 | 10 | 150 | 1600 | 0.094 | 0 | 150 | 1600 | 0.094 | 0 | 150 | 1600 | 0.094 |
| Nb Thru | 274 | 4800 | 0.073 * | 0 | 274 | 4800 | 0.077 * | 0 | 274 | 4800 | 0.077 * | 256 | 530 | 4800 | 0.110 * | 0 | 530 | 4800 | 0.110 * | 0 | 530 | 4800 | 0.110 * |
| Nb Right [3] | 78 | 0 | - | 18 | 96 | 0 | - | 0 | 96 | 0 | - | 12 | 90 | 1600 | 0.056 | 18 | 108 | 1600 | 0.068 | 0 | 108 | 1600 | 0.068 |
| Sb Left | 185 | 1600 | 0.116 * | 99 | 284 | 1600 | 0.178 * | 0 | 284 | 1600 | 0.178 * | 275 | 460 | 1600 | 0.288 * | 99 | 559 | 1600 | 0.349 * | 0 | 559 | 1600 | 0.349 * |
| Sb Thru | 292 | 4800 | 0.088 | 0 | 292 | 4800 | 0.088 | 0 | 292 | 4800 | 0.088 | -2 | 290 | 4800 | 0.060 | 0 | 290 | 4800 | 0.060 | 0 | 290 | 4800 | 0.060 |
| Sb Right [3] | 129 | 0 | - | 0 | 129 | 0 | - | 0 | 129 | 0 | - | 41 | 170 | 1600 | 0.106 | 0 | 170 | 1600 | 0.106 | 0 | 170 | 1600 | 0.106 |
| Eb Left | 88 | 1600 | 0.055 | 0 | 88 | 1600 | 0.055 | 0 | 88 | 1600 | 0.055 | 2 | 90 | 1600 | 0.056 | 0 | 90 | 1600 | 0.056 | 0 | 90 | 1600 | 0.056 |
| Eb Thru | 159 | 1600 | 0.099 * | 0 | 159 | 1600 | 0.099 * | 0 | 159 | 1600 | 0.099 * | 111 | 270 | 1600 | 0.169 * | 0 | 270 | 1600 | 0.169 * | 0 | 270 | 1600 | 0.169 * |
| Eb Right | 73 | 1600 | 0.046 | 0 | 73 | 1600 | 0.046 | 0 | 73 | 1600 | 0.046 | 77 | 150 | 1600 | 0.094 | 0 | 150 | 1600 | 0.094 | 0 | 150 | 1600 | 0.094 |
| Wb Left | 28 | 1600 | 0.018 * | 0 | 28 | 1600 | 0.018 * | 0 | 28 | 1600 | 0.018 * | 32 | 60 | 1600 | 0.038 * | 0 | 60 | 1600 | 0.038 * | 0 | 60 | 1600 | 0.038 * |
| Wb Thru | 96 | 1600 | 0.060 | 0 | 96 | 1600 | 0.060 | 0 | 96 | 1600 | 0.060 | 54 | 150 | 1600 | 0.094 | 0 | 150 | 1600 | 0.094 | 0 | 150 | 1600 | 0.094 |
| Wb Right | 118 | 1600 | 0.074 | 18 | 136 | 1600 | 0.085 | 0 | 136 | 1600 | 0.085 | 32 | 150 | 1600 | 0.094 | 18 | 168 | 1600 | 0.105 | 0 | 168 | 1600 | 0.105 |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.306 | | | | 0.371 | | | | 0.371 | | | | 0.604 | | | | 0.666 | | | | 0.666 |
| LOS | | | A | | | | A | | | | A | | | | B | | | | B | | | | B |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*
*3 Assumes defacto right-turn lane in the year 2025 conditions based on the City of Ventura traffic model.*

*4 No right-turn on red.*
*5 East/West split phase.*
*6 The southbound right-turn is a free-flow movement in the year 2025 conditions based on the City of Ventura traffic model.*

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Telephone Road
E-W St: Market Street
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU1

Telephone Road @ Market Street
Peak hr: PM
Annual Growth: 1.00%

***Phases I & II***

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2025

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH BUILDOUT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | | 2025 FUTURE WITHOUT PROJECT | | | | 2025 FUTURE WITH PROJECT BUILDOUT | | | | 2025 FUTURE W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 102 | 1600 | 0.064 | 0 | 102 | 1600 | 0.064 | 0 | 102 | 1600 | 0.064 | 108 | 210 | 1600 | 0.131 | 0 | 210 | 1600 | 0.131 | 0 | 210 | 1600 | 0.131 |
| Nb Thru | 556 | 4800 | 0.127 * | 0 | 556 | 4800 | 0.129 * | 0 | 556 | 4800 | 0.129 * | 314 | 870 | 4800 | 0.181 * | 0 | 870 | 4800 | 0.181 * | 0 | 870 | 4800 | 0.181 * |
| Nb Right [3] | 53 | 0 | - | 9 | 62 | 0 | - | 0 | 62 | 0 | - | 47 | 100 | 1600 | 0.063 | 9 | 109 | 1600 | 0.068 | 0 | 109 | 1600 | 0.068 |
| Sb Left | 178 | 1600 | 0.111 | 35 | 213 | 1600 | 0.133 | 0 | 213 | 1600 | 0.133 | 2 | 180 | 1600 | 0.113 | 35 | 215 | 1600 | 0.134 | 0 | 215 | 1600 | 0.134 |
| Sb Thru | 360 | 4800 | 0.091 | 0 | 360 | 4800 | 0.091 | 0 | 360 | 4800 | 0.091 | 320 | 680 | 4800 | 0.142 | 0 | 680 | 4800 | 0.142 | 0 | 680 | 4800 | 0.142 |
| Sb Right [3] | 78 | 0 | - | 0 | 78 | 0 | - | 0 | 78 | 0 | - | 82 | 160 | 1600 | 0.100 | 0 | 160 | 1600 | 0.100 | 0 | 160 | 1600 | 0.100 |
| Eb Left | 156 | 1600 | 0.098 * | 0 | 156 | 1600 | 0.098 * | 0 | 156 | 1600 | 0.098 * | 64 | 220 | 1600 | 0.138 * | 0 | 220 | 1600 | 0.138 * | 0 | 220 | 1600 | 0.138 * |
| Eb Thru | 134 | 1600 | 0.084 | 9 | 143 | 1600 | 0.089 | 0 | 143 | 1600 | 0.089 | 106 | 240 | 1600 | 0.150 | 9 | 249 | 1600 | 0.156 | 0 | 249 | 1600 | 0.156 |
| Eb Right | 135 | 1600 | 0.084 | 0 | 135 | 1600 | 0.084 | 0 | 135 | 1600 | 0.084 | 175 | 310 | 1600 | 0.194 | 0 | 310 | 1600 | 0.194 | 0 | 310 | 1600 | 0.194 |
| Wb Left | 87 | 1600 | 0.054 | 27 | 114 | 1600 | 0.071 | 0 | 114 | 1600 | 0.071 | 73 | 160 | 1600 | 0.100 | 27 | 187 | 1600 | 0.117 | 0 | 187 | 1600 | 0.117 |
| Wb Thru | 210 | 1600 | 0.131 | 9 | 219 | 1600 | 0.137 | 0 | 219 | 1600 | 0.137 | 150 | 360 | 1600 | 0.225 | 9 | 369 | 1600 | 0.231 | 0 | 369 | 1600 | 0.231 |
| Wb Right | 335 | 1600 | 0.209 * | 108 | 443 | 1600 | 0.277 * | 0 | 443 | 1600 | 0.277 * | 265 | 600 | 1600 | 0.375 * | 108 | 708 | 1600 | 0.443 * | 0 | 708 | 1600 | 0.443 * |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.545 | | | | 0.636 | | | | 0.636 | | | | 0.806 | | | | 0.896 | | | | 0.896 |
| LOS | | | A | | | | B | | | | B | | | | D | | | | D | | | | D |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*
*3 Assumes defacto right-turn lane in the year 2025 conditions based on the City of Ventura traffic model.*

*4 No right-turn on red.*
*5 East/West split phase.*
*6 The southbound right-turn is a free-flow movement in the year 2025 conditions based on the City of Ventura traffic model.*

**LINSCOTT, LAW & GREENSPAN, ENGINEERS**
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**INTERSECTION CAPACITY UTILIZATION**

Goodyear Avenue @ Market Street
Peak hr: AM
Annual Growth: 1.00%

***Phase I***

N-S St: Goodyear Avenue
E-W St: Market Street
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU2

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2017

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH PROJECT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 22 | 1600 | 0.014 * | 0 | 22 | 1600 | 0.014 * | 0 | 22 | 1600 | 0.014 * |
| Nb Thru | 8 | 1600 | 0.012 | 0 | 8 | 1600 | 0.012 | 0 | 8 | 1600 | 0.012 |
| Nb Right | 11 | 0 | - | 0 | 11 | 0 | - | 0 | 11 | 0 | - |
| Sb Left | 32 | 1600 | 0.020 | 0 | 32 | 1600 | 0.020 | 0 | 32 | 1600 | 0.020 |
| Sb Thru | 40 | 1600 | 0.036 * | 0 | 40 | 1600 | 0.036 * | 0 | 40 | 1600 | 0.036 * |
| Sb Right | 18 | 0 | - | 0 | 18 | 0 | - | 0 | 18 | 0 | - |
| Eb Left | 9 | 1600 | 0.006 | 0 | 9 | 1600 | 0.006 | 0 | 9 | 1600 | 0.006 |
| Eb Thru | 245 | 1600 | 0.178 * | 91 | 336 | 1600 | 0.234 * | 0 | 336 | 1600 | 0.234 * |
| Eb Right | 39 | 0 | - | 0 | 39 | 0 | - | 0 | 39 | 0 | - |
| Wb Left | 28 | 1600 | 0.018 * | 0 | 28 | 1600 | 0.018 * | 0 | 28 | 1600 | 0.018 * |
| Wb Thru | 206 | 1600 | 0.129 | 14 | 220 | 1600 | 0.138 | 0 | 220 | 1600 | 0.138 |
| Wb Right | 13 | 1600 | 0.008 | 0 | 13 | 1600 | 0.008 | 0 | 13 | 1600 | 0.008 |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.245 | | | | 0.302 | | | | 0.302 |
| LOS | | | A | | | | A | | | | A |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*

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**INTERSECTION CAPACITY UTILIZATION**

Goodyear Avenue @ Market Street
Peak hr: PM
Annual Growth: 1.00%

***Phase I***

N-S St: Goodyear Avenue
E-W St: Market Street
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU2

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2017

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH PROJECT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 40 | 1600 | 0.025 * | 0 | 40 | 1600 | 0.025 * | 0 | 40 | 1600 | 0.025 * |
| Nb Thru | 16 | 1600 | 0.027 | 0 | 16 | 1600 | 0.027 | 0 | 16 | 1600 | 0.027 |
| Nb Right | 27 | 0 | - | 0 | 27 | 0 | - | 0 | 27 | 0 | - |
| Sb Left | 12 | 1600 | 0.008 | 0 | 12 | 1600 | 0.008 | 0 | 12 | 1600 | 0.008 |
| Sb Thru | 10 | 1600 | 0.030 * | 0 | 10 | 1600 | 0.030 * | 0 | 10 | 1600 | 0.030 * |
| Sb Right | 38 | 0 | - | 0 | 38 | 0 | - | 0 | 38 | 0 | - |
| Eb Left | 26 | 1600 | 0.016 * | 0 | 26 | 1600 | 0.016 * | 0 | 26 | 1600 | 0.016 * |
| Eb Thru | 203 | 1600 | 0.148 | 41 | 244 | 1600 | 0.173 | 0 | 244 | 1600 | 0.173 |
| Eb Right | 33 | 0 | - | 0 | 33 | 0 | - | 0 | 33 | 0 | - |
| Wb Left | 23 | 1600 | 0.014 | 0 | 23 | 1600 | 0.014 | 0 | 23 | 1600 | 0.014 |
| Wb Thru | 528 | 1600 | 0.330 * | 119 | 647 | 1600 | 0.404 * | 0 | 647 | 1600 | 0.404 * |
| Wb Right | 26 | 1600 | 0.016 | 0 | 26 | 1600 | 0.016 | 0 | 26 | 1600 | 0.016 |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.401 | | | | 0.476 | | | | 0.476 |
| LOS | | | A | | | | A | | | | A |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*

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**INTERSECTION CAPACITY UTILIZATION**

Goodyear Avenue @ Market Street
Peak hr: AM
Annual Growth: 1.00%

***Phases I & II***

N-S St: Goodyear Avenue
E-W St: Market Street
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU2

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2025

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH BUILDOUT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | | 2025 FUTURE WITHOUT PROJECT | | | | 2025 FUTURE WITH PROJECT BUILDOUT | | | | 2025 FUTURE W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 22 | 1600 | 0.014 * | 0 | 22 | 1600 | 0.014 * | 0 | 22 | 1600 | 0.014 * | -2 | 20 | 1600 | 0.013 * | 0 | 20 | 1600 | 0.013 * | 0 | 20 | 1600 | 0.013 * |
| Nb Thru | 8 | 1600 | 0.012 | 0 | 8 | 1600 | 0.012 | 0 | 8 | 1600 | 0.012 | 2 | 10 | 1600 | 0.013 | 0 | 10 | 1600 | 0.013 | 0 | 10 | 1600 | 0.013 |
| Nb Right | 11 | 0 | - | 0 | 11 | 0 | - | 0 | 11 | 0 | - | -1 | 10 | 0 | - | 0 | 10 | 0 | - | 0 | 10 | 0 | - |
| Sb Left | 32 | 1600 | 0.020 | 0 | 32 | 1600 | 0.020 | 0 | 32 | 1600 | 0.020 | -2 | 30 | 1600 | 0.019 | 0 | 30 | 1600 | 0.019 | 0 | 30 | 1600 | 0.019 |
| Sb Thru | 40 | 1600 | 0.036 * | 0 | 40 | 1600 | 0.036 * | 0 | 40 | 1600 | 0.036 * | 0 | 40 | 1600 | 0.038 * | 0 | 40 | 1600 | 0.038 * | 0 | 40 | 1600 | 0.038 * |
| Sb Right | 18 | 0 | - | 0 | 18 | 0 | - | 0 | 18 | 0 | - | 2 | 20 | 0 | - | 0 | 20 | 0 | - | 0 | 20 | 0 | - |
| Eb Left | 9 | 1600 | 0.006 | 0 | 9 | 1600 | 0.006 | 0 | 9 | 1600 | 0.006 | 1 | 10 | 1600 | 0.006 | 0 | 10 | 1600 | 0.006 | 0 | 10 | 1600 | 0.006 |
| Eb Thru | 245 | 1600 | 0.178 * | 117 | 362 | 1600 | 0.251 * | 0 | 362 | 1600 | 0.251 * | 525 | 770 | 1600 | 0.506 * | 117 | 887 | 1600 | 0.579 * | 0 | 887 | 1600 | 0.579 * |
| Eb Right | 39 | 0 | - | 0 | 39 | 0 | - | 0 | 39 | 0 | - | 1 | 40 | 0 | - | 0 | 40 | 0 | - | 0 | 40 | 0 | - |
| Wb Left | 28 | 1600 | 0.018 * | 0 | 28 | 1600 | 0.018 * | 0 | 28 | 1600 | 0.018 * | 2 | 30 | 1600 | 0.019 * | 0 | 30 | 1600 | 0.019 * | 0 | 30 | 1600 | 0.019 * |
| Wb Thru | 206 | 1600 | 0.129 | 18 | 224 | 1600 | 0.140 | 0 | 224 | 1600 | 0.140 | 114 | 320 | 1600 | 0.200 | 18 | 338 | 1600 | 0.211 | 0 | 338 | 1600 | 0.211 |
| Wb Right | 13 | 1600 | 0.008 | 0 | 13 | 1600 | 0.008 | 0 | 13 | 1600 | 0.008 | -3 | 10 | 1600 | 0.006 | 0 | 10 | 1600 | 0.006 | 0 | 10 | 1600 | 0.006 |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.245 | | | | 0.318 | | | | 0.318 | | | | 0.575 | | | | 0.648 | | | | 0.648 |
| LOS | | | A | | | | A | | | | A | | | | A | | | | B | | | | B |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*

