# Channel Islands Fisherman's Wharf Traffic and Circulation Study

## Channel Islands Harbor, County of Ventura, CA

## May 20, 2016

**W.O. 2064132900**

**Prepared By:**

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**TABLE OF CONTENTS**

**LIST OF TABLES**



**TABLE OF EXHIBITS**



**TECHNICAL APPENDIX**

## INTRODUCTION

Stantec has prepared the following traffic and circulation study for the Fisherman's Wharf Mixed-Use Development (Project). The traffic and circulation study provides an assessment of the existing and future traffic conditions within the study area, determines the trip generation and trip distribution for the proposed development, evaluates the potential traffic impacts to the vicinity roadways and intersections, and provides feasible mitigations where applicable. A discussion of the site access and circulation plan is also provided.

## STUDY AREA

The project site is located on the southwest corner of Channel Islands Boulevard and Victoria Avenue in the Channel Islands Harbor. The study area and the location of the project site are illustrated in Exhibit 1. Based on consultation with County of Ventura, City of Oxnard and City of Port Hueneme staff, the following intersections were included in the traffic analysis.

**Table 1**
**Study Area Intersections**

| Intersections | Jurisdiction |
|---|---|
| 1. Harbor Blvd/Wooley Rd | City of Oxnard |
| 2. Victoria Ave/Gonzales Rd | City of Oxnard |
| 3. Victoria Ave/Doris Ave | City of Oxnard |
| 4. Victoria Ave/5th St | City of Oxnard |
| 5. Victoria Ave/ Wooley Rd | City of Oxnard |
| 6. Victoria Ave/Hemlock St | City of Oxnard/Port Hueneme |
| 7. Victoria Ave/Monaco Dr[1] | City of Oxnard/Port Hueneme |
| 8. Harbor Blvd/Channel Islands Blvd | City of Oxnard/Port Hueneme |
| 9. Peninsula Rd/Channel Islands Blvd | City of Oxnard |
| 10. Victoria Ave/ Channel Islands Blvd | City of Oxnard/Port Hueneme |
| 11. Wheelhouse Ave/ Channel Islands Blvd | City of Port Hueneme |
| 12. Patterson Rd/ Channel Islands Blvd | City of Port Hueneme |
| 13. Ventura Rd/ Channel Islands Blvd | City of Oxnard/Port Hueneme |

## PROJECT DESCRIPTION

The project proposes to redevelop the existing commercial site by demolishing three existing buildings, rehabilitate six existing buildings, repurpose the existing fisherman dock to restaurant seating, and construct a 390-unit apartment complex, retail and restaurant space and a small public park. Exhibit 2 shows the conceptual site plan and Table 2 provides an overview of the proposed land use modifications.

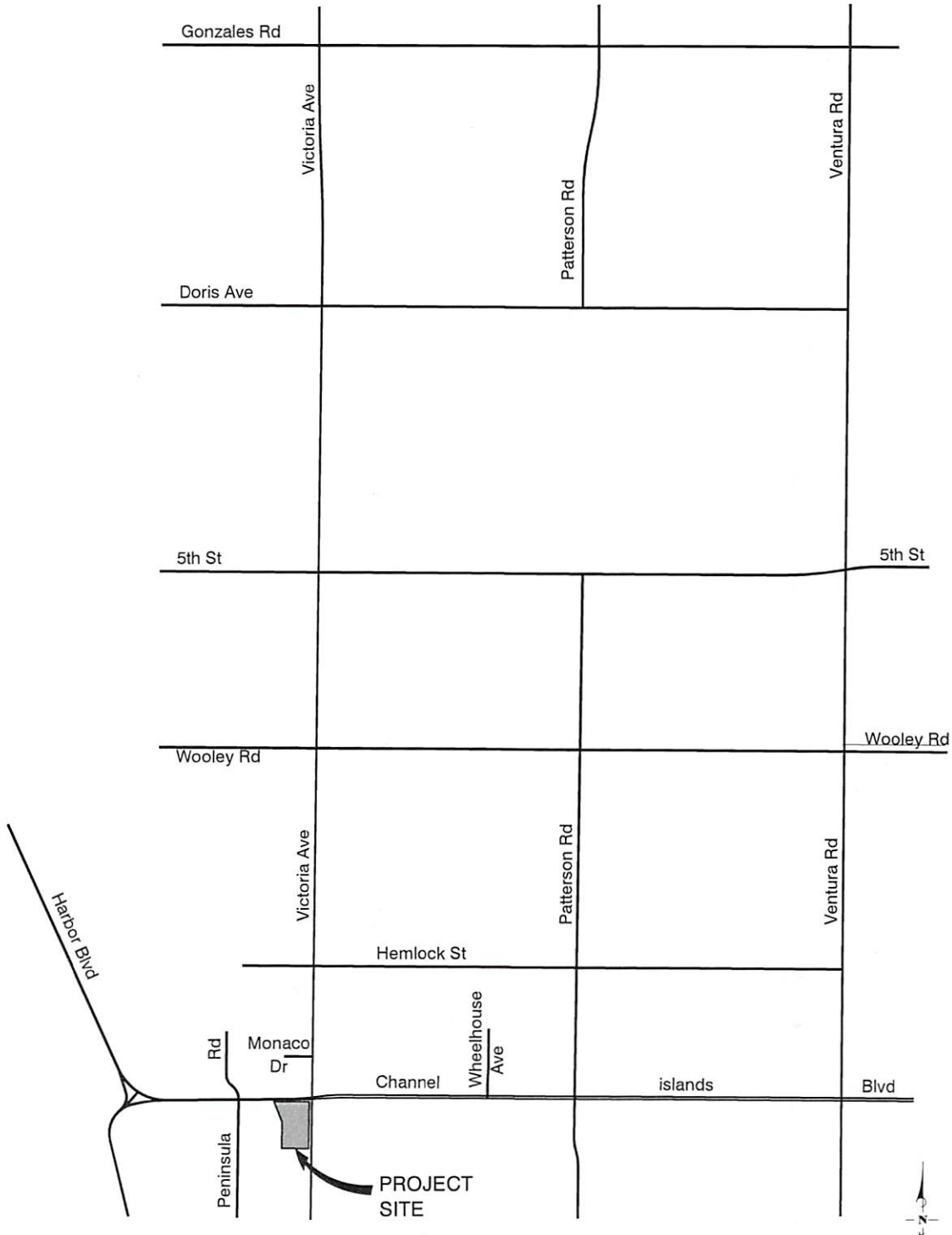


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EXHIBIT 1
STUDY AREA STREET NETWORK AND PROJECT LOCATION


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EXHIBIT 2
CONCEPTUAL PROJECT SITE PLAN

Access is proposed via one driveway on Channel Islands Boulevard and three driveways on Victoria Avenue. The driveway on Channel Islands Boulevard and the most northern driveway on Victoria Avenue would be restricted to right-turns only.

## STUDY METHODOLOGY

### Traffic Analysis Scenarios

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

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

### Level of Service Criteria

The traffic analysis focuses on key intersections within the study area during the AM and PM commute periods, when peak traffic volumes typically occur. A level of service (LOS) ranking scale is used to identify the operating condition at intersections. This scale compares traffic volumes to intersection capacity and assigns a letter value to this relationship. The letter scale ranges from A to F with LOS A representing free flow conditions and LOS F representing congested conditions. The level of service criteria are summarized in Table 2. The City of Oxnard and City of Port Hueneme consider LOS C or better acceptable for intersection operations.

### Level of Service Calculation Methodology

The Intersection Capacity Utilization Methodology (ICU) was used to determine levels of service for signalized intersections, and the results are shown as a volume-to-capacity (V/C) ratio. Level of service for the unsignalized intersection in the study area was calculated using the methodologies outlined in the Highway Capacity Manual (HCM)[1] and the results are presented as seconds of delay. Levels of service for unsignalized intersections were calculated using *HCS software*[2].

## EXISTING CONDITIONS

### Roadway Network

The roadway system in the study area is comprised of a network of freeways, arterials (throroughfares) and collectors. The study area roadway network is shown in Exhibit 1 and a brief description of the major components is provided below.

Victoria Avenue is a north-south secondary arterial roadway that extends from the City of Ventura to the Channel Islands Harbor. It provides regional access to the project site via interchanges with U.S. Highway 101 and S.R. 126. The roadway contains six travel lanes within the City of Oxnard and four lanes in the segment between Gonzales Road and 5th Street, which is located in Ventura County.

[1] Highway Capacity Manual, Transportation Research Board, 2010.
[2] Highway Capacity Software 2010 Unsignal, Version 5.6, McTrans, 2012.

**Table 2**
**Intersection Level of Service Criteria**

| LOS | Signalized Intersections (V/C Ratio) | Unsignalized Intersections (Sec. of Delay) | Definition |
|---|---|---|---|
| A | < 0.60 | ≤ 10 | Conditions of free unobstructed flow, no delays and all signal phases sufficient in duration to clear all approaching vehicles. |
| B | 0.61 – 0.70 | > 10 and ≤ 15 | Conditions of stable flow, very little delay, a few phases are unable to handle all approaching vehicles. |
| C | 0.71- 0.80 | > 15 and ≤ 25 | Conditions of stable flow, delays are low to moderate, full use of peak direction signal phases is experienced. |
| D | 0.81 – 0.90 | > 25 and ≤ 35 | Conditions approaching unstable flow, delays are moderate to heavy, significant signal time deficiencies are experienced for short durations during the peak traffic period. |
| E | 0.91 – 1.00 | > 35 and ≤ 50 | Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, congestion exists for extended duration throughout the peak period. |
| F | > 1.00 | > 50 | Conditions of forced flow, travel speeds are low and volumes are well above capacity. This condition is often caused when vehicles released by an upstream signal are unable to proceed because of back-ups from a downstream signal |

*Source: Highway Capacity Manual, 2010 Edition.*

Channel Islands Boulevard is a four-lane east-west thoroughfare that provides the principal access to the Channel Islands Harbor and southwest residential areas of Oxanrd and Port Hueneme. Channel Islands Boulevard functions as a primary arterial from Harbor Boulevard to Saviers Road, and as a secondary arterial from Saviers Road east to Rice Avenue.