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**INTERSECTION CAPACITY UTILIZATION**

Goodyear Avenue @ Market Street
Peak hr: PM
Annual Growth: 1.00%

***Phases I & II***

N-S St: Goodyear Avenue
E-W St: Market Street
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU2

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2025

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH BUILDOUT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | | 2025 FUTURE WITHOUT PROJECT | | | | 2025 FUTURE WITH PROJECT BUILDOUT | | | | 2025 FUTURE W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 40 | 1600 | 0.025 * | 0 | 40 | 1600 | 0.025 * | 0 | 40 | 1600 | 0.025 * | 0 | 40 | 1600 | 0.025 * | 0 | 40 | 1600 | 0.025 * | 0 | 40 | 1600 | 0.025 * |
| Nb Thru | 16 | 1600 | 0.027 | 0 | 16 | 1600 | 0.027 | 0 | 16 | 1600 | 0.027 | 4 | 20 | 1600 | 0.031 | 0 | 20 | 1600 | 0.031 | 0 | 20 | 1600 | 0.031 |
| Nb Right | 27 | 0 | - | 0 | 27 | 0 | - | 0 | 27 | 0 | - | 3 | 30 | 0 | - | 0 | 30 | 0 | - | 0 | 30 | 0 | - |
| Sb Left | 12 | 1600 | 0.008 | 0 | 12 | 1600 | 0.008 | 0 | 12 | 1600 | 0.008 | -2 | 10 | 1600 | 0.006 | 0 | 10 | 1600 | 0.006 | 0 | 10 | 1600 | 0.006 |
| Sb Thru | 10 | 1600 | 0.030 * | 0 | 10 | 1600 | 0.030 * | 0 | 10 | 1600 | 0.030 * | 0 | 10 | 1600 | 0.031 * | 0 | 10 | 1600 | 0.031 * | 0 | 10 | 1600 | 0.031 * |
| Sb Right | 38 | 0 | - | 0 | 38 | 0 | - | 0 | 38 | 0 | - | 2 | 40 | 0 | - | 0 | 40 | 0 | - | 0 | 40 | 0 | - |
| Eb Left | 26 | 1600 | 0.016 * | 0 | 26 | 1600 | 0.016 * | 0 | 26 | 1600 | 0.016 * | 4 | 30 | 1600 | 0.019 * | 0 | 30 | 1600 | 0.019 * | 0 | 30 | 1600 | 0.019 * |
| Eb Thru | 203 | 1600 | 0.148 | 53 | 256 | 1600 | 0.181 | 0 | 256 | 1600 | 0.181 | 257 | 460 | 1600 | 0.306 | 53 | 513 | 1600 | 0.339 | 0 | 513 | 1600 | 0.339 |
| Eb Right | 33 | 0 | - | 0 | 33 | 0 | - | 0 | 33 | 0 | - | -3 | 30 | 0 | - | 0 | 30 | 0 | - | 0 | 30 | 0 | - |
| Wb Left | 23 | 1600 | 0.014 | 0 | 23 | 1600 | 0.014 | 0 | 23 | 1600 | 0.014 | -3 | 20 | 1600 | 0.013 | 0 | 20 | 1600 | 0.013 | 0 | 20 | 1600 | 0.013 |
| Wb Thru | 528 | 1600 | 0.330 * | 153 | 681 | 1600 | 0.426 * | 0 | 681 | 1600 | 0.426 * | 512 | 1040 | 1600 | 0.650 * | 153 | 1193 | 1600 | 0.746 * | 0 | 1193 | 1600 | 0.746 * |
| Wb Right | 26 | 1600 | 0.016 | 0 | 26 | 1600 | 0.016 | 0 | 26 | 1600 | 0.016 | 4 | 30 | 1600 | 0.019 | 0 | 30 | 1600 | 0.019 | 0 | 30 | 1600 | 0.019 |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.401 | | | | 0.497 | | | | 0.497 | | | | 0.725 | | | | 0.821 | | | | 0.821 |
| LOS | | | A | | | | A | | | | A | | | | C | | | | D | | | | D |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*

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**INTERSECTION CAPACITY UTILIZATION**

Telephone Road @ Main Street-US-101 SB On-Ramp
Peak hr: AM
Annual Growth: 1.00%

***Phase I***

N-S St: Telephone Road
E-W St: Main Street-US-101 SB On-Ramp
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU3

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2017

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH PROJECT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left [3] | 284 | 3200 | 0.089 * | 0 | 284 | 3200 | 0.089 * | 0 | 284 | 3200 | 0.089 * |
| Nb Thru [3] | 136 | 3200 | 0.043 | 8 | 144 | 3200 | 0.045 | 0 | 144 | 3200 | 0.045 |
| Nb Right [3] | 122 | 1600 | 0.076 | -4 | 118 | 1600 | 0.074 | 0 | 118 | 1600 | 0.074 |
| Sb Left [3] | 503 | 0 | 0.105 | 1 | 504 | 0 | 0.105 | 0 | 504 | 0 | 0.105 |
| Sb Thru [3] | 702 | 4800 | 0.251 | 31 | 733 | 4800 | 0.258 | 0 | 733 | 4800 | 0.258 |
| Sb Right [3], | 761 | 1600 | 0.347 * | -8 | 753 | 1600 | 0.342 * | 0 | 753 | 1600 | 0.342 * |
| Eb Left | 411 | 3200 | 0.128 | 0 | 411 | 3200 | 0.128 | 0 | 411 | 3200 | 0.128 |
| Eb Thru | 1333 | 4800 | 0.278 * | 29 | 1362 | 4800 | 0.284 * | 0 | 1362 | 4800 | 0.284 * |
| Eb Right [6] | 308 | 1600 | 0.000 | 8 | 316 | 1600 | 0.000 | 0 | 316 | 1600 | 0.000 |
| Wb Left | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * |
| Wb Thru | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Wb Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.714 | | | | 0.715 | | | | 0.715 |
| LOS | | | C | | | | C | | | | C |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*
*3 North/South split phase.*
*4 No right-turn on red.*
*5 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase.*
*6 The eastbound right-turn lane is a free-flow movement.*

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**INTERSECTION CAPACITY UTILIZATION**

Telephone Road @ Main Street-US-101 SB On-Ramp
Peak hr: PM
Annual Growth: 1.00%

***Phase I***

N-S St: Telephone Road
E-W St: Main Street-US-101 SB On-Ramp
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU3

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2017

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH PROJECT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left [3] | 606 | 3200 | 0.189 * | -8 | 598 | 3200 | 0.187 * | 0 | 598 | 3200 | 0.187 * |
| Nb Thru [3] | 579 | 3200 | 0.181 | 31 | 610 | 3200 | 0.191 | 0 | 610 | 3200 | 0.191 |
| Nb Right [3] | 314 | 1600 | 0.196 | 9 | 323 | 1600 | 0.202 | 0 | 323 | 1600 | 0.202 |
| Sb Left [3] | 294 | 0 | 0.061 | 2 | 296 | 0 | 0.062 | 0 | 296 | 0 | 0.062 |
| Sb Thru [3] | 567 | 4800 | 0.179 | 8 | 575 | 4800 | 0.181 | 0 | 575 | 4800 | 0.181 |
| Sb Right [3], | 800 | 1600 | 0.270 * | 0 | 800 | 1600 | 0.272 * | 0 | 800 | 1600 | 0.272 * |
| Eb Left | 736 | 3200 | 0.230 | -8 | 728 | 3200 | 0.228 | 0 | 728 | 3200 | 0.228 |
| Eb Thru | 1380 | 4800 | 0.288 * | 15 | 1395 | 4800 | 0.291 * | 0 | 1395 | 4800 | 0.291 * |
| Eb Right [6] | 367 | 1600 | 0.000 | 8 | 375 | 1600 | 0.000 | 0 | 375 | 1600 | 0.000 |
| Wb Left | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * |
| Wb Thru | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Wb Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.754 | | | | 0.765 | | | | 0.765 |
| LOS | | | C | | | | C | | | | C |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*
*3 North/South split phase.*
*4 No right-turn on red.*
*5 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase.*
*6 The eastbound right-turn lane is a free-flow movement.*

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**INTERSECTION CAPACITY UTILIZATION**

Telephone Road @ Main Street-US-101 SB On-Ramp
Peak hr: AM
Annual Growth: 1.00%

***Phases I & II***

N-S St: Telephone Road
E-W St: Main Street-US-101 SB On-Ramp
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU3

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2025

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH BUILDOUT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | | 2025 FUTURE WITHOUT PROJECT | | | | 2025 FUTURE WITH PROJECT BUILDOUT | | | | 2025 FUTURE W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left [3] | 284 | 3200 | 0.089 * | 0 | 284 | 3200 | 0.089 * | 0 | 284 | 3200 | 0.089 * | -4 | 280 | 3200 | 0.088 * | 0 | 280 | 3200 | 0.088 * | 0 | 280 | 3200 | 0.088 * |
| Nb Thru [3] | 136 | 3200 | 0.043 | 10 | 146 | 3200 | 0.046 | 0 | 146 | 3200 | 0.046 | 104 | 240 | 3200 | 0.075 | 10 | 250 | 3200 | 0.078 | 0 | 250 | 3200 | 0.078 |
| Nb Right [3] | 122 | 1600 | 0.076 | -5 | 117 | 1600 | 0.073 | 0 | 117 | 1600 | 0.073 | -2 | 120 | 1600 | 0.075 | -5 | 115 | 1600 | 0.072 | 0 | 115 | 1600 | 0.072 |
| Sb Left [3] | 503 | 0 | 0.105 | 1 | 504 | 0 | 0.105 | 0 | 504 | 0 | 0.105 | -3 | 500 | 0 | 0.104 | 1 | 501 | 0 | 0.104 | 0 | 501 | 0 | 0.104 |
| Sb Thru [3] | 702 | 4800 | 0.251 | 40 | 742 | 4800 | 0.260 | 0 | 742 | 4800 | 0.260 | 268 | 970 | 4800 | 0.306 * | 40 | 1010 | 4800 | 0.315 * | 0 | 1010 | 4800 | 0.315 * |
| Sb Right [3], | 761 | 1600 | 0.347 * | -10 | 751 | 1600 | 0.341 * | 0 | 751 | 1600 | 0.341 * | -1 | 760 | 1600 | 0.000 | -10 | 750 | 1600 | 0.000 | 0 | 750 | 1600 | 0.000 |
| Eb Left | 411 | 3200 | 0.128 | 0 | 411 | 3200 | 0.128 | 0 | 411 | 3200 | 0.128 | 49 | 460 | 3200 | 0.144 | 0 | 460 | 3200 | 0.144 | 0 | 460 | 3200 | 0.144 |
| Eb Thru | 1333 | 4800 | 0.278 * | 37 | 1370 | 4800 | 0.285 * | 0 | 1370 | 4800 | 0.285 * | -3 | 1330 | 4800 | 0.277 * | 37 | 1367 | 4800 | 0.285 * | 0 | 1367 | 4800 | 0.285 * |
| Eb Right [5] | 308 | 1600 | 0.000 | 10 | 318 | 1600 | 0.000 | 0 | 318 | 1600 | 0.000 | 82 | 390 | 1600 | 0.000 | 10 | 400 | 1600 | 0.000 | 0 | 400 | 1600 | 0.000 |
| Wb Left | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * |
| Wb Thru | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Wb Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.714 | | | | 0.715 | | | | 0.715 | | | | 0.671 | | | | 0.687 | | | | 0.687 |
| LOS | | | C | | | | C | | | | C | | | | B | | | | B | | | | B |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*
*3 North/South split phase.*
*4 No right-turn on red.*
*5 The eastbound and southbound right-turn lanes are a free-flow movements in the year 2025 conditions based on the City of Ventura traffic model.*

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**INTERSECTION CAPACITY UTILIZATION**

Telephone Road @ Main Street-US-101 SB On-Ramp
Peak hr: PM
Annual Growth: 1.00%

***Phases I & II***

N-S St: Telephone Road
E-W St: Main Street-US-101 SB On-Ramp
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU3