Harbor Boulevard is a four-lane arterial that follows the shoreline extending from the City of Ventura and transitions into Channel Islands Boulevard, providing accessibility to the beachfront area. Harbor Boulevard is designated as a scenic drive. It functions as a local arterial north of Fifth Street and as a secondary arterial south of Fifth Street.

Ventura Road is a four-lane north-south primary arterial provides access to the west side of the City of Oxnard and Port Hueneme, the U.S. Navy Construction Battalion Center and to a lesser degree the current Hueneme Road industrial area.

Wooley Road is a major east-west thoroughfare that provides access to the residential community in the southwest portion of the City, to the central area of Oxnard, and to the Central Industrial Area. This road functions as a secondary arterial. but is affected by presence of the rail lines of the Ventura County Railway as well as operational limitations of the "Five Points" intersection.

**Alternative Transportation**

Class II bicycle lanes are provided on all arterial roadways in the vicinity of the project site. Bus service to the area is provided by Gold Coast Transit Route 21, which travels on Victoria Avenue, Channel Islands Boulevard and C Street. It provides a connection between the project site and Downtown Oxnard, and Ventura to the north. Route 5 provides a loop route through the residential area north of the project site via Wooley Road, Victoria Avenue and Hemlock Street.

The project is being designed with water-vehicle docks along the western side to accommodate access and parking of water-vehicles such as boats, kayaks and stand-up paddle boards. The project site can therefore be accessed via waterways and/or channel routes throughout the day.

**Existing Intersection Operations**

Existing intersection turning volumes for the AM and PM peak commute periods (7AM to 9AM and 4PM to 6PM) were derived from counts collected on Thursday April 21, 2016. Intersection turning counts are included in the Technical Appendix for reference. The existing lane geometry and control for the intersections within the study area are shown in Exhibit 3 and the AM and PM peak hour volumes are illustrated in Exhibit 4.

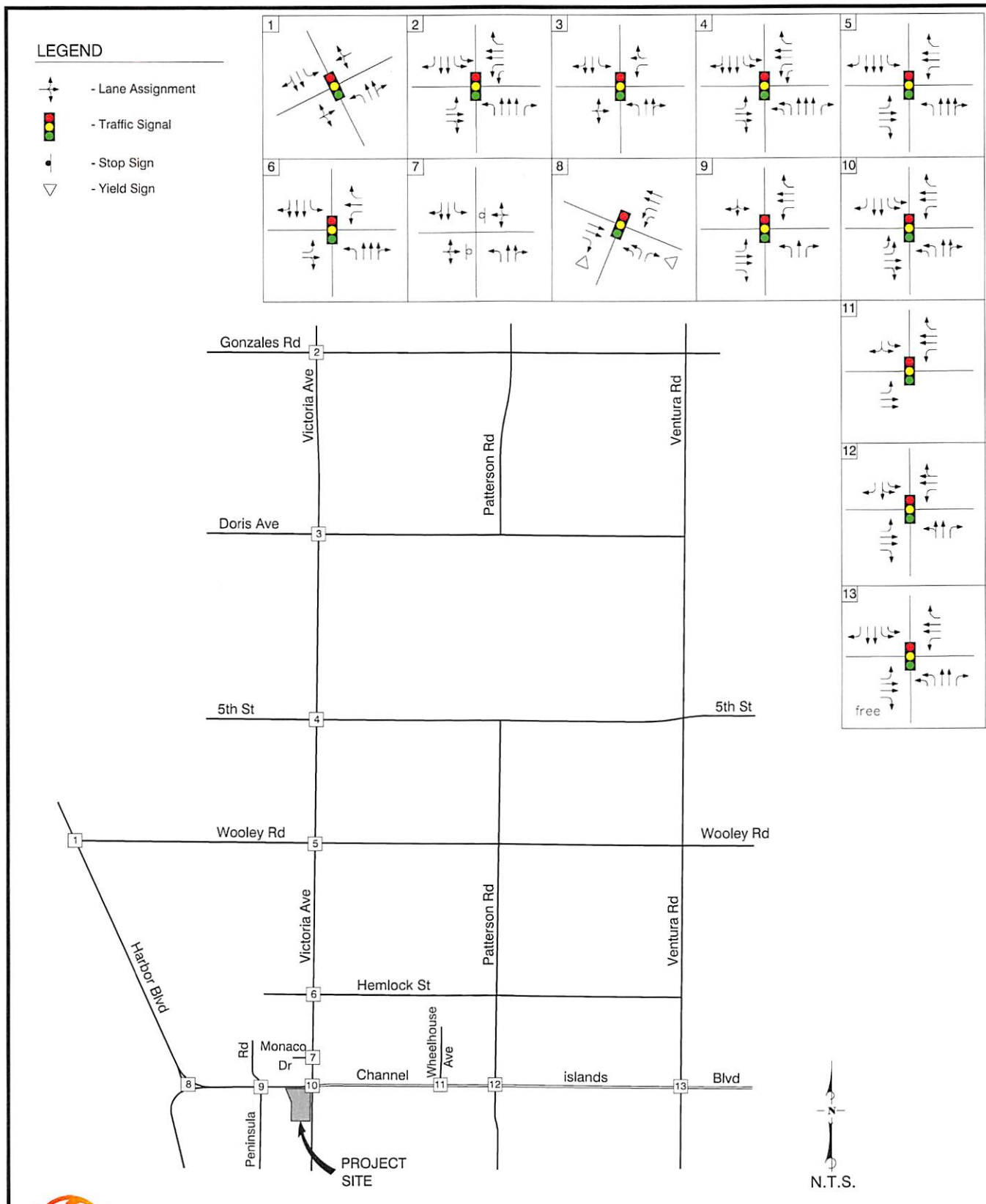
Levels of service were calculated for the study-area intersections based on the level of service methodology outlined previously. The existing intersection levels of service are summarized in Table 3.

**Table 3**
**Existing AM and PM Peak Hour**
**Intersection Levels of Service**

| Intersection | AM Peak Hour V/C Ratio or Delay/LOS | PM Peak Hour V/C Ratio or Delay/LOS |
|---|---|---|
| 1. Harbor Blvd/Wooley Rd | 0.60/LOS A | 0.62/LOS B |
| 2. Victoria Ave/Gonzales Rd | 0.71/LOS C | 0.74/LOS C |
| 3. Victoria Ave/Doris Ave | **0.82/LOS D** | 0.77/LOS C |
| 4. Victoria Ave/5th St | 0.65/LOS B | 0.55/LOS A |
| 5. Victoria Ave/ Wooley Rd | 0.58/LOS A | 0.56/LOS A |
| 6. Victoria Ave/Hemlock St | 0.44/LOS A | 0.53/LOS A |
| 7. Victoria Ave/Monaco Dr[1] | 23.8/LOS C | 20.6/LOS C |
| 8. Harbor Blvd/Channel Islands Blvd | 0.24/LOS A | 0.33/LOS A |
| 9. Peninsula Rd/Channel Islands Blvd | 0.38/LOS A | 0.49/LOS A |
| 10. Victoria Ave/ Channel Islands Blvd | 0.45/LOS A | 0.69/LOS B |
| 11. Wheelhouse Ave/ Channel Islands Blvd | 0.40/LOS A | 0.52/LOS A |
| 12. Patterson Rd/ Channel Islands Blvd | 0.57/LOS A | 0.62/LOS B |
| 13. Ventura Rd/ Channel Islands Blvd | 0.69/LOS B | 0.72/LOS C |

[1] Levels of service for unsignalized intersection based on highest delay on stopped approaches.
Bolded values exceed City LOS C standard.

As shown, all the study area intersections currently operate at LOS C or better during both peak hours, except the Victoria Avenue/Doris Avenue intersection, which operates in the LOS D range during the AM peak hour.