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2025

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH BUILDOUT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | | 2025 FUTURE WITHOUT PROJECT | | | | 2025 FUTURE WITH PROJECT BUILDOUT | | | | 2025 FUTURE W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left [3] | 606 | 3200 | 0.189 * | -10 | 596 | 3200 | 0.186 * | 0 | 596 | 3200 | 0.186 * | 104 | 710 | 3200 | 0.222 * | -10 | 700 | 3200 | 0.219 * | 0 | 700 | 3200 | 0.219 * |
| Nb Thru [3] | 579 | 3200 | 0.181 | 40 | 619 | 3200 | 0.193 | 0 | 619 | 3200 | 0.193 | 421 | 1000 | 3200 | 0.313 | 40 | 1040 | 3200 | 0.325 | 0 | 1040 | 3200 | 0.325 |
| Nb Right [3] | 314 | 1600 | 0.196 | 11 | 325 | 1600 | 0.203 | 0 | 325 | 1600 | 0.203 | -4 | 310 | 1600 | 0.194 | 11 | 321 | 1600 | 0.201 | 0 | 321 | 1600 | 0.201 |
| Sb Left [3] | 294 | 0 | 0.061 | 3 | 297 | 0 | 0.062 | 0 | 297 | 0 | 0.062 | 176 | 470 | 0 | 0.098 | 3 | 473 | 0 | 0.099 | 0 | 473 | 0 | 0.099 |
| Sb Thru [3] | 567 | 4800 | 0.179 | 10 | 577 | 4800 | 0.182 | 0 | 577 | 4800 | 0.182 | 113 | 680 | 4800 | 0.240 * | 10 | 690 | 4800 | 0.242 * | 0 | 690 | 4800 | 0.242 * |
| Sb Right [3], | 800 | 1600 | 0.270 * | 0 | 800 | 1600 | 0.273 * | 0 | 800 | 1600 | 0.273 * | 190 | 990 | 1600 | 0.000 | 0 | 990 | 1600 | 0.000 | 0 | 990 | 1600 | 0.000 |
| Eb Left | 736 | 3200 | 0.230 | -10 | 726 | 3200 | 0.227 | 0 | 726 | 3200 | 0.227 | 24 | 760 | 3200 | 0.238 | -10 | 750 | 3200 | 0.234 | 0 | 750 | 3200 | 0.234 |
| Eb Thru | 1380 | 4800 | 0.288 * | 19 | 1399 | 4800 | 0.291 * | 0 | 1399 | 4800 | 0.291 * | 120 | 1500 | 4800 | 0.313 * | 19 | 1519 | 4800 | 0.316 * | 0 | 1519 | 4800 | 0.316 * |
| Eb Right [5] | 367 | 1600 | 0.000 | 10 | 377 | 1600 | 0.000 | 0 | 377 | 1600 | 0.000 | 83 | 450 | 1600 | 0.000 | 10 | 460 | 1600 | 0.000 | 0 | 460 | 1600 | 0.000 |
| Wb Left | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * |
| Wb Thru | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Wb Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.754 | | | | 0.768 | | | | 0.768 | | | | 0.865 | | | | 0.884 | | | | 0.884 |
| LOS | | | C | | | | C | | | | C | | | | D | | | | D | | | | D |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*
*3 North/South split phase.*
*4 No right-turn on red.*
*5 The eastbound and southbound right-turn lanes are a free-flow movements in the year 2025 conditions based on the City of Ventura traffic model.*

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Eastman Avenue
E-W St: Market Street
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU4

Eastman Avenue @ Market Street
Peak hr: AM
Annual Growth: 1.00%

***Phase I***

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2017

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH PROJECT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 17 | 1600 | 0.011 * | 0 | 17 | 1600 | 0.011 * | 0 | 17 | 1600 | 0.011 * |
| Nb Thru | 23 | 1600 | 0.022 | 0 | 23 | 1600 | 0.022 | 0 | 23 | 1600 | 0.022 |
| Nb Right | 12 | 0 | - | 0 | 12 | 0 | - | 0 | 12 | 0 | - |
| Sb Left | 50 | 1600 | 0.031 | 0 | 50 | 1600 | 0.031 | 0 | 50 | 1600 | 0.031 |
| Sb Thru | 211 | 1600 | 0.164 * | 0 | 211 | 1600 | 0.164 * | 0 | 211 | 1600 | 0.164 * |
| Sb Right | 52 | 0 | - | 0 | 52 | 0 | - | 0 | 52 | 0 | - |
| Eb Left | 16 | 1600 | 0.010 | 0 | 16 | 1600 | 0.010 | 0 | 16 | 1600 | 0.010 |
| Eb Thru | 221 | 1600 | 0.174 * | 91 | 312 | 1600 | 0.231 * | 0 | 312 | 1600 | 0.231 * |
| Eb Right | 57 | 0 | - | 0 | 57 | 0 | - | 0 | 57 | 0 | - |
| Wb Left | 30 | 1600 | 0.019 * | 0 | 30 | 1600 | 0.019 * | 0 | 30 | 1600 | 0.019 * |
| Wb Thru | 168 | 1600 | 0.105 | 14 | 182 | 1600 | 0.114 | 0 | 182 | 1600 | 0.114 |
| Wb Right | 21 | 1600 | 0.013 | 0 | 21 | 1600 | 0.013 | 0 | 21 | 1600 | 0.013 |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.368 | | | | 0.424 | | | | 0.424 |
| LOS | | | A | | | | A | | | | A |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Eastman Avenue
E-W St: Market Street
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU4

Eastman Avenue @ Market Street
Peak hr: PM
Annual Growth: 1.00%

***Phase I***

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2017

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH PROJECT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 69 | 1600 | 0.043 | 0 | 69 | 1600 | 0.043 | 0 | 69 | 1600 | 0.043 |
| Nb Thru | 114 | 1600 | 0.104 * | 0 | 114 | 1600 | 0.104 * | 0 | 114 | 1600 | 0.104 * |
| Nb Right | 52 | 0 | - | 0 | 52 | 0 | - | 0 | 52 | 0 | - |
| Sb Left | 57 | 1600 | 0.036 * | 0 | 57 | 1600 | 0.036 * | 0 | 57 | 1600 | 0.036 * |
| Sb Thru | 70 | 1600 | 0.083 | 0 | 70 | 1600 | 0.083 | 0 | 70 | 1600 | 0.083 |
| Sb Right | 62 | 0 | - | 0 | 62 | 0 | - | 0 | 62 | 0 | - |
| Eb Left | 40 | 1600 | 0.025 * | 0 | 40 | 1600 | 0.025 * | 0 | 40 | 1600 | 0.025 * |
| Eb Thru | 178 | 1600 | 0.128 | 49 | 227 | 1600 | 0.158 | 0 | 227 | 1600 | 0.158 |
| Eb Right | 26 | 0 | - | 0 | 26 | 0 | - | 0 | 26 | 0 | - |
| Wb Left | 21 | 1600 | 0.013 | 0 | 21 | 1600 | 0.013 | 0 | 21 | 1600 | 0.013 |
| Wb Thru | 371 | 1600 | 0.232 * | 119 | 490 | 1600 | 0.306 * | 0 | 490 | 1600 | 0.306 * |
| Wb Right | 51 | 1600 | 0.032 | 0 | 51 | 1600 | 0.032 | 0 | 51 | 1600 | 0.032 |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.396 | | | | 0.471 | | | | 0.471 |
| LOS | | | A | | | | A | | | | A |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Eastman Avenue
E-W St: Market Street
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU4

Eastman Avenue @ Market Street
Peak hr: AM
Annual Growth: 1.00%

***Phases I & II***

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2025

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH BUILDOUT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | | 2025 FUTURE WITHOUT PROJECT | | | | 2025 FUTURE WITH PROJECT BUILDOUT | | | | 2025 FUTURE W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 17 | 1600 | 0.011 * | 0 | 17 | 1600 | 0.011 * | 0 | 17 | 1600 | 0.011 * | 13 | 30 | 1600 | 0.019 * | 0 | 30 | 1600 | 0.019 * | 0 | 30 | 1600 | 0.019 * |
| Nb Thru | 23 | 1600 | 0.022 | 0 | 23 | 1600 | 0.022 | 0 | 23 | 1600 | 0.022 | 7 | 30 | 1600 | 0.025 | 0 | 30 | 1600 | 0.025 | 0 | 30 | 1600 | 0.025 |
| Nb Right | 12 | 0 | - | 0 | 12 | 0 | - | 0 | 12 | 0 | - | -2 | 10 | 0 | - | 0 | 10 | 0 | - | 0 | 10 | 0 | - |
| Sb Left | 50 | 1600 | 0.031 | 0 | 50 | 1600 | 0.031 | 0 | 50 | 1600 | 0.031 | 30 | 80 | 1600 | 0.050 | 0 | 80 | 1600 | 0.050 | 0 | 80 | 1600 | 0.050 |
| Sb Thru | 211 | 1600 | 0.164 * | 0 | 211 | 1600 | 0.164 * | 0 | 211 | 1600 | 0.164 * | 89 | 300 | 1600 | 0.225 * | 0 | 300 | 1600 | 0.225 * | 0 | 300 | 1600 | 0.225 * |
| Sb Right | 52 | 0 | - | 0 | 52 | 0 | - | 0 | 52 | 0 | - | 8 | 60 | 0 | - | 0 | 60 | 0 | - | 0 | 60 | 0 | - |
| Eb Left | 16 | 1600 | 0.010 | 0 | 16 | 1600 | 0.010 | 0 | 16 | 1600 | 0.010 | 14 | 30 | 1600 | 0.019 | 0 | 30 | 1600 | 0.019 | 0 | 30 | 1600 | 0.019 |
| Eb Thru | 221 | 1600 | 0.174 * | 117 | 338 | 1600 | 0.247 * | 0 | 338 | 1600 | 0.247 * | 419 | 640 | 1600 | 0.488 * | 117 | 757 | 1600 | 0.561 * | 0 | 757 | 1600 | 0.561 * |
| Eb Right | 57 | 0 | - | 0 | 57 | 0 | - | 0 | 57 | 0 | - | 83 | 140 | 0 | - | 0 | 140 | 0 | - | 0 | 140 | 0 | - |
| Wb Left | 30 | 1600 | 0.019 * | 0 | 30 | 1600 | 0.019 * | 0 | 30 | 1600 | 0.019 * | 0 | 30 | 1600 | 0.019 * | 0 | 30 | 1600 | 0.019 * | 0 | 30 | 1600 | 0.019 * |
| Wb Thru | 168 | 1600 | 0.105 | 18 | 186 | 1600 | 0.116 | 0 | 186 | 1600 | 0.116 | 102 | 270 | 1600 | 0.169 | 18 | 288 | 1600 | 0.180 | 0 | 288 | 1600 | 0.180 |
| Wb Right | 21 | 1600 | 0.013 | 0 | 21 | 1600 | 0.013 | 0 | 21 | 1600 | 0.013 | -1 | 20 | 1600 | 0.013 | 0 | 20 | 1600 | 0.013 | 0 | 20 | 1600 | 0.013 |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.368 | | | | 0.441 | | | | 0.441 | | | | 0.750 | | | | 0.823 | | | | 0.823 |
| LOS | | | A | | | | A | | | | A | | | | C | | | | D | | | | D |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*

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**INTERSECTION CAPACITY UTILIZATION**

Eastman Avenue @ Market Street
Peak hr: PM
Annual Growth: 1.00%

***Phases I & II***

N-S St: Eastman Avenue
E-W St: Market Street
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU4

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2025

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH BUILDOUT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | | 2025 FUTURE WITHOUT PROJECT | | | | 2025 FUTURE WITH PROJECT BUILDOUT | | | | 2025 FUTURE W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 69 | 1600 | 0.043 | 0 | 69 | 1600 | 0.043 | 0 | 69 | 1600 | 0.043 | 61 | 130 | 1600 | 0.081 | 0 | 130 | 1600 | 0.081 | 0 | 130 | 1600 | 0.081 |
| Nb Thru | 114 | 1600 | 0.104 * | 0 | 114 | 1600 | 0.104 * | 0 | 114 | 1600 | 0.104 * | 26 | 140 | 1600 | 0.119 * | 0 | 140 | 1600 | 0.119 * | 0 | 140 | 1600 | 0.119 * |
| Nb Right | 52 | 0 | - | 0 | 52 | 0 | - | 0 | 52 | 0 | - | -2 | 50 | 0 | - | 0 | 50 | 0 | - | 0 | 50 | 0 | - |
| Sb Left | 57 | 1600 | 0.036 * | 0 | 57 | 1600 | 0.036 * | 0 | 57 | 1600 | 0.036 * | 43 | 100 | 1600 | 0.063 * | 0 | 100 | 1600 | 0.063 * | 0 | 100 | 1600 | 0.063 * |
| Sb Thru | 70 | 1600 | 0.083 | 0 | 70 | 1600 | 0.083 | 0 | 70 | 1600 | 0.083 | 10 | 80 | 1600 | 0.088 | 0 | 80 | 1600 | 0.088 | 0 | 80 | 1600 | 0.088 |
| Sb Right | 62 | 0 | - | 0 | 62 | 0 | - | 0 | 62 | 0 | - | -2 | 60 | 0 | - | 0 | 60 | 0 | - | 0 | 60 | 0 | - |
| Eb Left | 40 | 1600 | 0.025 * | 0 | 40 | 1600 | 0.025 * | 0 | 40 | 1600 | 0.025 * | 0 | 40 | 1600 | 0.025 * | 0 | 40 | 1600 | 0.025 * | 0 | 40 | 1600 | 0.025 * |
| Eb Thru | 178 | 1600 | 0.128 | 63 | 241 | 1600 | 0.167 | 0 | 241 | 1600 | 0.167 | 232 | 410 | 1600 | 0.288 | 63 | 473 | 1600 | 0.327 | 0 | 473 | 1600 | 0.327 |
| Eb Right | 26 | 0 | - | 0 | 26 | 0 | - | 0 | 26 | 0 | - | 24 | 50 | 0 | - | 0 | 50 | 0 | - | 0 | 50 | 0 | - |
| Wb Left | 21 | 1600 | 0.013 | 0 | 21 | 1600 | 0.013 | 0 | 21 | 1600 | 0.013 | -1 | 20 | 1600 | 0.013 | 0 | 20 | 1600 | 0.013 | 0 | 20 | 1600 | 0.013 |
| Wb Thru | 371 | 1600 | 0.232 * | 153 | 524 | 1600 | 0.328 * | 0 | 524 | 1600 | 0.328 * | 529 | 900 | 1600 | 0.563 * | 153 | 1053 | 1600 | 0.658 * | 0 | 1053 | 1600 | 0.658 * |
| Wb Right | 51 | 1600 | 0.032 | 0 | 51 | 1600 | 0.032 | 0 | 51 | 1600 | 0.032 | 49 | 100 | 1600 | 0.063 | 0 | 100 | 1600 | 0.063 | 0 | 100 | 1600 | 0.063 |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.396 | | | | 0.492 | | | | 0.492 | | | | 0.769 | | | | 0.864 | | | | 0.864 |
| LOS | | | A | | | | A | | | | A | | | | C | | | | D | | | | D |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*

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**INTERSECTION CAPACITY UTILIZATION**

Copland Circle-US-101 NB Off-Ramp @ Telephone Road
Peak hr: AM
Annual Growth: 1.00%

***Phase I***

N-S St: Copland Circle-US-101 NB Off-Ramp
E-W St: Telephone Road
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU5

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2017

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH PROJECT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left [3] | 606 | 0 | 0.189 * | 23 | 629 | 0 | 0.197 * | 0 | 629 | 0 | 0.197 * |
| Nb Thru [3] | 2 | 3200 | 0.190 | 0 | 2 | 3200 | 0.197 | 0 | 2 | 3200 | 0.197 |
| Nb Right [3] | 87 | 1600 | 0.054 | -8 | 79 | 1600 | 0.050 | 0 | 79 | 1600 | 0.050 |
| Sb Left [3] | 3 | 1600 | 0.002 | 0 | 3 | 1600 | 0.002 | 0 | 3 | 1600 | 0.002 |
| Sb Thru [3] | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Sb Right [3] | 13 | 1600 | 0.008 * | 0 | 13 | 1600 | 0.008 * | 0 | 13 | 1600 | 0.008 * |
| Eb Left | 5 | 1600 | 0.003 | 0 | 5 | 1600 | 0.003 | 0 | 5 | 1600 | 0.003 |
| Eb Thru | 530 | 4800 | 0.110 | 6 | 536 | 4800 | 0.112 | 0 | 536 | 4800 | 0.112 |
| Eb Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Wb Left | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Wb Thru | 1318 | 4800 | 0.275 * | -1 | 1317 | 4800 | 0.275 * | 0 | 1317 | 4800 | 0.275 * |
| Wb Right | 3 | 0 | - | 0 | 3 | 0 | - | 0 | 3 | 0 | - |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.476 | | | | 0.484 | | | | 0.484 |
| LOS | | | A | | | | A | | | | A |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*
*3 North/South split phase.*

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**INTERSECTION CAPACITY UTILIZATION**

Copland Circle-US-101 NB Off-Ramp @ Telephone Road

N-S St: Copland Circle-US-101 NB Off-Ramp
E-W St: Telephone Road
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU5

Peak hr: PM
Annual Growth: 1.00%

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2017

***Phase I***

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH PROJECT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left [3] | 402 | 0 | 0.126 * | 0 | 402 | 0 | 0.126 | 0 | 402 | 0 | 0.126 |
| Nb Thru [3] | 4 | 3200 | 0.127 | 0 | 4 | 3200 | 0.127 * | 0 | 4 | 3200 | 0.127 * |
| Nb Right [3] | 193 | 1600 | 0.121 | 0 | 193 | 1600 | 0.121 | 0 | 193 | 1600 | 0.121 |
| Sb Left [3] | 2 | 1600 | 0.001 | 0 | 2 | 1600 | 0.001 * | 0 | 2 | 1600 | 0.001 * |
| Sb Thru [3] | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Sb Right [3] | 14 | 1600 | 0.009 * | 0 | 14 | 1600 | 0.009 | 0 | 14 | 1600 | 0.009 |
| Eb Left | 12 | 1600 | 0.008 | 8 | 20 | 1600 | 0.012 * | 0 | 20 | 1600 | 0.012 * |
| Eb Thru | 1262 | 4800 | 0.263 * | 6 | 1268 | 4800 | 0.264 | 0 | 1268 | 4800 | 0.264 |
| Eb Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Wb Left | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Wb Thru | 1210 | 4800 | 0.253 | -4 | 1206 | 4800 | 0.252 * | 0 | 1206 | 4800 | 0.252 * |
| Wb Right | 3 | 0 | - | 0 | 3 | 0 | - | 0 | 3 | 0 | - |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.399 | | | | 0.400 | | | | 0.400 |
| LOS | | | A | | | | A | | | | A |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*
*3 North/South split phase.*

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Copland Circle-US-101 NB Off-Ramp
E-W St: Telephone Road
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU5

Copland Circle-US-101 NB Off-Ramp @ Telephone Road
Peak hr: AM
Annual Growth: 1.00%

***Phases I & II***

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2025

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH BUILDOUT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | | 2025 FUTURE WITHOUT PROJECT | | | | 2025 FUTURE WITH PROJECT BUILDOUT | | | | 2025 FUTURE W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left [3] | 606 | 0 | 0.189 * | 30 | 636 | 0 | 0.199 * | 0 | 636 | 0 | 0.199 * | 54 | 660 | 0 | 0.206 * | 30 | 690 | 0 | 0.216 * | 0 | 690 | 0 | 0.216 * |
| Nb Thru [3] | 2 | 3200 | 0.190 | 0 | 2 | 3200 | 0.199 | 0 | 2 | 3200 | 0.199 | 28 | 30 | 3200 | 0.216 | 0 | 30 | 3200 | 0.225 | 0 | 30 | 3200 | 0.225 |
| Nb Right [3] | 87 | 1600 | 0.054 | -10 | 77 | 1600 | 0.048 | 0 | 77 | 1600 | 0.048 | 183 | 270 | 1600 | 0.169 | -10 | 260 | 1600 | 0.163 | 0 | 260 | 1600 | 0.163 |
| Sb Left [3] | 3 | 1600 | 0.002 | 0 | 3 | 1600 | 0.002 | 0 | 3 | 1600 | 0.002 | 37 | 40 | 0 | 0.013 | 0 | 40 | 0 | 0.013 | 0 | 40 | 0 | 0.013 |
| Sb Thru [3] | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 3200 | 0.119 * | 0 | 0 | 3200 | 0.119 * | 0 | 0 | 3200 | 0.119 * |
| Sb Right [3] | 13 | 1600 | 0.008 * | 0 | 13 | 1600 | 0.008 * | 0 | 13 | 1600 | 0.008 * | 327 | 340 | 0 | - | 0 | 340 | 0 | - | 0 | 340 | 0 | - |
| Eb Left | 5 | 1600 | 0.003 | 0 | 5 | 1600 | 0.003 | 0 | 5 | 1600 | 0.003 | 15 | 20 | 1600 | 0.013 * | 0 | 20 | 1600 | 0.013 * | 0 | 20 | 1600 | 0.013 * |
| Eb Thru | 530 | 4800 | 0.110 | 8 | 538 | 4800 | 0.112 | 0 | 538 | 4800 | 0.112 | 180 | 710 | 4800 | 0.148 | 8 | 718 | 4800 | 0.150 | 0 | 718 | 4800 | 0.150 |
| Eb Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Wb Left | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Wb Thru | 1318 | 4800 | 0.275 * | -1 | 1317 | 4800 | 0.275 * | 0 | 1317 | 4800 | 0.275 * | 2 | 1320 | 4800 | 0.277 * | -1 | 1319 | 4800 | 0.277 * | 0 | 1319 | 4800 | 0.277 * |
| Wb Right | 3 | 0 | - | 0 | 3 | 0 | - | 0 | 3 | 0 | - | 7 | 10 | 0 | - | 0 | 10 | 0 | - | 0 | 10 | 0 | - |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.476 | | | | 0.486 | | | | 0.486 | | | | 0.624 | | | | 0.633 | | | | 0.633 |
| LOS | | | A | | | | A | | | | A | | | | B | | | | B | | | | B |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*
*3 North/South split phase.*

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**INTERSECTION CAPACITY UTILIZATION**

Copland Circle-US-101 NB Off-Ramp @ Telephone Road

N-S St: Copland Circle-US-101 NB Off-Ramp
E-W St: Telephone Road
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU5

Peak hr: PM
Annual Growth: 1.00%

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2025

***Phases I & II***

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH BUILDOUT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | | 2025 FUTURE WITHOUT PROJECT | | | | 2025 FUTURE WITH PROJECT BUILDOUT | | | | 2025 FUTURE W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left [3] | 402 | 0 | 0.126 * | 0 | 402 | 0 | 0.126 | 0 | 402 | 0 | 0.126 | 118 | 520 | 0 | 0.163 | 0 | 520 | 0 | 0.163 | 0 | 520 | 0 | 0.163 |
| Nb Thru [3] | 4 | 3200 | 0.127 | 0 | 4 | 3200 | 0.127 * | 0 | 4 | 3200 | 0.127 * | 66 | 70 | 3200 | 0.184 | 0 | 70 | 3200 | 0.184 | 0 | 70 | 3200 | 0.184 |
| Nb Right [3] | 193 | 1600 | 0.121 | 0 | 193 | 1600 | 0.121 | 0 | 193 | 1600 | 0.121 | 207 | 400 | 1600 | 0.250 * | 0 | 400 | 1600 | 0.250 * | 0 | 400 | 1600 | 0.250 * |
| Sb Left [3] | 2 | 1600 | 0.001 | 0 | 2 | 1600 | 0.001 * | 0 | 2 | 1600 | 0.001 * | 8 | 10 | 0 | 0.003 * | 0 | 10 | 0 | 0.003 * | 0 | 10 | 0 | 0.003 * |
| Sb Thru [3] | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 3200 | 0.075 | 0 | 0 | 3200 | 0.075 | 0 | 0 | 3200 | 0.075 |
| Sb Right [3] | 14 | 1600 | 0.009 * | 0 | 14 | 1600 | 0.009 | 0 | 14 | 1600 | 0.009 | 216 | 230 | 0 | - | 0 | 230 | 0 | - | 0 | 230 | 0 | - |
| Eb Left | 12 | 1600 | 0.008 | 10 | 22 | 1600 | 0.014 * | 0 | 22 | 1600 | 0.014 * | 268 | 280 | 1600 | 0.175 * | 10 | 290 | 1600 | 0.181 * | 0 | 290 | 1600 | 0.181 * |
| Eb Thru | 1262 | 4800 | 0.263 * | 8 | 1270 | 4800 | 0.265 | 0 | 1270 | 4800 | 0.265 | 598 | 1860 | 4800 | 0.388 | 8 | 1868 | 4800 | 0.389 | 0 | 1868 | 4800 | 0.389 |
| Eb Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Wb Left | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Wb Thru | 1210 | 4800 | 0.253 | -5 | 1205 | 4800 | 0.252 * | 0 | 1205 | 4800 | 0.252 * | 180 | 1390 | 4800 | 0.294 * | -5 | 1385 | 4800 | 0.293 * | 0 | 1385 | 4800 | 0.293 * |
| Wb Right | 3 | 0 | - | 0 | 3 | 0 | - | 0 | 3 | 0 | - | 17 | 20 | 0 | - | 0 | 20 | 0 | - | 0 | 20 | 0 | - |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.399 | | | | 0.401 | | | | 0.401 | | | | 0.794 | | | | 0.799 | | | | 0.799 |
| LOS | | | A | | | | A | | | | A | | | | C | | | | C | | | | C |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*
*3 North/South split phase.*

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Palma Drive
E-W St: Market Street
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU6

Palma Drive @ Market Street
Peak hr: AM
Annual Growth: 1.00%

***Phase I***

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2017

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH PROJECT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 21 | 1600 | 0.013 * | 0 | 21 | 1600 | 0.013 * | 0 | 21 | 1600 | 0.013 * |
| Nb Thru | 14 | 1600 | 0.028 | 0 | 14 | 1600 | 0.028 | 0 | 14 | 1600 | 0.028 |
| Nb Right | 30 | 0 | - | 0 | 30 | 0 | - | 0 | 30 | 0 | - |
| Sb Left | 49 | 1600 | 0.031 | 0 | 49 | 1600 | 0.031 | 0 | 49 | 1600 | 0.031 |
| Sb Thru | 109 | 1600 | 0.076 * | 0 | 109 | 1600 | 0.076 * | 0 | 109 | 1600 | 0.076 * |
| Sb Right | 13 | 0 | - | 0 | 13 | 0 | - | 0 | 13 | 0 | - |
| Eb Left | 19 | 1600 | 0.012 | 0 | 19 | 1600 | 0.012 | 0 | 19 | 1600 | 0.012 |
| Eb Thru | 191 | 1600 | 0.152 * | 91 | 282 | 1600 | 0.209 * | 0 | 282 | 1600 | 0.209 * |
| Eb Right | 52 | 0 | - | 0 | 52 | 0 | - | 0 | 52 | 0 | - |
| Wb Left | 46 | 1600 | 0.029 * | 0 | 46 | 1600 | 0.029 * | 0 | 46 | 1600 | 0.029 * |
| Wb Thru | 195 | 1600 | 0.122 | 14 | 209 | 1600 | 0.131 | 0 | 209 | 1600 | 0.131 |
| Wb Right | 15 | 1600 | 0.009 | 0 | 15 | 1600 | 0.009 | 0 | 15 | 1600 | 0.009 |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.270 | | | | 0.327 | | | | 0.327 |
| LOS | | | A | | | | A | | | | A |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Palma Drive
E-W St: Market Street
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU6

Palma Drive @ Market Street
Peak hr: PM
Annual Growth: 1.00%

***Phase I***

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2017

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH PROJECT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 107 | 1600 | 0.067 * | 0 | 107 | 1600 | 0.067 * | 0 | 107 | 1600 | 0.067 * |
| Nb Thru | 33 | 1600 | 0.066 | 0 | 33 | 1600 | 0.066 | 0 | 33 | 1600 | 0.066 |
| Nb Right | 73 | 0 | - | 0 | 73 | 0 | - | 0 | 73 | 0 | - |
| Sb Left | 42 | 1600 | 0.026 | 0 | 42 | 1600 | 0.026 | 0 | 42 | 1600 | 0.026 |
| Sb Thru | 32 | 1600 | 0.052 * | 0 | 32 | 1600 | 0.052 * | 0 | 32 | 1600 | 0.052 * |
| Sb Right | 51 | 0 | - | 0 | 51 | 0 | - | 0 | 51 | 0 | - |
| Eb Left | 15 | 1600 | 0.009 | 0 | 15 | 1600 | 0.009 * | 0 | 15 | 1600 | 0.009 * |
| Eb Thru | 239 | 1600 | 0.167 * | 49 | 288 | 1600 | 0.198 | 0 | 288 | 1600 | 0.198 |
| Eb Right | 28 | 0 | - | 0 | 28 | 0 | - | 0 | 28 | 0 | - |
| Wb Left | 37 | 1600 | 0.023 * | 0 | 37 | 1600 | 0.023 | 0 | 37 | 1600 | 0.023 |
| Wb Thru | 283 | 1600 | 0.177 | 119 | 402 | 1600 | 0.251 * | 0 | 402 | 1600 | 0.251 * |
| Wb Right | 25 | 1600 | 0.016 | 0 | 25 | 1600 | 0.016 | 0 | 25 | 1600 | 0.016 |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.309 | | | | 0.379 | | | | 0.379 |
| LOS | | | A | | | | A | | | | A |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Palma Drive
E-W St: Market Street
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU6