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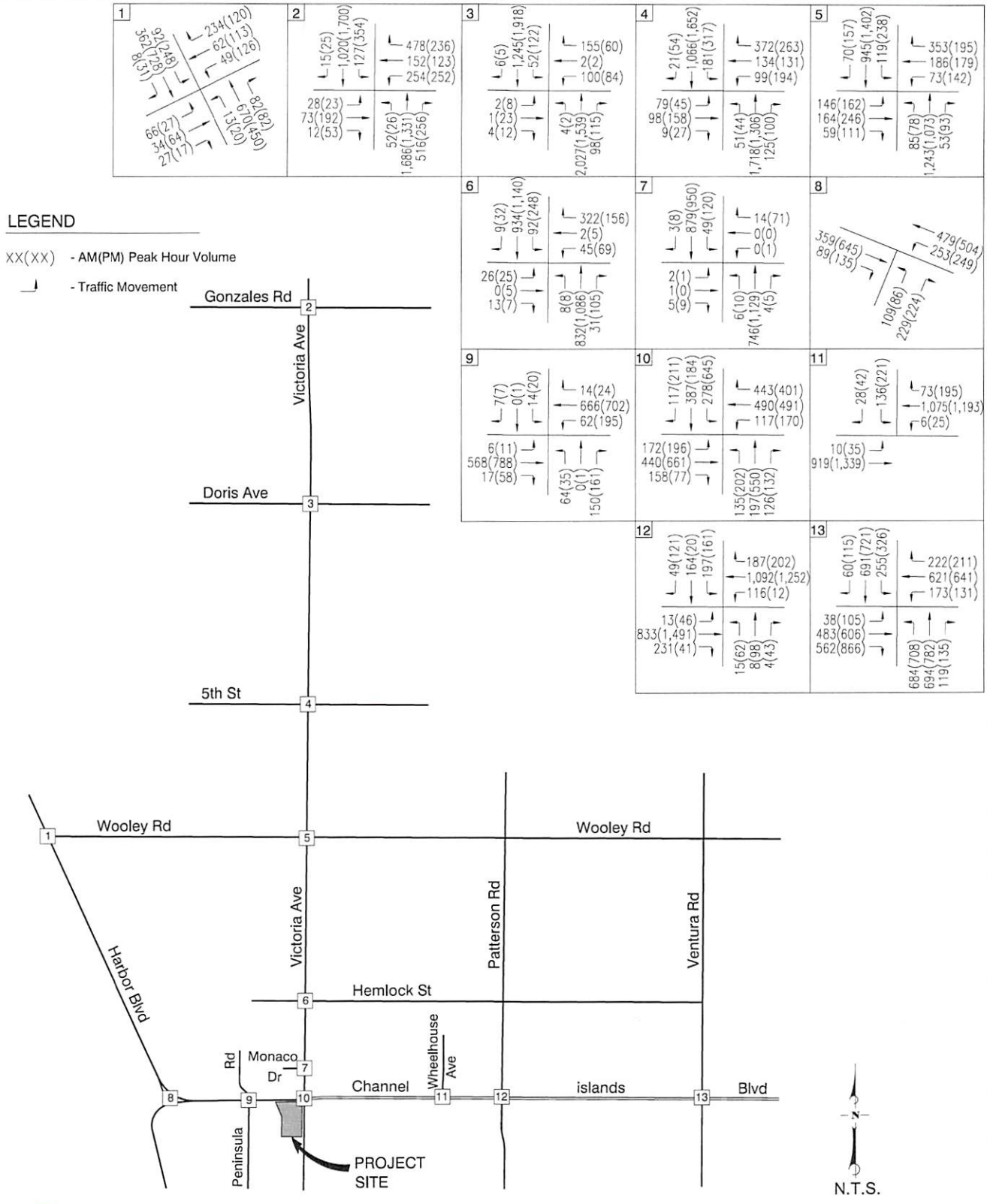
# EXHIBIT 3
## EXISTING INTERSECTION GEOMETRY

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# EXHIBIT 4
## EXISTING AM AND PM PEAK HOUR INTERSECTION TRAFFIC VOLUMES

## PROJECT SPECIFIC CONDITIONS

### Traffic Impact Thresholds

The intersections located in Ventura County along Victoria Avenue are controlled by the City of Oxnard. The remainder of study-area intersections within the City of Oxnard or shared with the City of Port Hueneme, except for two intersections that are controlled by the City of Port Hueneme. For consistency, City of Oxnard impact thresholds are applied to all intersections.

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

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

At intersections where the project increases the ICU by .02 to .039, a list shall be prepared that identifies the improvements necessary to mitigate the identified project impact. City staff will then determine the amount of participation from the project for the necessary improvements. The developer shall mitigate the project's impacts to the circulation system by:

(A) Construction of all master-planned facilities within the project area, consisting of half the master planned roadways abutting the project area, plus one lane. "Roadways" include related improvements, such as sidewalks, curbs, gutters, and drainage facilities. "Project Area" means the area shown on the approved plans.
(B) Construction of all improvements necessary to mitigate impacts to intersections that the ICU list shows will be worsened by .02 or more (subject to mitigation fee limit).

The City of Oxnard Public Works Division collects traffic impact fees based on project generated traffic that would impact roadways within the City's jurisdiction. Standard conditions of permit issuance initiate collection of these fees for all projects within the City of Oxnard, regardless of whether the project is a private or a public project.

### Project Trip Generation and Distribution

Project Trip Generation Rates. Trip generation estimates for the project were developed based on the rates presented in the Institute of Transportation Engineers *Trip Generation Manual*[3] for the existing and proposed land uses. Rates presented in the SANDAG's *Traffic Generators* for the land use *Neighborhood Park* were applied to the proposed public park. Trips generated by the existing dock, which is used by commercial vessels to load/unload, were provided by Harbor Department staff. The trip generation rates are shown below in Table 4.

[3] Trip Generation, Institute of Transportation Engineers, 9th Edition, 2012.

**Table 4**
**Project Trip Generation Rates**

| Existing | SF/DU | Land Use Code | Trip Rate | | | | |
|---|---|---|---|---|---|---|---|
| | | | ADT | AM | | PM | |
| | | | | In | Out | In | Out |
| Shopping Center | 31,158 | 820 | 102.14 | 1.523 | 0.934 | 4.225 | 4.578 |
| Seafood Dock | 5,000 | N/A | - | - | - | - | - |
| **Proposed Project** | | | | | | | |
| Shopping Center | 36,172 | 820 | 96.94 | 1.437 | 0.881 | 4.022 | 4.358 |
| Apartments | 390 | 220 | 6.650 | 0.102 | 0.408 | 0.403 | 0.217 |
| Public Park | 0.5 | N/A | 5.000 | 0.325 | 0.325 | 0.225 | 0.225 |

The trip generation estimates for the project are shown in Table 5. A worksheet showing the trip generation calculations is included in the Technical Appendix and the trip generation components are discussed below.

Internal Capture (Mixed-Use) Trips. The trip generation rates assume that each project component is a stand-alone land use. Due to the mix of land uses proposed on the site, a portion of the trips generated by the project would be internal to the site and not enter the external roadway network. ITE's *Trip Generation Handbook*[4] defines a multi-use development as a "real estate project that consists of two or more ITE land use classifications between which trips are made without using the off-site road system." The project's internal trips were determined based on the "Internal Person Trip Capture Rates" percentages outlined in the ITE *Trip Generation Handbook* (Table 6.1). Internal capture calculation worksheets are included in the Technical Appendix for reference.

Pass-By Trips. A portion of external trips to the existing and proposed commercial land uses on the would be "pass-by trips", meaning trips that are already on the adjacent road system and simply stop at the site on their way to or from another (primary) destination. The pass-by trips would be attracted from traffic already traveling on Channel Islands Boulevard and Victoria Avenue, which offer direct access to the site. Pass-by trips are therefore not new to the immediate vicinity of the site.

Based on ITE's *Trip Generation Handbook Appendix F – Database on Pass-By, Diverted and Primary Trips,* the pass-by rate for commercial is 34% of the external PM peak hour trips, and a 10% pass-by rate was applied to the average daily trips and AM peak hour trips.

As shown in Table 5, the project is expected to generate 2,356 net new average daily trips, with 184 trips occurring during the AM peak hour and 171 trips occurring during the PM peak hour.

[4] Trip Generation Handbook, Institute of Transportation Engineers, 3rd Edition, 2014.