Palma Drive @ Market Street
Peak hr: AM
Annual Growth: 1.00%

***Phases I & II***

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2025

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH BUILDOUT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | | 2025 FUTURE WITHOUT PROJECT | | | | 2025 FUTURE WITH PROJECT BUILDOUT | | | | 2025 FUTURE W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 21 | 1600 | 0.013 * | 0 | 21 | 1600 | 0.013 * | 0 | 21 | 1600 | 0.013 * | -1 | 20 | 1600 | 0.013 * | 0 | 20 | 1600 | 0.013 * | 0 | 20 | 1600 | 0.013 * |
| Nb Thru | 14 | 1600 | 0.028 | 0 | 14 | 1600 | 0.028 | 0 | 14 | 1600 | 0.028 | -4 | 10 | 1600 | 0.025 | 0 | 10 | 1600 | 0.025 | 0 | 10 | 1600 | 0.025 |
| Nb Right | 30 | 0 | - | 0 | 30 | 0 | - | 0 | 30 | 0 | - | 0 | 30 | 0 | - | 0 | 30 | 0 | - | 0 | 30 | 0 | - |
| Sb Left | 49 | 1600 | 0.031 | 0 | 49 | 1600 | 0.031 | 0 | 49 | 1600 | 0.031 | 1 | 50 | 1600 | 0.031 | 0 | 50 | 1600 | 0.031 | 0 | 50 | 1600 | 0.031 |
| Sb Thru | 109 | 1600 | 0.076 * | 0 | 109 | 1600 | 0.076 * | 0 | 109 | 1600 | 0.076 * | 1 | 110 | 1600 | 0.075 * | 0 | 110 | 1600 | 0.075 * | 0 | 110 | 1600 | 0.075 * |
| Sb Right | 13 | 0 | - | 0 | 13 | 0 | - | 0 | 13 | 0 | - | -3 | 10 | 0 | - | 0 | 10 | 0 | - | 0 | 10 | 0 | - |
| Eb Left | 19 | 1600 | 0.012 | 0 | 19 | 1600 | 0.012 | 0 | 19 | 1600 | 0.012 | 1 | 20 | 1600 | 0.013 | 0 | 20 | 1600 | 0.013 | 0 | 20 | 1600 | 0.013 |
| Eb Thru | 191 | 1600 | 0.152 * | 117 | 308 | 1600 | 0.225 * | 0 | 308 | 1600 | 0.225 * | 469 | 660 | 1600 | 0.444 * | 117 | 777 | 1600 | 0.517 * | 0 | 777 | 1600 | 0.517 * |
| Eb Right | 52 | 0 | - | 0 | 52 | 0 | - | 0 | 52 | 0 | - | -2 | 50 | 0 | - | 0 | 50 | 0 | - | 0 | 50 | 0 | - |
| Wb Left | 46 | 1600 | 0.029 * | 0 | 46 | 1600 | 0.029 * | 0 | 46 | 1600 | 0.029 * | 4 | 50 | 1600 | 0.031 * | 0 | 50 | 1600 | 0.031 * | 0 | 50 | 1600 | 0.031 * |
| Wb Thru | 195 | 1600 | 0.122 | 18 | 213 | 1600 | 0.133 | 0 | 213 | 1600 | 0.133 | 95 | 290 | 1600 | 0.181 | 18 | 308 | 1600 | 0.193 | 0 | 308 | 1600 | 0.193 |
| Wb Right | 15 | 1600 | 0.009 | 0 | 15 | 1600 | 0.009 | 0 | 15 | 1600 | 0.009 | 5 | 20 | 1600 | 0.013 | 0 | 20 | 1600 | 0.013 | 0 | 20 | 1600 | 0.013 |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.270 | | | | 0.343 | | | | 0.343 | | | | 0.563 | | | | 0.636 | | | | 0.636 |
| LOS | | | A | | | | A | | | | A | | | | A | | | | B | | | | B |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Palma Drive
E-W St: Market Street
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU6

Palma Drive @ Market Street
Peak hr: PM
Annual Growth: 1.00%

***Phases I & II***

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2025

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH BUILDOUT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | | 2025 FUTURE WITHOUT PROJECT | | | | 2025 FUTURE WITH PROJECT BUILDOUT | | | | 2025 FUTURE W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 107 | 1600 | 0.067 * | 0 | 107 | 1600 | 0.067 * | 0 | 107 | 1600 | 0.067 * | 3 | 110 | 1600 | 0.069 * | 0 | 110 | 1600 | 0.069 * | 0 | 110 | 1600 | 0.069 * |
| Nb Thru | 33 | 1600 | 0.066 | 0 | 33 | 1600 | 0.066 | 0 | 33 | 1600 | 0.066 | -3 | 30 | 1600 | 0.063 | 0 | 30 | 1600 | 0.063 | 0 | 30 | 1600 | 0.063 |
| Nb Right | 73 | 0 | - | 0 | 73 | 0 | - | 0 | 73 | 0 | - | -3 | 70 | 0 | - | 0 | 70 | 0 | - | 0 | 70 | 0 | - |
| Sb Left | 42 | 1600 | 0.026 | 0 | 42 | 1600 | 0.026 | 0 | 42 | 1600 | 0.026 | -2 | 40 | 1600 | 0.025 | 0 | 40 | 1600 | 0.025 | 0 | 40 | 1600 | 0.025 |
| Sb Thru | 32 | 1600 | 0.052 * | 0 | 32 | 1600 | 0.052 * | 0 | 32 | 1600 | 0.052 * | -2 | 30 | 1600 | 0.050 * | 0 | 30 | 1600 | 0.050 * | 0 | 30 | 1600 | 0.050 * |
| Sb Right | 51 | 0 | - | 0 | 51 | 0 | - | 0 | 51 | 0 | - | -1 | 50 | 0 | - | 0 | 50 | 0 | - | 0 | 50 | 0 | - |
| Eb Left | 15 | 1600 | 0.009 | 0 | 15 | 1600 | 0.009 * | 0 | 15 | 1600 | 0.009 * | 5 | 20 | 1600 | 0.013 * | 0 | 20 | 1600 | 0.013 * | 0 | 20 | 1600 | 0.013 * |
| Eb Thru | 239 | 1600 | 0.167 * | 63 | 302 | 1600 | 0.206 | 0 | 302 | 1600 | 0.206 | 271 | 510 | 1600 | 0.338 | 63 | 573 | 1600 | 0.377 | 0 | 573 | 1600 | 0.377 |
| Eb Right | 28 | 0 | - | 0 | 28 | 0 | - | 0 | 28 | 0 | - | 2 | 30 | 0 | - | 0 | 30 | 0 | - | 0 | 30 | 0 | - |
| Wb Left | 37 | 1600 | 0.023 * | 0 | 37 | 1600 | 0.023 | 0 | 37 | 1600 | 0.023 | 3 | 40 | 1600 | 0.025 | 0 | 40 | 1600 | 0.025 | 0 | 40 | 1600 | 0.025 |
| Wb Thru | 283 | 1600 | 0.177 | 153 | 436 | 1600 | 0.273 * | 0 | 436 | 1600 | 0.273 * | 577 | 860 | 1600 | 0.538 * | 153 | 1013 | 1600 | 0.633 * | 0 | 1013 | 1600 | 0.633 * |
| Wb Right | 25 | 1600 | 0.016 | 0 | 25 | 1600 | 0.016 | 0 | 25 | 1600 | 0.016 | 5 | 30 | 1600 | 0.019 | 0 | 30 | 1600 | 0.019 | 0 | 30 | 1600 | 0.019 |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.309 | | | | 0.401 | | | | 0.401 | | | | 0.669 | | | | 0.764 | | | | 0.764 |
| LOS | | | A | | | | A | | | | A | | | | B | | | | C | | | | C |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Portola Road
E-W St: Telephone Road
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU7

Portola Road @ Telephone Road
Peak hr: AM
Annual Growth: 1.00%

***Phase I***

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2017

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH PROJECT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 214 | 3200 | 0.067 * | 0 | 214 | 3200 | 0.067 * | 0 | 214 | 3200 | 0.067 * |
| Nb Thru | 13 | 1600 | 0.008 | 0 | 13 | 1600 | 0.008 | 0 | 13 | 1600 | 0.008 |
| Nb Right | 17 | 1600 | 0.011 | 0 | 17 | 1600 | 0.011 | 0 | 17 | 1600 | 0.011 |
| Sb Left | 26 | 1600 | 0.016 | 0 | 26 | 1600 | 0.016 | 0 | 26 | 1600 | 0.016 |
| Sb Thru | 43 | 1600 | 0.027 | 0 | 43 | 1600 | 0.027 | 0 | 43 | 1600 | 0.027 |
| Sb Right | 299 | 1600 | 0.187 * | 0 | 299 | 1600 | 0.187 * | 0 | 299 | 1600 | 0.187 * |
| Eb Left | 59 | 1600 | 0.037 | 0 | 59 | 1600 | 0.037 | 0 | 59 | 1600 | 0.037 |
| Eb Thru | 338 | 4800 | 0.097 | 0 | 338 | 4800 | 0.097 | 0 | 338 | 4800 | 0.097 |
| Eb Right | 129 | 0 | - | 0 | 129 | 0 | - | 0 | 129 | 0 | - |
| Wb Left | 47 | 1600 | 0.029 | 0 | 47 | 1600 | 0.029 | 0 | 47 | 1600 | 0.029 |
| Wb Thru | 651 | 4800 | 0.139 * | 8 | 659 | 4800 | 0.141 * | 0 | 659 | 4800 | 0.141 * |
| Wb Right | 18 | 0 | - | 0 | 18 | 0 | - | 0 | 18 | 0 | - |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.430 | | | | 0.432 | | | | 0.432 |
| LOS | | | A | | | | A | | | | A |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*

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*(626) 796.2322 Fax (626) 792-0941*

**INTERSECTION CAPACITY UTILIZATION**

N-S St: Portola Road
E-W St: Telephone Road
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU7

Portola Road @ Telephone Road
Peak hr: PM
Annual Growth: 1.00%

***Phase I***

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2017

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH PROJECT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 177 | 3200 | 0.055 * | 0 | 177 | 3200 | 0.055 * | 0 | 177 | 3200 | 0.055 * |
| Nb Thru | 43 | 1600 | 0.027 | 0 | 43 | 1600 | 0.027 | 0 | 43 | 1600 | 0.027 |
| Nb Right | 80 | 1600 | 0.050 | 0 | 80 | 1600 | 0.050 | 0 | 80 | 1600 | 0.050 |
| Sb Left | 20 | 1600 | 0.013 | 0 | 20 | 1600 | 0.013 | 0 | 20 | 1600 | 0.013 |
| Sb Thru | 36 | 1600 | 0.023 * | 0 | 36 | 1600 | 0.023 * | 0 | 36 | 1600 | 0.023 * |
| Sb Right | 158 | 1600 | 0.099 | 0 | 158 | 1600 | 0.099 | 0 | 158 | 1600 | 0.099 |
| Eb Left | 262 | 1600 | 0.164 | 0 | 262 | 1600 | 0.164 | 0 | 262 | 1600 | 0.164 |
| Eb Thru | 897 | 4800 | 0.219 * | 16 | 913 | 4800 | 0.223 * | 0 | 913 | 4800 | 0.223 * |
| Eb Right | 156 | 0 | - | 0 | 156 | 0 | - | 0 | 156 | 0 | - |
| Wb Left | 113 | 1600 | 0.071 * | 0 | 113 | 1600 | 0.071 * | 0 | 113 | 1600 | 0.071 * |
| Wb Thru | 568 | 4800 | 0.124 | 0 | 568 | 4800 | 0.124 | 0 | 568 | 4800 | 0.124 |
| Wb Right | 28 | 0 | - | 0 | 28 | 0 | - | 0 | 28 | 0 | - |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.368 | | | | 0.371 | | | | 0.371 |
| LOS | | | A | | | | A | | | | A |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Portola Road
E-W St: Telephone Road
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU7

Portola Road @ Telephone Road
Peak hr: AM
Annual Growth: 1.00%

***Phases I & II***

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2025

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH BUILDOUT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | | 2025 FUTURE WITHOUT PROJECT | | | | 2025 FUTURE WITH PROJECT BUILDOUT | | | | 2025 FUTURE W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 214 | 3200 | 0.067 * | 0 | 214 | 3200 | 0.067 * | 0 | 214 | 3200 | 0.067 * | 36 | 250 | 3200 | 0.078 * | 0 | 250 | 3200 | 0.078 * | 0 | 250 | 3200 | 0.078 * |
| Nb Thru | 13 | 1600 | 0.008 | 0 | 13 | 1600 | 0.008 | 0 | 13 | 1600 | 0.008 | -3 | 10 | 1600 | 0.006 | 0 | 10 | 1600 | 0.006 | 0 | 10 | 1600 | 0.006 |
| Nb Right | 17 | 1600 | 0.011 | 0 | 17 | 1600 | 0.011 | 0 | 17 | 1600 | 0.011 | 3 | 20 | 1600 | 0.013 | 0 | 20 | 1600 | 0.013 | 0 | 20 | 1600 | 0.013 |
| Sb Left | 26 | 1600 | 0.016 | 0 | 26 | 1600 | 0.016 | 0 | 26 | 1600 | 0.016 | 4 | 30 | 1600 | 0.019 | 0 | 30 | 1600 | 0.019 | 0 | 30 | 1600 | 0.019 |
| Sb Thru | 43 | 1600 | 0.027 | 0 | 43 | 1600 | 0.027 | 0 | 43 | 1600 | 0.027 | -3 | 40 | 1600 | 0.025 | 0 | 40 | 1600 | 0.025 | 0 | 40 | 1600 | 0.025 |
| Sb Right | 299 | 1600 | 0.187 * | 0 | 299 | 1600 | 0.187 * | 0 | 299 | 1600 | 0.187 * | 1 | 300 | 1600 | 0.188 * | 0 | 300 | 1600 | 0.188 * | 0 | 300 | 1600 | 0.188 * |
| Eb Left | 59 | 1600 | 0.037 | 0 | 59 | 1600 | 0.037 | 0 | 59 | 1600 | 0.037 | 1 | 60 | 1600 | 0.038 | 0 | 60 | 1600 | 0.038 | 0 | 60 | 1600 | 0.038 |
| Eb Thru | 338 | 4800 | 0.097 | 0 | 338 | 4800 | 0.097 | 0 | 338 | 4800 | 0.097 | 272 | 610 | 4800 | 0.127 | 0 | 610 | 4800 | 0.127 | 0 | 610 | 4800 | 0.127 |
| Eb Right | 129 | 0 | - | 0 | 129 | 0 | - | 0 | 129 | 0 | - | 71 | 200 | 1600 | 0.125 | 0 | 200 | 1600 | 0.125 | 0 | 200 | 1600 | 0.125 |
| Wb Left | 47 | 1600 | 0.029 | 0 | 47 | 1600 | 0.029 | 0 | 47 | 1600 | 0.029 | 3 | 50 | 1600 | 0.031 | 0 | 50 | 1600 | 0.031 | 0 | 50 | 1600 | 0.031 |
| Wb Thru | 651 | 4800 | 0.139 * | 10 | 661 | 4800 | 0.141 * | 0 | 661 | 4800 | 0.141 * | 169 | 820 | 4800 | 0.175 * | 10 | 830 | 4800 | 0.177 * | 0 | 830 | 4800 | 0.177 * |
| Wb Right | 18 | 0 | - | 0 | 18 | 0 | - | 0 | 18 | 0 | - | 2 | 20 | 0 | - | 0 | 20 | 0 | - | 0 | 20 | 0 | - |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.430 | | | | 0.432 | | | | 0.432 | | | | 0.478 | | | | 0.480 | | | | 0.480 |
| LOS | | | A | | | | A | | | | A | | | | A | | | | A | | | | A |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Portola Road
E-W St: Telephone Road
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU7

Portola Road @ Telephone Road
Peak hr: PM
Annual Growth: 1.00%

***Phases I & II***

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2025

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH BUILDOUT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | | 2025 FUTURE WITHOUT PROJECT | | | | 2025 FUTURE WITH PROJECT BUILDOUT | | | | 2025 FUTURE W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 177 | 3200 | 0.055 * | 0 | 177 | 3200 | 0.055 * | 0 | 177 | 3200 | 0.055 * | 133 | 310 | 3200 | 0.097 * | 0 | 310 | 3200 | 0.097 * | 0 | 310 | 3200 | 0.097 * |
| Nb Thru | 43 | 1600 | 0.027 | 0 | 43 | 1600 | 0.027 | 0 | 43 | 1600 | 0.027 | -3 | 40 | 1600 | 0.025 | 0 | 40 | 1600 | 0.025 | 0 | 40 | 1600 | 0.025 |
| Nb Right | 80 | 1600 | 0.050 | 0 | 80 | 1600 | 0.050 | 0 | 80 | 1600 | 0.050 | 0 | 80 | 1600 | 0.050 | 0 | 80 | 1600 | 0.050 | 0 | 80 | 1600 | 0.050 |
| Sb Left | 20 | 1600 | 0.013 | 0 | 20 | 1600 | 0.013 | 0 | 20 | 1600 | 0.013 | 10 | 30 | 1600 | 0.019 | 0 | 30 | 1600 | 0.019 | 0 | 30 | 1600 | 0.019 |
| Sb Thru | 36 | 1600 | 0.023 * | 0 | 36 | 1600 | 0.023 * | 0 | 36 | 1600 | 0.023 * | 4 | 40 | 1600 | 0.025 * | 0 | 40 | 1600 | 0.025 * | 0 | 40 | 1600 | 0.025 * |
| Sb Right | 158 | 1600 | 0.099 | 0 | 158 | 1600 | 0.099 | 0 | 158 | 1600 | 0.099 | 2 | 160 | 1600 | 0.100 | 0 | 160 | 1600 | 0.100 | 0 | 160 | 1600 | 0.100 |
| Eb Left | 262 | 1600 | 0.164 | 0 | 262 | 1600 | 0.164 | 0 | 262 | 1600 | 0.164 | -2 | 260 | 1600 | 0.163 | 0 | 260 | 1600 | 0.163 | 0 | 260 | 1600 | 0.163 |
| Eb Thru | 897 | 4800 | 0.219 * | 20 | 917 | 4800 | 0.224 * | 0 | 917 | 4800 | 0.224 * | 763 | 1660 | 4800 | 0.346 * | 20 | 1680 | 4800 | 0.350 * | 0 | 1680 | 4800 | 0.350 * |
| Eb Right | 156 | 0 | - | 0 | 156 | 0 | - | 0 | 156 | 0 | - | 134 | 290 | 1600 | 0.181 | 0 | 290 | 1600 | 0.181 | 0 | 290 | 1600 | 0.181 |
| Wb Left | 113 | 1600 | 0.071 * | 0 | 113 | 1600 | 0.071 * | 0 | 113 | 1600 | 0.071 * | -3 | 110 | 1600 | 0.069 * | 0 | 110 | 1600 | 0.069 * | 0 | 110 | 1600 | 0.069 * |
| Wb Thru | 568 | 4800 | 0.124 | 0 | 568 | 4800 | 0.124 | 0 | 568 | 4800 | 0.124 | 322 | 890 | 4800 | 0.194 | 0 | 890 | 4800 | 0.194 | 0 | 890 | 4800 | 0.194 |
| Wb Right | 28 | 0 | - | 0 | 28 | 0 | - | 0 | 28 | 0 | - | 12 | 40 | 0 | - | 0 | 40 | 0 | - | 0 | 40 | 0 | - |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.368 | | | | 0.372 | | | | 0.372 | | | | 0.536 | | | | 0.541 | | | | 0.541 |
| LOS | | | A | | | | A | | | | A | | | | A | | | | A | | | | A |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Portola Road
E-W St: Market Street
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU8

Portola Road @ Market Street
Peak hr: AM
Annual Growth: 1.00%

***Phase I***

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2017

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH PROJECT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 5 | 0 | 0.003 | 0 | 5 | 0 | 0.003 | 0 | 5 | 0 | 0.003 |
| Nb Thru | 0 | 1600 | 0.026 * | 0 | 0 | 1600 | 0.026 * | 0 | 0 | 1600 | 0.026 * |
| Nb Right | 36 | 0 | - | 0 | 36 | 0 | - | 0 | 36 | 0 | - |
| Sb Left | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * |
| Sb Thru | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Sb Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Eb Left | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Eb Thru | 223 | 1600 | 0.156 | 91 | 314 | 1600 | 0.213 * | 0 | 314 | 1600 | 0.213 * |
| Eb Right | 27 | 0 | - | 0 | 27 | 0 | - | 0 | 27 | 0 | - |
| Wb Left | 117 | 0 | 0.073 | 0 | 117 | 0 | 0.073 * | 0 | 117 | 0 | 0.073 * |
| Wb Thru | 266 | 1600 | 0.239 * | 14 | 280 | 1600 | 0.248 | 0 | 280 | 1600 | 0.248 |
| Wb Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.265 | | | | 0.312 | | | | 0.312 |
| LOS | | | A | | | | A | | | | A |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Portola Road
E-W St: Market Street
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU8

Portola Road @ Market Street
Peak hr: PM
Annual Growth: 1.00%

***Phase I***

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2017

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH PROJECT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 27 | 0 | 0.017 | 0 | 27 | 0 | 0.017 | 0 | 27 | 0 | 0.017 |
| Nb Thru | 0 | 1600 | 0.132 * | 0 | 0 | 1600 | 0.132 * | 0 | 0 | 1600 | 0.132 * |
| Nb Right | 184 | 0 | - | 0 | 184 | 0 | - | 0 | 184 | 0 | - |
| Sb Left | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * |
| Sb Thru | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Sb Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Eb Left | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Eb Thru | 377 | 1600 | 0.249 * | 49 | 426 | 1600 | 0.280 * | 0 | 426 | 1600 | 0.280 * |
| Eb Right | 22 | 0 | - | 0 | 22 | 0 | - | 0 | 22 | 0 | - |
| Wb Left | 44 | 0 | 0.028 * | 0 | 44 | 0 | 0.028 * | 0 | 44 | 0 | 0.028 * |
| Wb Thru | 293 | 1600 | 0.211 | 119 | 412 | 1600 | 0.285 | 0 | 412 | 1600 | 0.285 |
| Wb Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.409 | | | | 0.439 | | | | 0.439 |
| LOS | | | A | | | | A | | | | A |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Portola Road
E-W St: Market Street
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU8

Portola Road @ Market Street
Peak hr: AM
Annual Growth: 1.00%

***Phases I & II***

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2025

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH BUILDOUT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | | 2025 FUTURE WITHOUT PROJECT | | | | 2025 FUTURE WITH PROJECT BUILDOUT | | | | 2025 FUTURE W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 5 | 0 | 0.003 | 0 | 5 | 0 | 0.003 | 0 | 5 | 0 | 0.003 | 25 | 30 | 1600 | 0.019 | 0 | 30 | 1600 | 0.019 | 0 | 30 | 1600 | 0.019 |
| Nb Thru | 0 | 1600 | 0.026 * | 0 | 0 | 1600 | 0.026 * | 0 | 0 | 1600 | 0.026 * | 0 | 0 | 1600 | 0.025 * | 0 | 0 | 1600 | 0.025 * | 0 | 0 | 1600 | 0.025 * |
| Nb Right | 36 | 0 | - | 0 | 36 | 0 | - | 0 | 36 | 0 | - | 4 | 40 | 0 | - | 0 | 40 | 0 | - | 0 | 40 | 0 | - |
| Sb Left | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * |
| Sb Thru | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Sb Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Eb Left | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 1600 | 0.000 | 0 | 0 | 1600 | 0.000 | 0 | 0 | 1600 | 0.000 |
| Eb Thru | 223 | 1600 | 0.156 | 117 | 340 | 1600 | 0.229 * | 0 | 340 | 1600 | 0.229 * | 487 | 710 | 1600 | 0.463 * | 117 | 827 | 1600 | 0.536 * | 0 | 827 | 1600 | 0.536 * |
| Eb Right | 27 | 0 | - | 0 | 27 | 0 | - | 0 | 27 | 0 | - | 3 | 30 | 0 | - | 0 | 30 | 0 | - | 0 | 30 | 0 | - |
| Wb Left | 117 | 0 | 0.073 | 0 | 117 | 0 | 0.073 * | 0 | 117 | 0 | 0.073 * | 3 | 120 | 1600 | 0.075 * | 0 | 120 | 1600 | 0.075 * | 0 | 120 | 1600 | 0.075 * |
| Wb Thru | 266 | 1600 | 0.239 * | 18 | 284 | 1600 | 0.251 | 0 | 284 | 1600 | 0.251 | 64 | 330 | 1600 | 0.206 | 18 | 348 | 1600 | 0.218 | 0 | 348 | 1600 | 0.218 |
| Wb Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.265 | | | | 0.328 | | | | 0.328 | | | | 0.563 | | | | 0.636 | | | | 0.636 |
| LOS | | | A | | | | A | | | | A | | | | A | | | | B | | | | B |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*
*3 Assumes left-turn lanes in the year 2025 conditions based on the City of Ventura traffic model.*

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Portola Road
E-W St: Market Street
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU8

Portola Road @ Market Street
Peak hr: PM
Annual Growth: 1.00%

***Phases I & II***

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2025

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH BUILDOUT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | | 2025 FUTURE WITHOUT PROJECT | | | | 2025 FUTURE WITH PROJECT BUILDOUT | | | | 2025 FUTURE W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 27 | 0 | 0.017 | 0 | 27 | 0 | 0.017 | 0 | 27 | 0 | 0.017 | 13 | 40 | 1600 | 0.025 | 0 | 40 | 1600 | 0.025 | 0 | 40 | 1600 | 0.025 |
| Nb Thru | 0 | 1600 | 0.132 * | 0 | 0 | 1600 | 0.132 * | 0 | 0 | 1600 | 0.132 * | 0 | 0 | 1600 | 0.106 * | 0 | 0 | 1600 | 0.106 * | 0 | 0 | 1600 | 0.106 * |
| Nb Right | 184 | 0 | - | 0 | 184 | 0 | - | 0 | 184 | 0 | - | -14 | 170 | 0 | - | 0 | 170 | 0 | - | 0 | 170 | 0 | - |
| Sb Left | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * |
| Sb Thru | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Sb Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Eb Left | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 1600 | 0.000 * | 0 | 0 | 1600 | 0.000 * | 0 | 0 | 1600 | 0.000 * |
| Eb Thru | 377 | 1600 | 0.249 * | 63 | 440 | 1600 | 0.289 * | 0 | 440 | 1600 | 0.289 * | 223 | 600 | 1600 | 0.388 | 63 | 663 | 1600 | 0.427 | 0 | 663 | 1600 | 0.427 |
| Eb Right | 22 | 0 | - | 0 | 22 | 0 | - | 0 | 22 | 0 | - | -2 | 20 | 0 | - | 0 | 20 | 0 | - | 0 | 20 | 0 | - |
| Wb Left | 44 | 0 | 0.028 * | 0 | 44 | 0 | 0.028 * | 0 | 44 | 0 | 0.028 * | -4 | 40 | 1600 | 0.025 | 0 | 40 | 1600 | 0.025 | 0 | 40 | 1600 | 0.025 |
| Wb Thru | 293 | 1600 | 0.211 | 153 | 446 | 1600 | 0.306 | 0 | 446 | 1600 | 0.306 | 597 | 890 | 1600 | 0.556 * | 153 | 1043 | 1600 | 0.652 * | 0 | 1043 | 1600 | 0.652 * |
| Wb Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.409 | | | | 0.448 | | | | 0.448 | | | | 0.663 | | | | 0.758 | | | | 0.758 |
| LOS | | | A | | | | A | | | | A | | | | B | | | | C | | | | C |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*
*3 Assumes left-turn lanes in the year 2025 conditions based on the City of Ventura traffic model.*

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**INTERSECTION CAPACITY UTILIZATION**

US-101 SB Ramps @ Valentine Road
Peak hr: AM
Annual Growth: 1.00%

***Phase I***

N-S St: US-101 SB Ramps
E-W St: Valentine Road
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU9

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2017

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH PROJECT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * |
| Nb Thru | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Nb Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Sb Left | 459 | 0 | 0.096 | 0 | 459 | 0 | 0.096 | 0 | 459 | 0 | 0.096 |
| Sb Thru | 0 | 4800 | 0.118 * | 0 | 0 | 4800 | 0.116 * | 0 | 0 | 4800 | 0.116 * |
| Sb Right | 107 | 0 | - | -7 | 100 | 0 | - | 0 | 100 | 0 | - |
| Eb Left | 125 | 1600 | 0.078 * | 2 | 127 | 1600 | 0.080 * | 0 | 127 | 1600 | 0.080 * |
| Eb Thru | 186 | 3200 | 0.058 | 9 | 195 | 3200 | 0.061 | 0 | 195 | 3200 | 0.061 |
| Eb Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Wb Left | 0 | 1600 | 0.000 | 0 | 0 | 1600 | 0.000 | 0 | 0 | 1600 | 0.000 |
| Wb Thru | 925 | 3200 | 0.289 * | 16 | 941 | 3200 | 0.294 * | 0 | 941 | 3200 | 0.294 * |
| Wb Right [3] | 956 | 3200 | 0.203 | -8 | 948 | 3200 | 0.201 | 0 | 948 | 3200 | 0.201 |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.485 | | | | 0.490 | | | | 0.490 |
| LOS | | | A | | | | A | | | | A |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*
*3 No right-turn on red.*
*4 The westbound right-turn lane has an overlapping phase with southbound left-turn phase.*

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**INTERSECTION CAPACITY UTILIZATION**

US-101 SB Ramps @ Valentine Road
Peak hr: PM
Annual Growth: 1.00%

***Phase I***

N-S St: US-101 SB Ramps
E-W St: Valentine Road
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU9

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2017

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH PROJECT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * |
| Nb Thru | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Nb Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Sb Left | 536 | 0 | 0.112 | 0 | 536 | 0 | 0.112 | 0 | 536 | 0 | 0.112 |
| Sb Thru | 0 | 4800 | 0.128 * | 0 | 0 | 4800 | 0.128 * | 0 | 0 | 4800 | 0.128 * |
| Sb Right | 76 | 0 | - | 2 | 78 | 0 | - | 0 | 78 | 0 | - |
| Eb Left | 380 | 1600 | 0.238 * | 47 | 427 | 1600 | 0.267 * | 0 | 427 | 1600 | 0.267 * |
| Eb Thru | 606 | 3200 | 0.189 | -16 | 590 | 3200 | 0.184 | 0 | 590 | 3200 | 0.184 |
| Eb Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Wb Left | 0 | 1600 | 0.000 | 0 | 0 | 1600 | 0.000 | 0 | 0 | 1600 | 0.000 |
| Wb Thru | 386 | 3200 | 0.121 | 0 | 386 | 3200 | 0.121 | 0 | 386 | 3200 | 0.121 |
| Wb Right [3] | 948 | 3200 | 0.185 * | 0 | 948 | 3200 | 0.185 * | 0 | 948 | 3200 | 0.185 * |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.550 | | | | 0.579 | | | | 0.579 |
| LOS | | | A | | | | A | | | | A |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*
*3 No right-turn on red.*
*The westbound right-turn lane has an overlapping phase with southbound left-turn phase.*