**Table 5**
**Project Trip Generation**

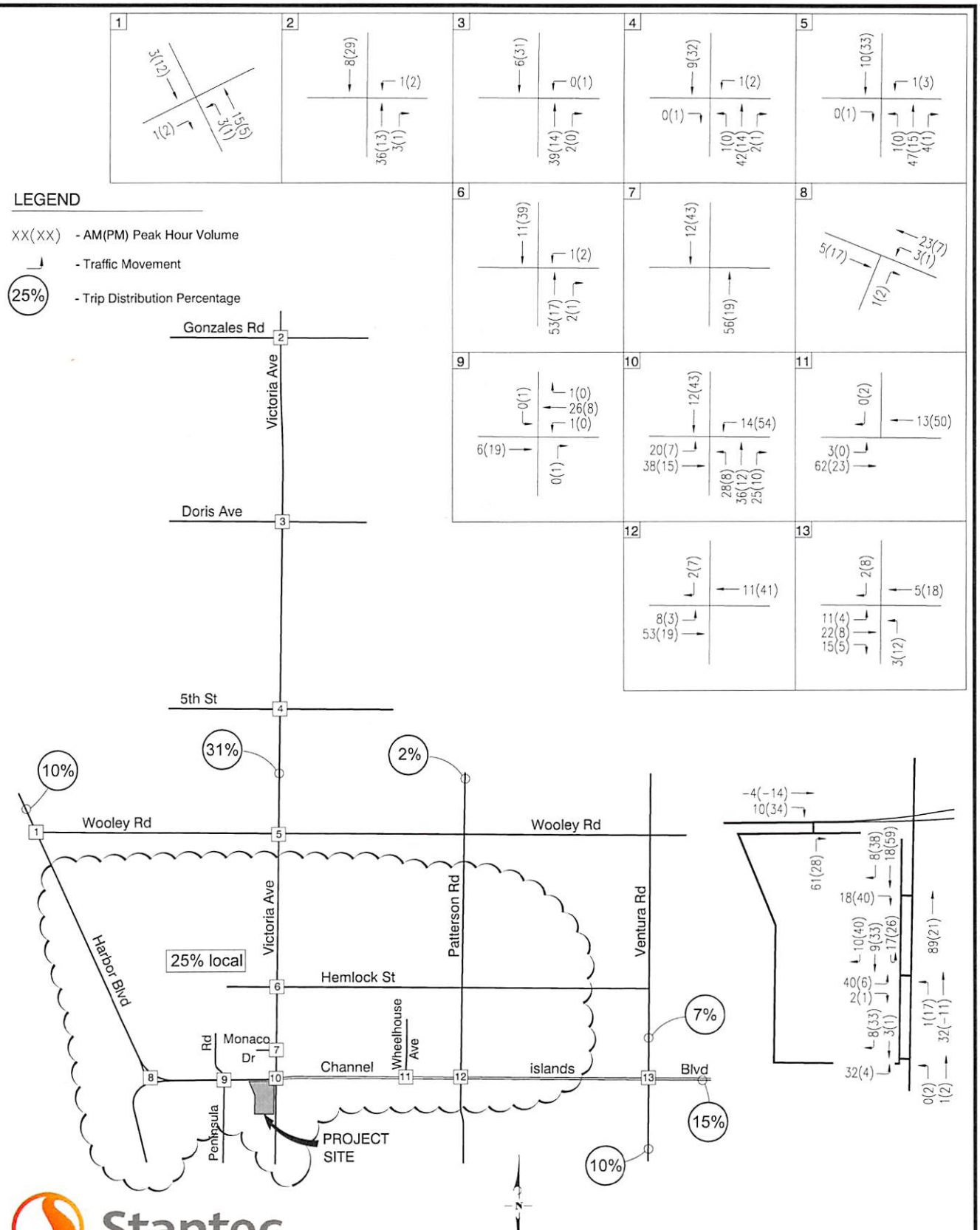
| Existing | SF/DU | Land Use Code | Trips | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | ADT | AM | | | PM | | |
| | | | | In | Out | Total | In | Out | Total |
| Shopping Center | 31,158 | 820 | 3,182 | 47 | 29 | 76 | 132 | 143 | 275 |
| Seafood Dock | 5,000 | N/A | 20 | 2 | 2 | 4 | 2 | 2 | 4 |
| *Pass-by* | | | *318* | *5* | *3* | *8* | *45* | *49* | *94* |
| ***Total Existing Primary Trips*** | | | ***2,884*** | ***44*** | ***28*** | ***72*** | ***89*** | ***96*** | ***185*** |
| **Project** | | | | | | | | | |
| Shopping Center | 36,172 | 820 | 3,507 | 52 | 32 | 84 | 145 | 158 | 303 |
| Apartments | 390 | 220 | 2,594 | 40 | 159 | 199 | 157 | 85 | 242 |
| Public Park | 0.5 | N/A | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| *SubTotal* | | | *6,100* | *92* | *191* | *283* | *303* | *242* | *545* |
| *Internal Capture Trips*[1] | | | *551* | *10* | *10* | *20* | *52* | *52* | *104* |
| *Total External Trips* | | | *5,549* | *82* | *181* | *263* | *251* | *190* | *441* |
| *Pass-by Trips*[2] | | | *309* | *4* | *3* | *7* | *43* | *42* | *85* |
| ***Total Project Primary Trips*** | | | ***5,240*** | ***78*** | ***178*** | ***256*** | ***208*** | ***148*** | ***356*** |
| **Net Project Trip Addition** | | | **2,356** | **34** | **150** | **184** | **119** | **52** | **171** |

[1] Internal capture based on criteria contained in the ITE Trip Generation Handbook. A total of 9% of the daily trips, 7% of the AM peak hour trips and 19% of the PM peak hour trips are expected to be internal trips.
[2] Pass-by rates derived from the ITE Trip Generation Handbook. A 10% ADT, a 10% AM peak hour and a 34% PM peak hour pass-by rate was applied to the external trips generated by the commercial retail.

Project Trip Distribution. Project trips were distributed and assigned to the street network based on the location of the project site and knowledge of the local street network and existing travel patterns. The trip distribution percentages are shown in Table 6 and the project-added trips are illustrated in Exhibit 5.

**Table 6**
**Project Trip Distribution**

| Street (to/from) | Direction | Percentage of Project Trips |
|---|---|---|
| Victoria Avenue | North | 31% |
| Harbor Boulevard | Northwest | 10% |
| Patterson Road | Northeast | 2% |
| Ventura Road | Northeast | 7% |
| | Southeast | 10% |
| Channel Islands Boulevard | East | 15% |
| Local | - | 25% |
| **Total** | | **100%** |

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## EXHIBIT 5
PROJECT AM AND PM PEAK HOUR INTERSECTION TRAFFIC VOLUMES

**Existing plus Project Intersection Operations**

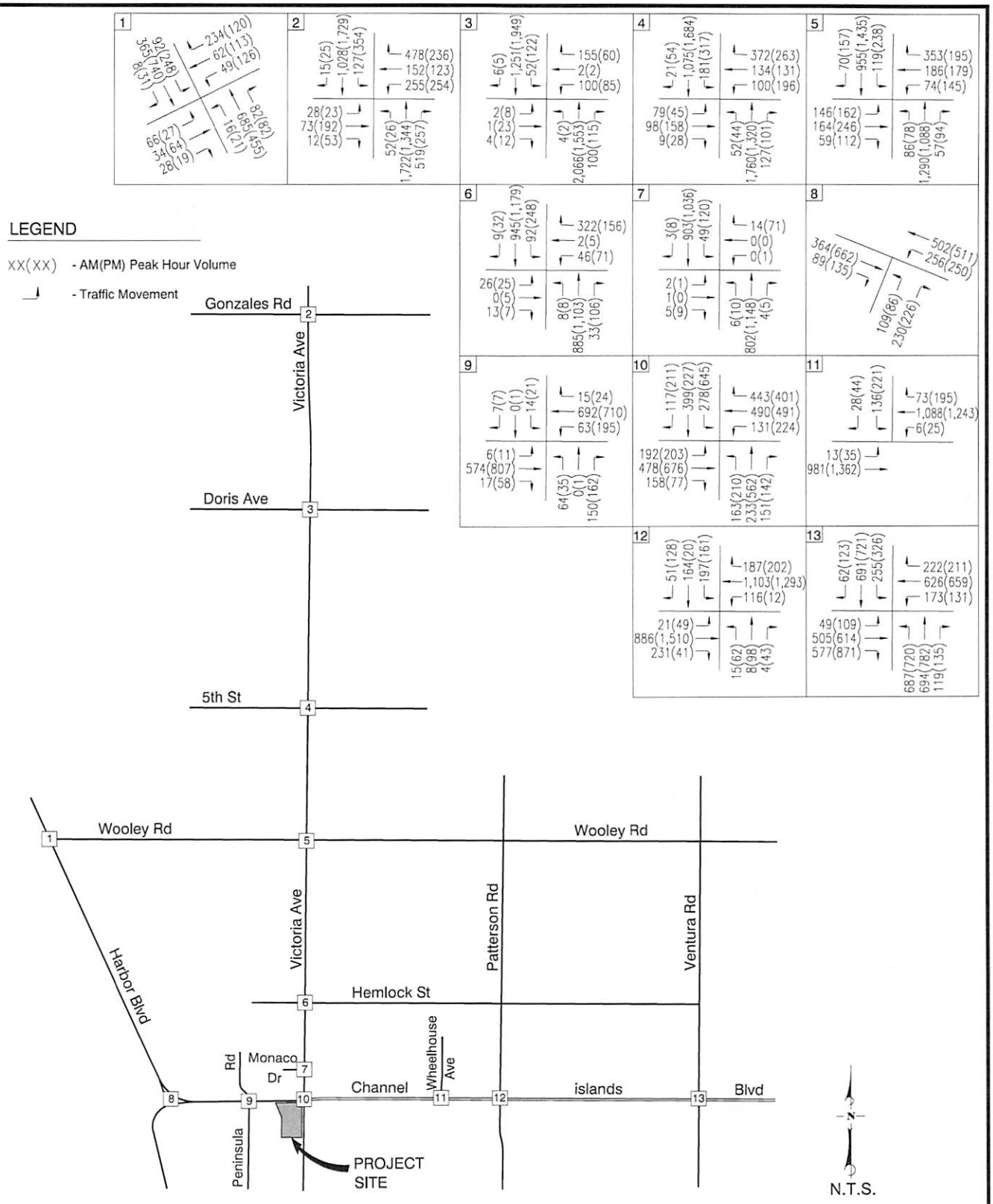
Project generated traffic volumes were added to the existing peak hour traffic volumes and levels of service were recalculated assuming existing plus project conditions. The existing plus project traffic volumes are illustrated in Exhibit 6 and Tables 7 and 8 summarize the LOS calculations.