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**INTERSECTION CAPACITY UTILIZATION**

US-101 SB Ramps @ Valentine Road
Peak hr: AM
Annual Growth: 1.00%

***Phases I & II***

N-S St: US-101 SB Ramps
E-W St: Valentine Road
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU9

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2025

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH BUILDOUT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | | 2025 FUTURE WITHOUT PROJECT | | | | 2025 FUTURE WITH PROJECT BUILDOUT | | | | 2025 FUTURE W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * |
| Nb Thru | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Nb Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Sb Left | 459 | 0 | 0.096 | 0 | 459 | 0 | 0.096 | 0 | 459 | 0 | 0.096 | 1 | 460 | 0 | 0.096 | 0 | 460 | 0 | 0.096 | 0 | 460 | 0 | 0.096 |
| Sb Thru | 0 | 4800 | 0.118 * | 0 | 0 | 4800 | 0.116 * | 0 | 0 | 4800 | 0.116 * | 0 | 0 | 4800 | 0.119 * | 0 | 0 | 4800 | 0.117 * | 0 | 0 | 4800 | 0.117 * |
| Sb Right | 107 | 0 | - | -9 | 98 | 0 | - | 0 | 98 | 0 | - | 3 | 110 | 0 | - | -9 | 101 | 0 | - | 0 | 101 | 0 | - |
| Eb Left | 125 | 1600 | 0.078 * | 3 | 128 | 1600 | 0.080 * | 0 | 128 | 1600 | 0.080 * | 5 | 130 | 1600 | 0.081 * | 3 | 133 | 1600 | 0.083 * | 0 | 133 | 1600 | 0.083 * |
| Eb Thru | 186 | 3200 | 0.058 | 12 | 198 | 3200 | 0.062 | 0 | 198 | 3200 | 0.062 | 14 | 200 | 3200 | 0.063 | 12 | 212 | 3200 | 0.066 | 0 | 212 | 3200 | 0.066 |
| Eb Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Wb Left | 0 | 1600 | 0.000 | 0 | 0 | 1600 | 0.000 | 0 | 0 | 1600 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Wb Thru | 925 | 3200 | 0.289 * | 20 | 945 | 3200 | 0.295 * | 0 | 945 | 3200 | 0.295 * | 25 | 950 | 3200 | 0.297 * | 20 | 970 | 3200 | 0.303 * | 0 | 970 | 3200 | 0.303 * |
| Wb Right [3] | 956 | 3200 | 0.203 | -10 | 946 | 3200 | 0.200 | 0 | 946 | 3200 | 0.200 | 4 | 960 | 3200 | 0.000 | -10 | 950 | 3200 | 0.000 | 0 | 950 | 3200 | 0.000 |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.485 | | | | 0.491 | | | | 0.491 | | | | 0.497 | | | | 0.503 | | | | 0.503 |
| LOS | | | A | | | | A | | | | A | | | | A | | | | A | | | | A |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*
*3 No right-turn on red.*
*4 The westbound right-turn lane has an overlapping phase with southbound left-turn phase.*
*5 Assumes free-flow movement in the year 2025 conditions based on the City of Ventura traffic model.*

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**INTERSECTION CAPACITY UTILIZATION**

US-101 SB Ramps @ Valentine Road
Peak hr: PM
Annual Growth: 1.00%

***Phases I & II***

N-S St: US-101 SB Ramps
E-W St: Valentine Road
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU9

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2025

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH BUILDOUT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | | 2025 FUTURE WITHOUT PROJECT | | | | 2025 FUTURE WITH PROJECT BUILDOUT | | | | 2025 FUTURE W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * |
| Nb Thru | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Nb Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Sb Left | 536 | 0 | 0.112 | 0 | 536 | 0 | 0.112 | 0 | 536 | 0 | 0.112 | 4 | 540 | 0 | 0.113 | 0 | 540 | 0 | 0.113 | 0 | 540 | 0 | 0.113 |
| Sb Thru | 0 | 4800 | 0.128 * | 0 | 0 | 4800 | 0.128 * | 0 | 0 | 4800 | 0.128 * | 0 | 0 | 4800 | 0.129 * | 0 | 0 | 4800 | 0.130 * | 0 | 0 | 4800 | 0.130 * |
| Sb Right | 76 | 0 | - | 3 | 79 | 0 | - | 0 | 79 | 0 | - | 4 | 80 | 0 | - | 3 | 83 | 0 | - | 0 | 83 | 0 | - |
| Eb Left | 380 | 1600 | 0.238 * | 60 | 440 | 1600 | 0.275 * | 0 | 440 | 1600 | 0.275 * | 50 | 430 | 1600 | 0.269 * | 60 | 490 | 1600 | 0.306 * | 0 | 490 | 1600 | 0.306 * |
| Eb Thru | 606 | 3200 | 0.189 | -21 | 585 | 3200 | 0.183 | 0 | 585 | 3200 | 0.183 | 144 | 750 | 3200 | 0.234 | -21 | 729 | 3200 | 0.228 | 0 | 729 | 3200 | 0.228 |
| Eb Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Wb Left | 0 | 1600 | 0.000 | 0 | 0 | 1600 | 0.000 | 0 | 0 | 1600 | 0.000 | 0 | 0 | 1600 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Wb Thru | 386 | 3200 | 0.121 | 0 | 386 | 3200 | 0.121 | 0 | 386 | 3200 | 0.121 | 4 | 390 | 3200 | 0.122 * | 0 | 390 | 3200 | 0.122 * | 0 | 390 | 3200 | 0.122 * |
| Wb Right [3] | 948 | 3200 | 0.185 * | 0 | 948 | 3200 | 0.185 * | 0 | 948 | 3200 | 0.185 * | 2 | 950 | 3200 | 0.000 | 0 | 950 | 3200 | 0.000 | 0 | 950 | 3200 | 0.000 |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.550 | | | | 0.588 | | | | 0.588 | | | | 0.520 | | | | 0.558 | | | | 0.558 |
| LOS | | | A | | | | A | | | | A | | | | A | | | | A | | | | A |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*
*3 No right-turn on red.*
*4 The westbound right-turn lane has an overlapping phase with southbound left-turn phase.*
*5 Assumes free-flow movement in the year 2025 conditions based on the City of Ventura traffic model.*

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Victoria Avenue
E-W St: US-101 NB Ramps
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU10

Victoria Avenue @ US-101 NB Ramps
Peak hr: AM
Annual Growth: 1.00%

***Phase I***

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2017

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH PROJECT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 252 | 3200 | 0.079 * | 0 | 252 | 3200 | 0.079 * | 0 | 252 | 3200 | 0.079 * |
| Nb Thru | 852 | 4800 | 0.178 | 2 | 854 | 4800 | 0.178 | 0 | 854 | 4800 | 0.178 |
| Nb Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Sb Left | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Sb Thru | 2237 | 6400 | 0.350 * | 0 | 2237 | 6400 | 0.350 * | 0 | 2237 | 6400 | 0.350 * |
| Sb Right | 449 | 1600 | 0.281 | 0 | 449 | 1600 | 0.281 | 0 | 449 | 1600 | 0.281 |
| Eb Left | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * |
| Eb Thru | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Eb Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Wb Left | 429 | 0 | 0.067 | 8 | 437 | 0 | 0.068 | 0 | 437 | 0 | 0.068 |
| Wb Thru | 0 | 6400 | 0.184 * | 0 | 0 | 6400 | 0.185 * | 0 | 0 | 6400 | 0.185 * |
| Wb Right | 746 | 0 | - | 0 | 746 | 0 | - | 0 | 746 | 0 | - |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.612 | | | | 0.613 | | | | 0.613 |
| LOS | | | B | | | | B | | | | B |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Victoria Avenue
E-W St: US-101 NB Ramps
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU10

Victoria Avenue @ US-101 NB Ramps
Peak hr: PM
Annual Growth: 1.00%

***Phase I***

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2017

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH PROJECT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 332 | 3200 | 0.104 * | 8 | 340 | 3200 | 0.106 * | 0 | 340 | 3200 | 0.106 * |
| Nb Thru | 1369 | 4800 | 0.285 | 7 | 1376 | 4800 | 0.287 | 0 | 1376 | 4800 | 0.287 |
| Nb Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Sb Left | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Sb Thru | 2511 | 6400 | 0.392 * | 0 | 2511 | 6400 | 0.392 * | 0 | 2511 | 6400 | 0.392 * |
| Sb Right | 328 | 1600 | 0.205 | 0 | 328 | 1600 | 0.205 | 0 | 328 | 1600 | 0.205 |
| Eb Left | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * |
| Eb Thru | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Eb Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Wb Left | 347 | 0 | 0.054 | 8 | 355 | 0 | 0.055 | 0 | 355 | 0 | 0.055 |
| Wb Thru | 0 | 6400 | 0.161 * | 0 | 0 | 6400 | 0.161 * | 0 | 0 | 6400 | 0.161 * |
| Wb Right | 682 | 0 | - | -8 | 674 | 0 | - | 0 | 674 | 0 | - |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.657 | | | | 0.659 | | | | 0.659 |
| LOS | | | B | | | | B | | | | B |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*

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**INTERSECTION CAPACITY UTILIZATION**

Victoria Avenue @ US-101 NB Ramps
Peak hr: AM
Annual Growth: 1.00%

***Phases I & II***

N-S St: Victoria Avenue
E-W St: US-101 NB Ramps
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU10

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2025

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH PROJECT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | | 2025 FUTURE WITHOUT PROJECT | | | | 2025 FUTURE WITH PROJECT | | | | 2025 FUTURE W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 252 | 3200 | 0.079 * | 0 | 252 | 3200 | 0.079 * | 0 | 252 | 3200 | 0.079 * | 278 | 530 | 3200 | 0.166 * | 0 | 530 | 3200 | 0.166 * | 0 | 530 | 3200 | 0.166 * |
| Nb Thru | 852 | 4800 | 0.178 | 2 | 854 | 4800 | 0.178 | 0 | 854 | 4800 | 0.178 | 528 | 1380 | 4800 | 0.288 | 2 | 1382 | 4800 | 0.288 | 0 | 1382 | 4800 | 0.288 |
| Nb Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Sb Left | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Sb Thru | 2237 | 6400 | 0.350 * | 0 | 2237 | 6400 | 0.350 * | 0 | 2237 | 6400 | 0.350 * | 453 | 2690 | 6400 | 0.420 * | 0 | 2690 | 6400 | 0.420 * | 0 | 2690 | 6400 | 0.420 * |
| Sb Right | 449 | 1600 | 0.281 | 0 | 449 | 1600 | 0.281 | 0 | 449 | 1600 | 0.281 | 1 | 450 | 1600 | 0.281 | 0 | 450 | 1600 | 0.281 | 0 | 450 | 1600 | 0.281 |
| Eb Left | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Eb Thru | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Eb Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Wb Left [3] | 429 | 0 | 0.067 | 10 | 439 | 0 | 0.069 | 0 | 439 | 0 | 0.069 | 281 | 710 | 3200 | 0.222 | 10 | 720 | 3200 | 0.225 | 0 | 720 | 3200 | 0.225 |
| Wb Thru [3] | 0 | 6400 | 0.184 * | 0 | 0 | 6400 | 0.185 * | 0 | 0 | 6400 | 0.185 * | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Wb Right [3] | 746 | 0 | - | 0 | 746 | 0 | - | 0 | 746 | 0 | - | 164 | 910 | 4800 | 0.190 | 0 | 910 | 4800 | 0.190 | 0 | 910 | 4800 | 0.190 |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.612 | | | | 0.613 | | | | 0.613 | | | | 0.808 | | | | 0.811 | | | | 0.811 |
| LOS | | | B | | | | B | | | | B | | | | D | | | | D | | | | D |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*
*3 Assumes two left-turn lanes and three right-turn lanes in the year 2025 conditions based on the City of Ventura traffic model.*

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*(626) 796.2322 Fax (626) 792-0941*

**INTERSECTION CAPACITY UTILIZATION**

Victoria Avenue @ US-101 NB Ramps
Peak hr: PM
Annual Growth: 1.00%

***Phases I & II***

N-S St: Victoria Avenue
E-W St: US-101 NB Ramps
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU10

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2025

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH PROJECT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | | 2025 FUTURE WITHOUT PROJECT | | | | 2025 FUTURE WITH PROJECT | | | | 2025 FUTURE W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 332 | 3200 | 0.104 * | 10 | 342 | 3200 | 0.107 * | 0 | 342 | 3200 | 0.107 * | 188 | 520 | 3200 | 0.163 * | 10 | 530 | 3200 | 0.166 * | 0 | 530 | 3200 | 0.166 * |
| Nb Thru | 1369 | 4800 | 0.285 | 9 | 1378 | 4800 | 0.287 | 0 | 1378 | 4800 | 0.287 | 521 | 1890 | 4800 | 0.394 | 9 | 1899 | 4800 | 0.396 | 0 | 1899 | 4800 | 0.396 |
| Nb Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Sb Left | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Sb Thru | 2511 | 6400 | 0.392 * | 0 | 2511 | 6400 | 0.392 * | 0 | 2511 | 6400 | 0.392 * | -1 | 2510 | 6400 | 0.392 * | 0 | 2510 | 6400 | 0.392 * | 0 | 2510 | 6400 | 0.392 * |
| Sb Right | 328 | 1600 | 0.205 | 0 | 328 | 1600 | 0.205 | 0 | 328 | 1600 | 0.205 | 32 | 360 | 1600 | 0.225 | 0 | 360 | 1600 | 0.225 | 0 | 360 | 1600 | 0.225 |
| Eb Left | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * | 0 | 0 | 0 | 0.000 * |
| Eb Thru | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Eb Right | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - | 0 | 0 | 0 | - |
| Wb Left [3] | 347 | 0 | 0.054 | 10 | 357 | 0 | 0.056 | 0 | 357 | 0 | 0.056 | 143 | 490 | 3200 | 0.153 | 10 | 500 | 3200 | 0.156 | 0 | 500 | 3200 | 0.156 |
| Wb Thru [3] | 0 | 6400 | 0.161 * | 0 | 0 | 6400 | 0.161 * | 0 | 0 | 6400 | 0.161 * | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 | 0 | 0 | 0 | 0.000 |
| Wb Right [3] | 682 | 0 | - | -10 | 672 | 0 | - | 0 | 672 | 0 | - | 468 | 1150 | 4800 | 0.240 * | -10 | 1140 | 4800 | 0.238 * | 0 | 1140 | 4800 | 0.238 * |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.657 | | | | 0.660 | | | | 0.660 | | | | 0.794 | | | | 0.795 | | | | 0.795 |
| LOS | | | B | | | | B | | | | B | | | | C | | | | C | | | | C |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*
*3 Assumes two left-turn lanes and three right-turn lanes in the year 2025 conditions based on the City of Ventura traffic model.*