**Table 7**
**AM Peak Hour**
**Existing plus Project Intersection Levels of Service**

| Intersection | Existing AM Peak Hour V/C Ratio or Delay/LOS | Existing + Project AM Peak Hour V/C Ratio or Delay/LOS | Change in V/C or Delay | Impact? |
|---|---|---|---|---|
| 1. Harbor Blvd/Wooley Rd | 0.60/LOS A | 0.60/LOS A | 0.00 | No |
| 2. Victoria Ave/Gonzales Rd | 0.71/LOS C | 0.72/LOS C | 0.008 | No |
| 3. Victoria Ave/Doris Ave | **0.82/LOS D** | **0.84/LOS D** | 0.013 | No |
| 4. Victoria Ave/5th St | 0.65/LOS B | 0.66/LOS B | 0.01 | No |
| 5. Victoria Ave/ Wooley Rd | 0.58/LOS A | 0.59/LOS A | 0.01 | No |
| 6. Victoria Ave/Hemlock St | 0.44/LOS A | 0.44/LOS A | 0.00 | No |
| 7. Victoria Ave/Monaco Dr[1] | 23.8/LOS C | **25.8/LOS D** | 2.0 sec | No |
| 8. Harbor Blvd/Channel Islands Blvd | 0.24/LOS A | 0.24/LOS A | 0.003 | No |
| 9. Peninsula Rd/Channel Islands Blvd | 0.38/LOS A | 0.39/LOS A | 0.01 | No |
| 10. Victoria Ave/ Channel Islands Blvd | 0.45/LOS A | 0.49/LOS A | 0.04 | No |
| 11. Wheelhouse Ave/ Channel Islands Blvd | 0.40/LOS A | 0.40/LOS A | 0.006 | No |
| 12. Patterson Rd/ Channel Islands Blvd | 0.57/LOS A | 0.58/LOS A | 0.006 | No |
| 13. Ventura Rd/ Channel Islands Blvd | 0.69/LOS B | 0.70/LOS B | 0.008 | No |

[1] Levels of service for unsignalized intersection based on highest delay on stopped approaches.
Bolded values exceed City LOS C standard.

As shown in Table 7, most study area intersections would continue to operate at LOS C or better under project specific conditions during the AM peak hour. The Victoria Avenue/Doris Avenue intersection would continue to operate in the LOS D range during the AM peak hour. The project would add V/C 0.013, which would not exceed the City's threshold of V/C 0.02. The unsignalized Victoria Avenue/Monaco Drive intersection is expected to operate in the low LOS D range. It is noted that the LOS D operations apply to eight vehicles on the eastbound approach only, and all other approaches would operate in the LOS A-B range. The intersection will be signalized in the near future as part of the *Victoria Mixed-Use Development* approved on the east side of the intersection. The project would therefore not generate any project specific impacts based on the applicable impact thresholds.

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# EXHIBIT 6
## EXISTING + PROJECT AM AND PM PEAK HOUR INTERSECTION TRAFFIC VOLUMES

**Table 8**
**PM Peak Hour**
**Existing plus Project Intersection Levels of Service**

| Intersection | Existing PM Peak Hour V/C Ratio or Delay/LOS | Existing + Project PM Peak Hour V/C Ratio or Delay/LOS | Change in V/C or Delay | Impact? |
|---|---|---|---|---|
| 1. Harbor Blvd/Wooley Rd | 0.62/LOS B | 0.62/LOS B | 0.00 | No |
| 2. Victoria Ave/Gonzales Rd | 0.74/LOS C | 0.75/LOS C | 0.01 | No |
| 3. Victoria Ave/Doris Ave | 0.77/LOS C | 0.78/LOS C | 0.01 | No |
| 4. Victoria Ave/5th St | 0.55/LOS A | 0.55/LOS A | 0.007 | No |
| 5. Victoria Ave/ Wooley Rd | 0.56/LOS A | 0.57/LOS A | 0.005 | No |
| 6. Victoria Ave/Hemlock St | 0.53/LOS A | 0.53/LOS A | 0.004 | No |
| 7. Victoria Ave/Monaco Dr[1] | 20.6/LOS C | 21.7/LOS C | 1.1 sec | No |
| 8. Harbor Blvd/Channel Islands Blvd | 0.33/LOS A | 0.34/LOS A | 0.005 | No |
| 9. Peninsula Rd/Channel Islands Blvd | 0.49/LOS A | 0.49/LOS A | 0.006 | No |
| 10. Victoria Ave/ Channel Islands Blvd | 0.69/LOS B | 0.73/LOS C | 0.04 | No |
| 11. Wheelhouse Ave/ Channel Islands Blvd | 0.52/LOS A | 0.53/LOS A | 0.01 | No |
| 12. Patterson Rd/ Channel Islands Blvd | 0.62/LOS B | 0.62/LOS B | 0.006 | No |
| 13. Ventura Rd/ Channel Islands Blvd | 0.72/LOS C | 0.74/LOS C | 0.012 | No |

[1] Levels of service for unsignalized intersection based on highest delay on stopped approaches.

Table 8 indicates that all study area intersections would continue to operate at LOS C or better under project specific conditions during the PM peak hour. The project would not generate any project specific impacts based on the applicable impact thresholds.

## CUMULATIVE CONDITIONS

The City of Oxnard requires that the study area intersections are analyzed assuming "background" traffic conditions, which include traffic that could be generated by other developments in the study area. The following section discusses the cumulative (existing conditions plus approved and pending projects) conditions.

### Street Network Improvements

Review of roadway or intersection improvements associated with approved projects included in the cumulative analysis and the City's Five-Year Capital Improvement Plan indicates that the following improvements are planned within the study area.

Victoria Avenue/Monaco Drive. The *Victoria Mixed-Use Development*[5], proposed on the east side of the intersection, will modify the existing raised median on Victoria Avenue to provide for three northbound through lanes and a 6-foot bike lane between Channel Islands Boulevard and Monaco Drive. The project will also convert the Victoria Avenue/Monaco Drive intersection control from the existing two-way stop control to traffic signals. These improvements are assumed to be constructed under cumulative conditions.

**Cumulative Traffic Volumes**

Cumulative traffic volumes were developed based on a list of approved and pending development projects provided by City of Oxnard and Port Hueneme staff. A map showing the pending projects within the study area is included in the Technical Appendix.

Trip generation estimates were developed for the pending projects based on rates contained in the Institute of Transportation Engineers (ITE) *Trip Generation* for the respective land uses. A trip generation worksheet is also included in the Technical Appendix. The cumulative projects traffic volumes were distributed onto the study-area street network based on each individual project's location, existing traffic patterns, and a general knowledge of the residential and commercial lay-out of the Oxnard and Port Hueneme area. The cumulative projects AM and PM peak turning volumes were assigned to the study area intersections and added to the existing peak hour volumes. The resulting cumulative peak hour volumes are shown in Exhibit 7 and the cumulative plus project peak hour volumes are illustrated in Exhibit 8.

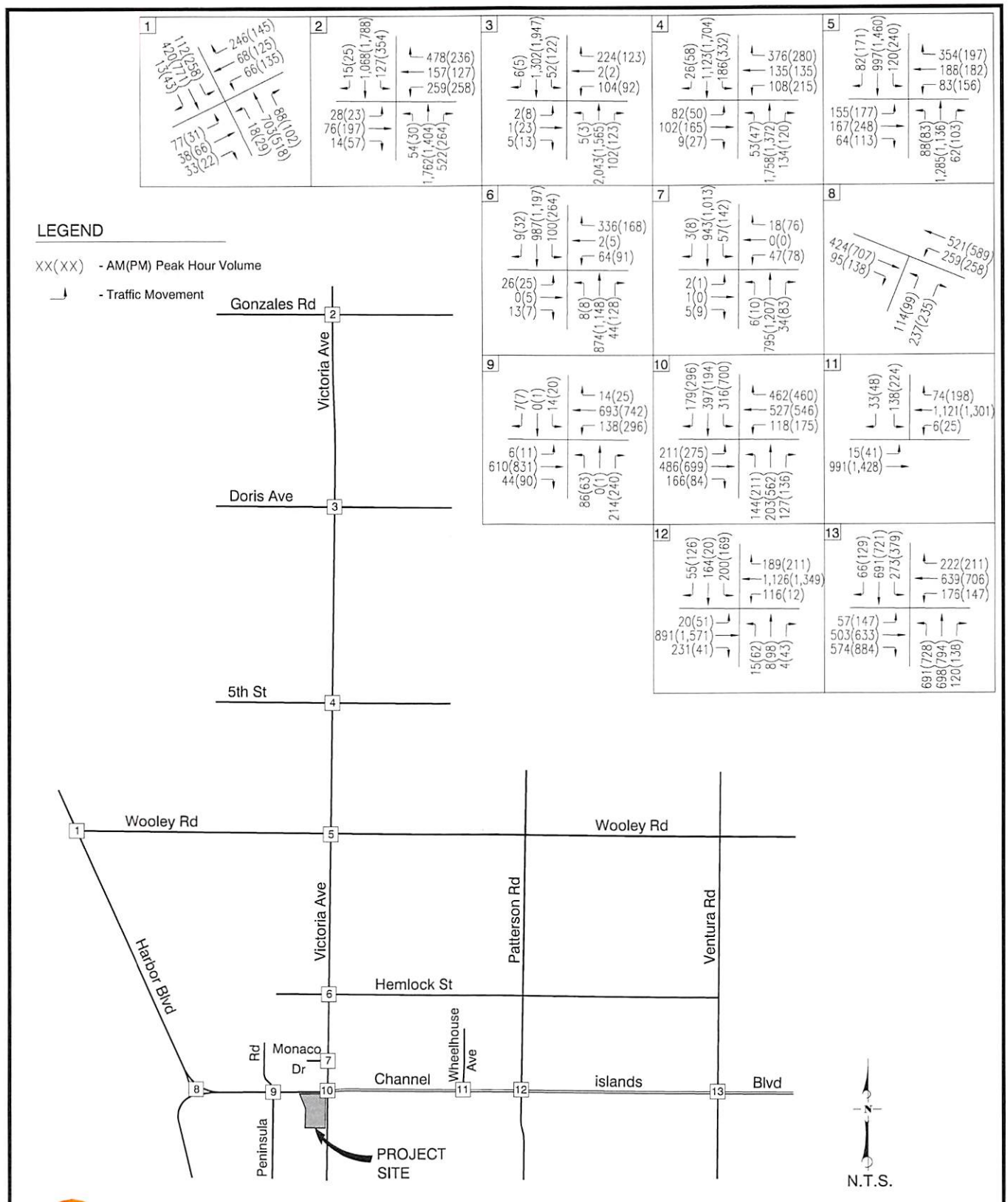
**Cumulative plus Project Intersection Operations**

Intersection levels of service were recalculated assuming cumulative and cumulative traffic conditions. The calculations are summarized in Tables 9 and 10.