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Victoria Avenue
E-W St: Valentine Road
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU11

Victoria Avenue @ Valentine Road
Peak hr: AM
Annual Growth: 1.00%

***Phase I***

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2017

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH PROJECT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 165 | 3200 | 0.052 | 0 | 165 | 3200 | 0.052 | 0 | 165 | 3200 | 0.052 |
| Nb Thru | 1296 | 4800 | 0.271 | 8 | 1304 | 4800 | 0.273 | 0 | 1304 | 4800 | 0.273 |
| Nb Right | 6 | 0 | - | 0 | 6 | 0 | - | 0 | 6 | 0 | - |
| Sb Left | 43 | 1600 | 0.027 | 0 | 43 | 1600 | 0.027 | 0 | 43 | 1600 | 0.027 |
| Sb Thru | 960 | 3200 | 0.300 | 0 | 960 | 3200 | 0.300 | 0 | 960 | 3200 | 0.300 |
| Sb Right [3], | 1700 | 3200 | 0.474 * | 8 | 1708 | 3200 | 0.474 * | 0 | 1708 | 3200 | 0.474 * |
| Eb Left [5] | 276 | 0 | 0.058 | 9 | 285 | 0 | 0.059 | 0 | 285 | 0 | 0.059 |
| Eb Thru [5] | 42 | 4800 | 0.066 | 0 | 42 | 4800 | 0.068 | 0 | 42 | 4800 | 0.068 |
| Eb Right [3], | 222 | 1600 | 0.087 * | 0 | 222 | 1600 | 0.087 * | 0 | 222 | 1600 | 0.087 * |
| Wb Left [5] | 15 | 0 | 0.009 * | 0 | 15 | 0 | 0.009 * | 0 | 15 | 0 | 0.009 * |
| Wb Thru [5] | 17 | 1600 | 0.020 | 0 | 17 | 1600 | 0.020 | 0 | 17 | 1600 | 0.020 |
| Wb Right [3] | 84 | 1600 | 0.026 | 0 | 84 | 1600 | 0.026 | 0 | 84 | 1600 | 0.026 |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.638 | | | | 0.639 | | | | 0.639 |
| LOS | | | B | | | | B | | | | B |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*
*3 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase. The eastbound right-turn lane has an overlapping phase with northbound left-turn phase. The westbound right-turn lane has an overlapping phase with southbound left-turn phase.*
*4 No right-turn on red.*
*5 East/West split phase.*

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Victoria Avenue
E-W St: Valentine Road
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU11

Victoria Avenue @ Valentine Road
Peak hr: PM
Annual Growth: 1.00%

***Phase I***

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2017

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH PROJECT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 82 | 3200 | 0.026 | 0 | 82 | 3200 | 0.026 | 0 | 82 | 3200 | 0.026 |
| Nb Thru | 1378 | 4800 | 0.290 | 8 | 1386 | 4800 | 0.292 | 0 | 1386 | 4800 | 0.292 |
| Nb Right | 14 | 0 | - | 0 | 14 | 0 | - | 0 | 14 | 0 | - |
| Sb Left | 74 | 1600 | 0.046 | 0 | 74 | 1600 | 0.046 | 0 | 74 | 1600 | 0.046 |
| Sb Thru | 1546 | 3200 | 0.483 * | 0 | 1546 | 3200 | 0.483 * | 0 | 1546 | 3200 | 0.483 * |
| Sb Right [3], | 1255 | 3200 | 0.249 | -8 | 1247 | 3200 | 0.250 | 0 | 1247 | 3200 | 0.250 |
| Eb Left [5] | 689 | 0 | 0.144 | -16 | 673 | 0 | 0.140 | 0 | 673 | 0 | 0.140 |
| Eb Thru [5] | 17 | 4800 | 0.147 | 0 | 17 | 4800 | 0.144 | 0 | 17 | 4800 | 0.144 |
| Eb Right [3], | 387 | 1600 | 0.216 * | 0 | 387 | 1600 | 0.216 * | 0 | 387 | 1600 | 0.216 * |
| Wb Left [5] | 36 | 0 | 0.023 * | 0 | 36 | 0 | 0.023 * | 0 | 36 | 0 | 0.023 * |
| Wb Thru [5] | 14 | 1600 | 0.031 | 0 | 14 | 1600 | 0.031 | 0 | 14 | 1600 | 0.031 |
| Wb Right [3] | 99 | 1600 | 0.016 | 0 | 99 | 1600 | 0.016 | 0 | 99 | 1600 | 0.016 |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.756 | | | | 0.756 | | | | 0.756 |
| LOS | | | C | | | | C | | | | C |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*
*3 The southbound right-turn lane has an overlapping phase with eastbound left-turn phase. The eastbound right-turn lane has an overlapping phase with northbound left-turn phase. The westbound right-turn lane has an overlapping phase with southbound left-turn phase.*
*4 No right-turn on red.*
*5 East/West split phase.*

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**INTERSECTION CAPACITY UTILIZATION**

N-S St: Victoria Avenue
E-W St: Valentine Road
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU11

Victoria Avenue @ Valentine Road
Peak hr: AM
Annual Growth: 1.00%

***Phases I & II***

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2025

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH BUILDOUT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | | 2025 FUTURE WITHOUT PROJECT | | | | 2025 FUTURE WITH PROJECT BUILDOUT | | | | 2025 FUTURE W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 165 | 3200 | 0.052 | 0 | 165 | 3200 | 0.052 | 0 | 165 | 3200 | 0.052 | 75 | 240 | 3200 | 0.075 | 0 | 240 | 3200 | 0.075 * | 0 | 240 | 3200 | 0.075 * |
| Nb Thru | 1296 | 4800 | 0.271 | 10 | 1306 | 4800 | 0.273 | 0 | 1306 | 4800 | 0.273 | 354 | 1650 | 4800 | 0.348 | 10 | 1660 | 4800 | 0.350 | 0 | 1660 | 4800 | 0.350 |
| Nb Right | 6 | 0 | - | 0 | 6 | 0 | - | 0 | 6 | 0 | - | 14 | 20 | 0 | - | 0 | 20 | 0 | - | 0 | 20 | 0 | - |
| Sb Left | 43 | 1600 | 0.027 | 0 | 43 | 1600 | 0.027 | 0 | 43 | 1600 | 0.027 | -3 | 40 | 1600 | 0.025 | 0 | 40 | 1600 | 0.025 | 0 | 40 | 1600 | 0.025 |
| Sb Thru | 960 | 3200 | 0.300 | 0 | 960 | 3200 | 0.300 | 0 | 960 | 3200 | 0.300 | 680 | 1640 | 3200 | 0.513 * | 0 | 1640 | 3200 | 0.513 * | 0 | 1640 | 3200 | 0.513 * |
| Sb Right [3], | 1700 | 3200 | 0.474 * | 10 | 1710 | 3200 | 0.474 * | 0 | 1710 | 3200 | 0.474 * | 0 | 1700 | 3200 | 0.000 | 10 | 1710 | 3200 | 0.000 | 0 | 1710 | 3200 | 0.000 |
| Eb Left [5] | 276 | 0 | 0.058 | 12 | 288 | 0 | 0.060 | 0 | 288 | 0 | 0.060 | 44 | 320 | 0 | 0.067 | 12 | 332 | 0 | 0.069 * | 0 | 332 | 0 | 0.069 * |
| Eb Thru [5] | 42 | 4800 | 0.066 | 0 | 42 | 4800 | 0.069 | 0 | 42 | 4800 | 0.069 | 8 | 50 | 4800 | 0.077 | 0 | 50 | 4800 | 0.080 | 0 | 50 | 4800 | 0.080 |
| Eb Right [3], | 222 | 1600 | 0.087 * | 0 | 222 | 1600 | 0.087 * | 0 | 222 | 1600 | 0.087 * | 28 | 250 | 1600 | 0.081 * | 0 | 250 | 1600 | 0.081 | 0 | 250 | 1600 | 0.081 |
| Wb Left [5] | 15 | 0 | 0.009 * | 0 | 15 | 0 | 0.009 * | 0 | 15 | 0 | 0.009 * | 5 | 20 | 0 | 0.013 * | 0 | 20 | 0 | 0.013 | 0 | 20 | 0 | 0.013 |
| Wb Thru [5] | 17 | 1600 | 0.020 | 0 | 17 | 1600 | 0.020 | 0 | 17 | 1600 | 0.020 | 3 | 20 | 1600 | 0.025 | 0 | 20 | 1600 | 0.025 * | 0 | 20 | 1600 | 0.025 * |
| Wb Right [3] | 84 | 1600 | 0.026 | 0 | 84 | 1600 | 0.026 | 0 | 84 | 1600 | 0.026 | -4 | 80 | 1600 | 0.025 | 0 | 80 | 1600 | 0.025 | 0 | 80 | 1600 | 0.025 |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.638 | | | | 0.639 | | | | 0.639 | | | | 0.694 | | | | 0.694 | | | | 0.694 |
| LOS | | | B | | | | B | | | | B | | | | B | | | | B | | | | B |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*
*3 The eastbound right-turn lane has an overlapping phase with northbound left-turn phase.*
*The westbound right-turn lane has an overlapping phase with southbound left-turn phase.*
*4 No right-turn on red.*
*5 East/West split phase.*
*6 The southbound right-turn is a free-flow movement in the year 2025 conditions based on the City of Ventura traffic model.*

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**INTERSECTION CAPACITY UTILIZATION**

Victoria Avenue @ Valentine Road
Peak hr: PM
Annual Growth: 1.00%

***Phases I & II***

N-S St: Victoria Avenue
E-W St: Valentine Road
Project: Kaiser Permanente Market Street MOB Project/1-14-4079-1
File: ICU11

Date: 03/16/2015
Date of Count: 2014
Projection Year: 2025

| | 2014 EXIST. TRAFFIC | | | 2014 EXISTING WITH BUILDOUT | | | | 2014 EXIST. W/PROJECT + MITIGATION | | | | 2025 FUTURE WITHOUT PROJECT | | | | 2025 FUTURE WITH PROJECT BUILDOUT | | | | 2025 FUTURE W/PROJECT + MITIGATION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C | Added | Total | 2 | V/C |
| Movement | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio | Volume | Volume | Capacity | Ratio |
| Nb Left | 82 | 3200 | 0.026 | 0 | 82 | 3200 | 0.026 | 0 | 82 | 3200 | 0.026 | 108 | 190 | 3200 | 0.059 | 0 | 190 | 3200 | 0.059 | 0 | 190 | 3200 | 0.059 |
| Nb Thru | 1378 | 4800 | 0.290 | 10 | 1388 | 4800 | 0.292 | 0 | 1388 | 4800 | 0.292 | 702 | 2080 | 4800 | 0.444 | 10 | 2090 | 4800 | 0.446 | 0 | 2090 | 4800 | 0.446 |
| Nb Right | 14 | 0 | - | 0 | 14 | 0 | - | 0 | 14 | 0 | - | 36 | 50 | 0 | - | 0 | 50 | 0 | - | 0 | 50 | 0 | - |
| Sb Left | 74 | 1600 | 0.046 | 0 | 74 | 1600 | 0.046 | 0 | 74 | 1600 | 0.046 | -4 | 70 | 1600 | 0.044 | 0 | 70 | 1600 | 0.044 | 0 | 70 | 1600 | 0.044 |
| Sb Thru | 1546 | 3200 | 0.483 * | 0 | 1546 | 3200 | 0.483 * | 0 | 1546 | 3200 | 0.483 * | 4 | 1550 | 3200 | 0.484 * | 0 | 1550 | 3200 | 0.484 * | 0 | 1550 | 3200 | 0.484 * |
| Sb Right [3], | 1255 | 3200 | 0.249 | -10 | 1245 | 3200 | 0.250 | 0 | 1245 | 3200 | 0.250 | 5 | 1260 | 3200 | 0.000 | -10 | 1250 | 3200 | 0.000 | 0 | 1250 | 3200 | 0.000 |
| Eb Left [5] | 689 | 0 | 0.144 | -21 | 668 | 0 | 0.139 | 0 | 668 | 0 | 0.139 | 51 | 740 | 0 | 0.154 | -21 | 719 | 0 | 0.150 | 0 | 719 | 0 | 0.150 |
| Eb Thru [5] | 17 | 4800 | 0.147 | 0 | 17 | 4800 | 0.143 | 0 | 17 | 4800 | 0.143 | 13 | 30 | 4800 | 0.160 | 0 | 30 | 4800 | 0.156 | 0 | 30 | 4800 | 0.156 |
| Eb Right [3], | 387 | 1600 | 0.216 * | 0 | 387 | 1600 | 0.216 * | 0 | 387 | 1600 | 0.216 * | 63 | 450 | 1600 | 0.222 * | 0 | 450 | 1600 | 0.222 * | 0 | 450 | 1600 | 0.222 * |
| Wb Left [5] | 36 | 0 | 0.023 * | 0 | 36 | 0 | 0.023 * | 0 | 36 | 0 | 0.023 * | 4 | 40 | 0 | 0.025 * | 0 | 40 | 0 | 0.025 * | 0 | 40 | 0 | 0.025 * |
| Wb Thru [5] | 14 | 1600 | 0.031 | 0 | 14 | 1600 | 0.031 | 0 | 14 | 1600 | 0.031 | 16 | 30 | 1600 | 0.044 | 0 | 30 | 1600 | 0.044 | 0 | 30 | 1600 | 0.044 |
| Wb Right [3] | 99 | 1600 | 0.016 | 0 | 99 | 1600 | 0.016 | 0 | 99 | 1600 | 0.016 | 1 | 100 | 1600 | 0.019 | 0 | 100 | 1600 | 0.019 | 0 | 100 | 1600 | 0.019 |
| Yellow Allowance: | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * | | | | 0.000 * |
| ICU | | | 0.756 | | | | 0.756 | | | | 0.756 | | | | 0.809 | | | | 0.809 | | | | 0.809 |
| LOS | | | C | | | | C | | | | C | | | | D | | | | D | | | | D |

** Key conflicting movement as a part of ICU*
*1 Counts conducted by:City Traffic Counters*
*2 Capacity expressed in veh/hour of green*
*3 The eastbound right-turn lane has an overlapping phase with northbound left-turn phase.*
*The westbound right-turn lane has an overlapping phase with southbound left-turn phase.*
*4 No right-turn on red.*
*5 East/West split phase.*
*6 The southbound right-turn is a free-flow movement in the year 2025 conditions based on the City of Ventura traffic model.*