Table 9 indicates that three intersections are expected to operate at LOS D under cumulative plus project conditions during the AM peak hour. The project would not generate any cumulative impacts based on City of Oxnard or Caltrans impact thresholds.

Table 10 shows that three intersections are expected to operate at LOS D under cumulative plus project conditions during the PM peak hour. The project would add V/C 0.04 to the Victoria Avenue/Channel Islands Boulevard intersection, thereby generating a cumulative impact based on City of Oxnard impact thresholds. Mitigations measures are provided in the Mitigations Section.

[5] Victoria Mixed-Use Development, Traffic and Circulation Study, ATE, June 2012.

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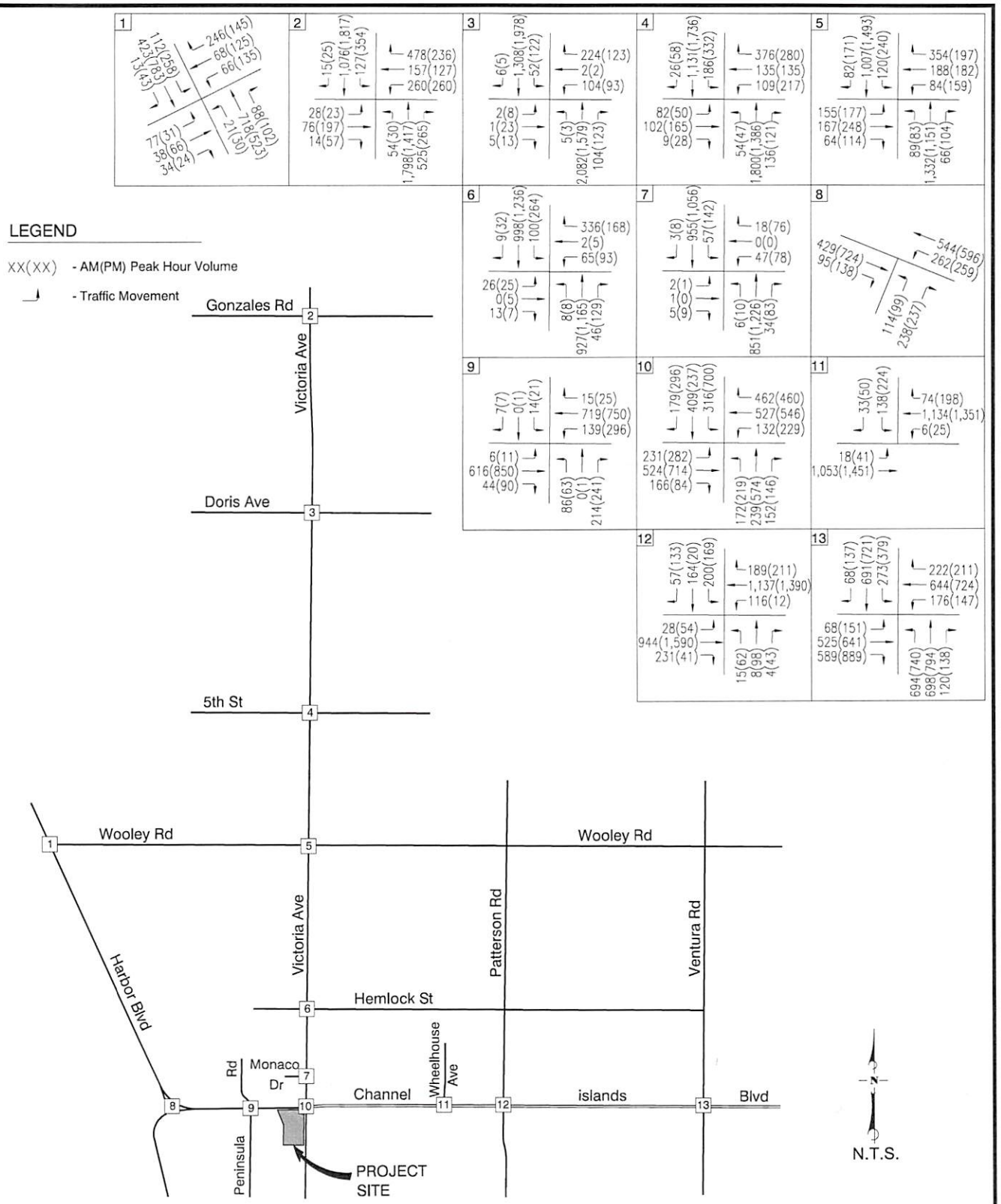
# EXHIBIT 7
## CUMULATIVE AM AND PM PEAK HOUR INTERSECTION TRAFFIC VOLUMES




Stantec

111 East Victoria Street, Santa Barbara, CA 93101
Phone: (805) 963-9532 Fax: (805) 966-9801

# EXHIBIT 8
## CUMULATIVE + PROJECT AM AND PM PEAK HOUR INTERSECTION TRAFFIC VOLUMES

**Table 9**
**AM Peak Hour**
**Cumulative plus Project Intersection Levels of Service**

| Intersection | Cumulative AM Peak Hour V/C Ratio or Delay/LOS | Cumulative + Project AM Peak Hour V/C Ratio or Delay/LOS | Change in V/C or Delay | Impact? |
|---|---|---|---|---|
| 1. Harbor Blvd/Wooley Rd | 0.72/LOS C | 0.72/LOS C | 0.00 | No |
| 2. Victoria Ave/Gonzales Rd | **0.83/LOS C** | **0.83/LOS C** | 0.008 | No |
| 3. Victoria Ave/Doris Ave | **0.84/LOS D** | **0.85/LOS D** | 0.013 | No |
| 4. Victoria Ave/5th St | 0.76/LOS C | 0.77/LOS C | 0.01 | No |
| 5. Victoria Ave/ Wooley Rd | 0.71/LOS C | 0.72/LOS C | 0.01 | No |
| 6. Victoria Ave/Hemlock St | 0.56/LOS A | 0.56/LOS A | 0.00 | No |
| 7. Victoria Ave/Monaco Dr[1] | 0.49/LOS A | 0.49/LOS A | 0.004 | No |
| 8. Harbor Blvd/Channel Islands Blvd | 0.36/LOS A | 0.36/LOS A | 0.003 | No |
| 9. Peninsula Rd/Channel Islands Blvd | 0.49/LOS A | 0.50/LOS A | 0.01 | No |
| 10. Victoria Ave/ Channel Islands Blvd | 0.48/LOS A | 0.53/LOS A | 0.04 | No |
| 11. Wheelhouse Ave/ Channel Islands Blvd | 0.51/LOS A | 0.51/LOS A | 0.006 | No |
| 12. Patterson Rd/ Channel Islands Blvd | 0.68/LOS B | 0.69/LOS B | 0.006 | No |
| 13. Ventura Rd/ Channel Islands Blvd | **0.81/LOS D** | **0.81/LOS D** | 0.008 | No |

[1] Intersection control converted to traffic signal.
Bolded values exceed City LOS C standard.

**Table 10**
**PM Peak Hour**
**Cumulative plus Project Intersection Levels of Service**

| Intersection | Existing PM Peak Hour V/C Ratio or Delay/LOS | Existing + Project PM Peak Hour V/C Ratio or Delay/LOS | Change in V/C or Delay | Impact? |
|---|---|---|---|---|
| 1. Harbor Blvd/Wooley Rd | 0.74/LOS C | 0.75/LOS C | 0.002 | No |
| 2. Victoria Ave/Gonzales Rd | **0.87/LOS C** | **0.88/LOS C** | 0.01 | No |
| 3. Victoria Ave/Doris Ave | 0.79/LOS C | 0.80/LOS C | 0.01 | No |
| 4. Victoria Ave/5th St | 0.66/LOS C | 0.66/LOS C | 0.007 | No |
| 5. Victoria Ave/ Wooley Rd | 0.69/LOS B | 0.69/LOS B | 0.005 | No |
| 6. Victoria Ave/Hemlock St | 0.66/LOS B | 0.66/LOS B | 0.004 | No |
| 7. Victoria Ave/Monaco Dr[1] | 0.54/LOS A | 0.55/LOS A | 0.013 | No |
| 8. Harbor Blvd/Channel Islands Blvd | 0.45/LOS A | 0.46/LOS A | 0.005 | No |
| 9. Peninsula Rd/Channel Islands Blvd | 0.67/LOS B | 0.68/LOS B | 0.006 | No |
| 10. Victoria Ave/ Channel Islands Blvd | 0.79/LOS C | **0.84/LOS D** | **0.04** | **Yes** |
| 11. Wheelhouse Ave/ Channel Islands Blvd | 0.66/LOS B | 0.66/LOS B | 0.01 | No |
| 12. Patterson Rd/ Channel Islands Blvd | 0.74/LOS C | 0.75/LOS C | 0.006 | No |
| 13. Ventura Rd/ Channel Islands Blvd | **0.87/LOS D** | **0.88/LOS D** | 0.012 | No |

[1] Intersection control converted to traffic signal.
Bolded values exceed City LOS C standard.

## SITE ACCESS AND CIRCULATION

### Site Access

The conceptual site plan illustrated in Exhibit 2 shows that access is proposed via one driveway on Channel Islands Boulevard and three driveways on Victoria Avenue. The driveway on Channel Islands Boulevard and the most northern driveway on Victoria Avenue would be restricted to right-turns only due to the driveways' proximity to the Victoria Avenue/Channel Islands Harbor intersection. The existing median on Victoria Avenue should be reconstructed and existing median openings relocated to allow full access form and to the two southern project site driveways. Sight distance requirements from these driveways should be verified and median landscaping adjusted accordingly. The anticipated AM and PM peak hour turning volumes at each driveway are illustrated in Exhibit 5. All driveways are expected to operate acceptably assuming the expected traffic volumes.

Pedestrian access will be provided via four connections to the sidewalks on Channel islands Boulevard and Victoria Avenue. A boardwalk will provide pedestrian access along the project site waterfront, connecting the north and south portions of the site.

### Circulation

The driveway on Channel Islands Boulevard and the most northern driveway on Victoria Avenue provide access to the surface parking area of the commercial portion of the site. The center driveway on Victoria Avenue provides access to the commercial and residential parking in the parking garage located under the apartment complex. Residential parking will be gated and accessible for residents only. The most southern driveway on Victoria Avenue also provides access to residential parking in the parking garage. An internal driveway connects the commercial parking area and the parking garage.

The on-site circulation system will be designed pursuant County driveway and parking design standards and will incorporate a truck turning analysis to confirm adequate space is provided for service and emergency vehicles. A review of the layout shown on the preliminary site plan found that on-site circulation is expected to operate acceptably with the expected traffic volumes.

## MITIGATION MEASURES

### Project Specific Mitigations

The project specific analysis found that most study area intersections would continue to operate at LOS C or better under project specific conditions during the AM and PM peak hours, which is considered acceptable based on City and County standards. The Victoria Avenue/Doris Avenue intersection would operate in the LOS D range during the AM peak hour. The project would add V/C 0.013, which would not exceed the City's threshold of V/C 0.02. The unsignalized Victoria Avenue/Monaco Drive intersection is expected to operate in the low LOS D range. It was noted that the LOS D operations apply to eight vehicles on the eastbound approach only, and all other approaches would operate in the LOS A-B range. The intersection will be signalized in the near future as part of the *Victoria Mixed-Use Development* approved on the east side of the intersection. The project would therefore not generate any project specific impacts based on the applicable impact thresholds. No project specific mitigations are therefore required.

It was recommended that the existing median on Victoria Avenue should be reconstructed and existing median openings relocated to allow full access form and to the two southern project site driveways. Sight distance requirements from these driveways should be verified and median landscaping adjusted accordingly.

### Cumulative Mitigations

The cumulative analysis indicated that three intersections are expected to operate at LOS D under cumulative plus project conditions during the AM and PM peak hours. The project would add V/C 0.04 to the Victoria Avenue/Channel Islands Boulevard intersection, thereby generating a cumulative impact based on City of Oxnard impact thresholds.

Review of the intersection geometry indicates that two improvements can be implemented to provide for LOS C operations under cumulative conditions. The first improvement option includes widening of the northbound approach to provide a separate right-turn lane. This improvement may require right-of-way from the Naval Base located southeast of the intersection. The second improvement option includes widening of the westbound approach to provide dual left-turn

lanes. This improvement may require work to the drain channel and culvert in the Channel islands Boulevard median. Table 11 shows the mitigated levels of service.

**Table 11**
**AM and PM Peak Hour**
**Cumulative plus Project Mitigated Levels of Service**

| Intersection | Improvement Option | Cumulative + Project Mitigated | |
|---|---|---|---|
| | | AM | PM |
| Victoria Ave/Channel Islands Blvd | NB right-turn lane | 0.48/LOS A | 0.79/LOS C |
| | WB dual left-turn lanes | 0.49/LOS A | 0.78/LOS C |

The project would comply with the terms contained in the *Reciprocal Traffic Mitigation Agreement* as executed between Ventura County and the Cities of Oxnard and Port Hueneme.

**CONGESTION MANAGEMENT PROGRAM (CMP) ANALYSIS**

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

Intersections. According to the 2009 CMP[6], the intersections of Victoria Avenue intersections with Gonzales Road and Wooley Road, and the intersections of Channel islands Boulevard with Harbor Boulevard, Victoria Avenue and Ventura Road are included in the CMP network. All intersections are forecast to operate at LOS D or better under existing or cumulative conditions. Based on the CMP criteria outlined above (LOS E is considered acceptable), the project would not generate an impacts at these intersections.

■ ■ ■

[6] 2009 Ventura County Congestion Management Program, VCTC, Adopted July 10, 2009.

# TECHNICAL APPENDIX

# TABLE OF CONTENTS

# Appendix 1

## AM and PM Peak Hour Intersection Counts

# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

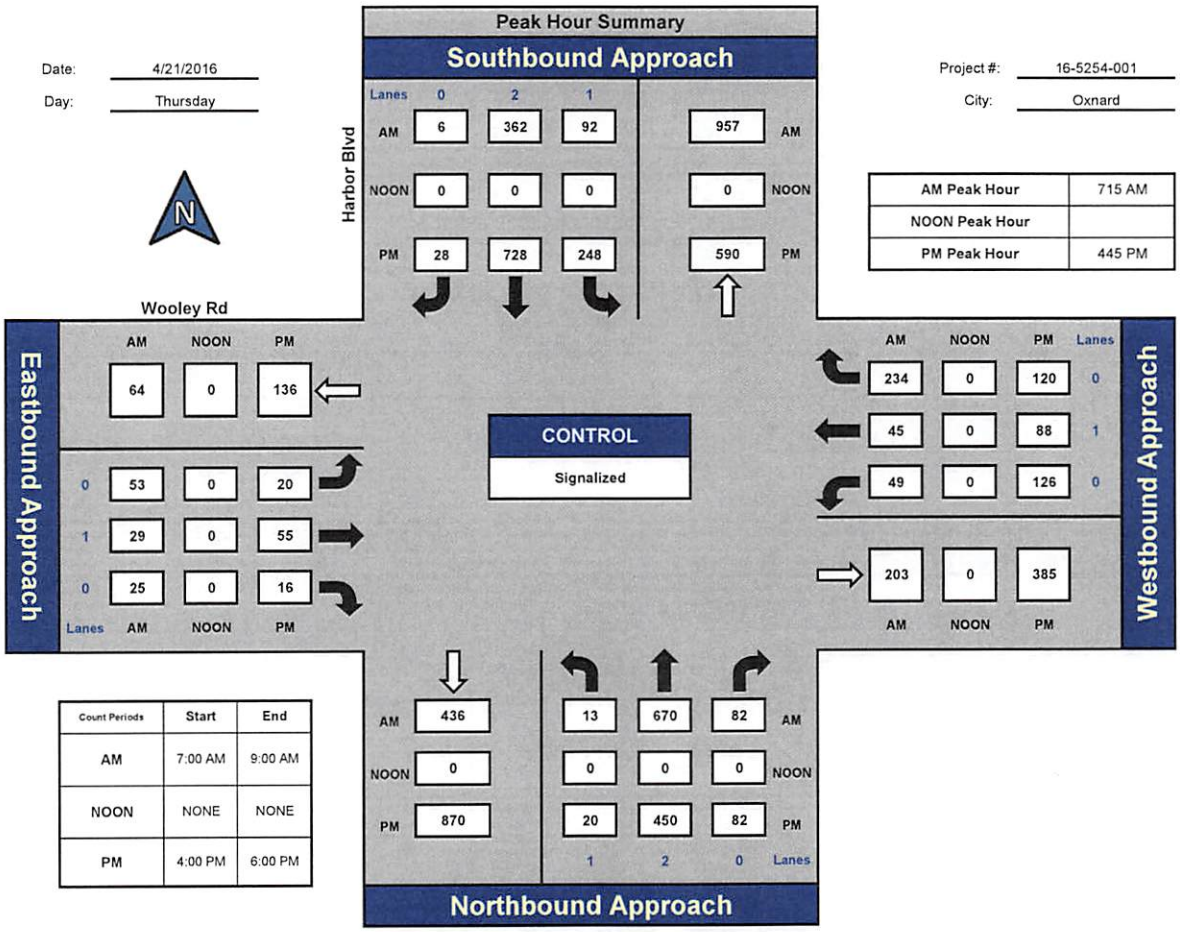
*Harbor Blvd and Wooley Rd , Oxnard*

Date: 4/21/2016

Day: Thursday

Project #: 16-5254-001

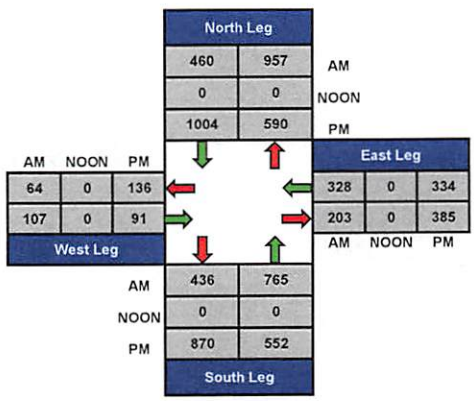
City: Oxnard



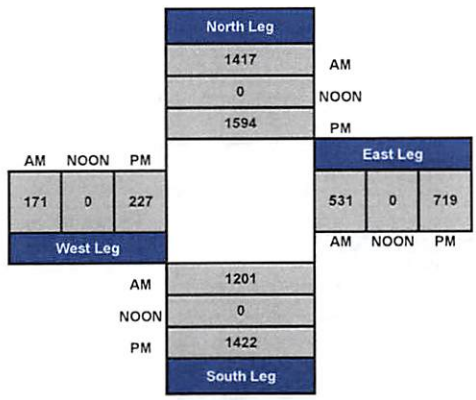

| AM Peak Hour | 715 AM |
|---|---|
| NOON Peak Hour | |
| PM Peak Hour | 445 PM |

| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg



# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

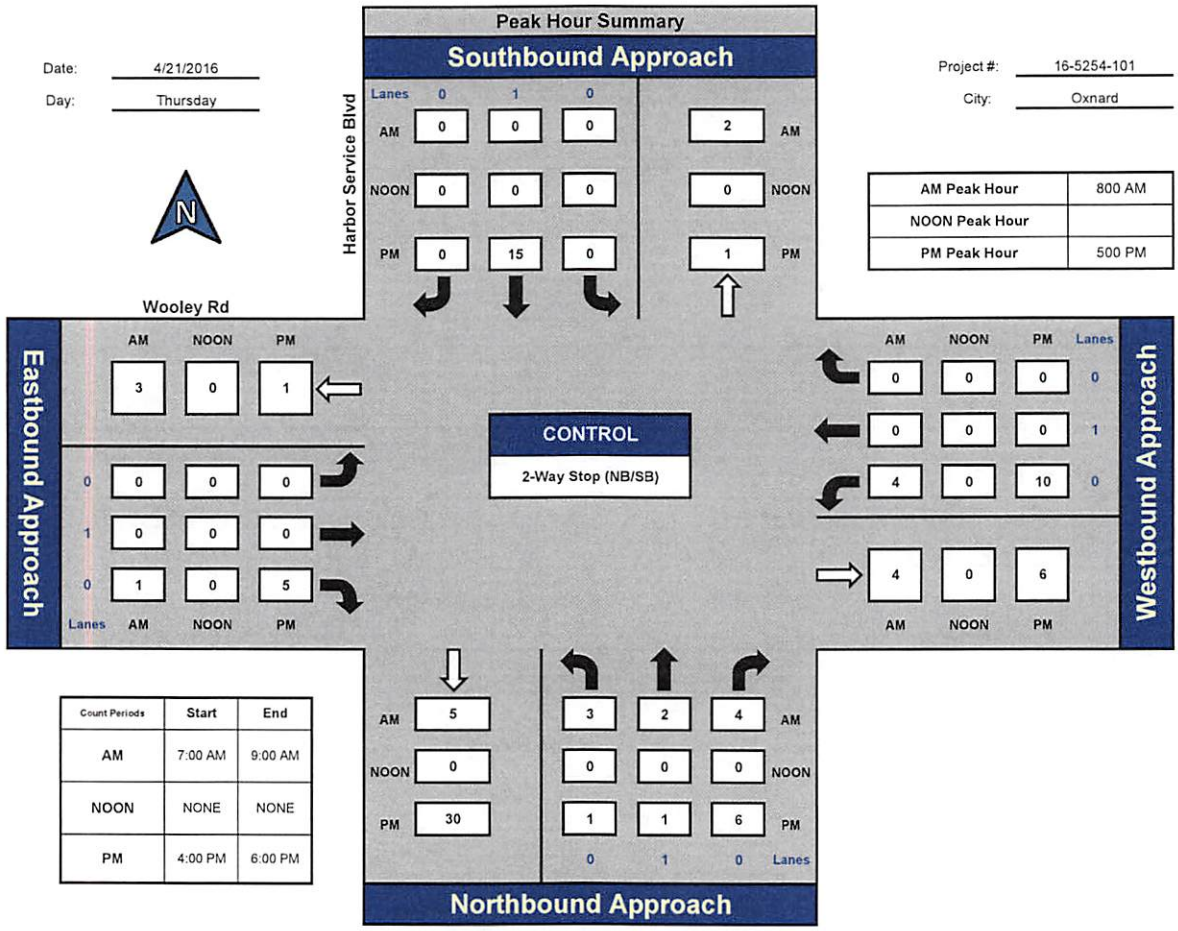
*Harbor Service Blvd and Wooley Rd , Oxnard*

Date: 4/21/2016

Day: Thursday

Project #: 16-5254-101

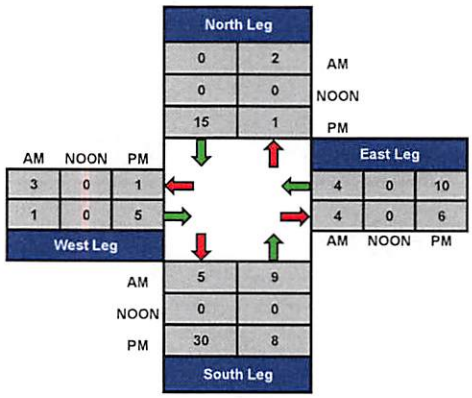
City: Oxnard




| AM Peak Hour | 800 AM |
|---|---|
| NOON Peak Hour | |
| PM Peak Hour | 500 PM |

| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs

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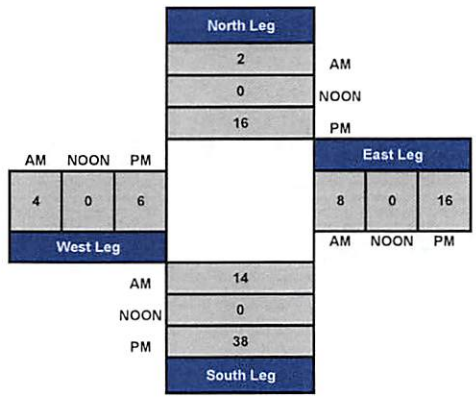


# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

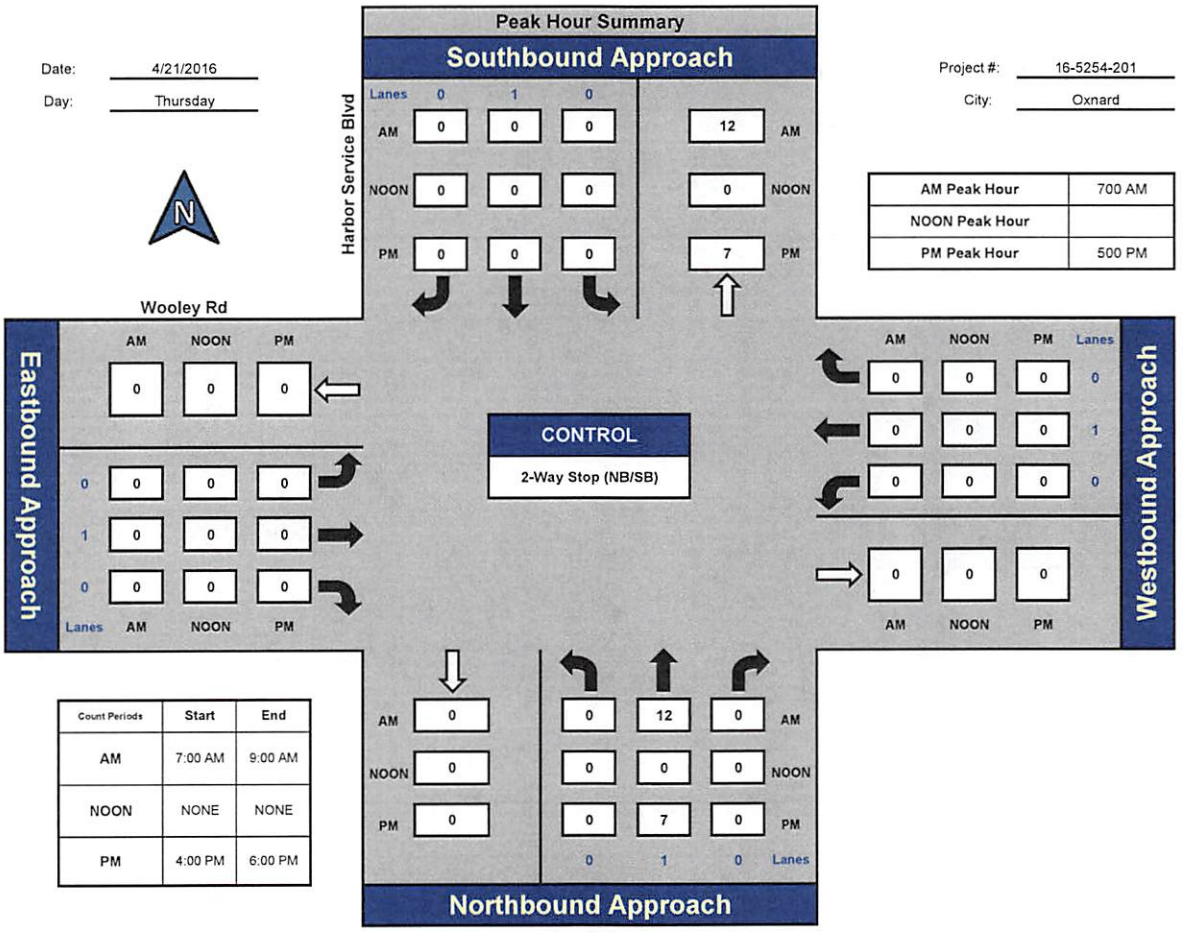
*Harbor Service Blvd and Wooley Rd , Oxnard*

Date: 4/21/2016

Day: Thursday

Project #: 16-5254-201

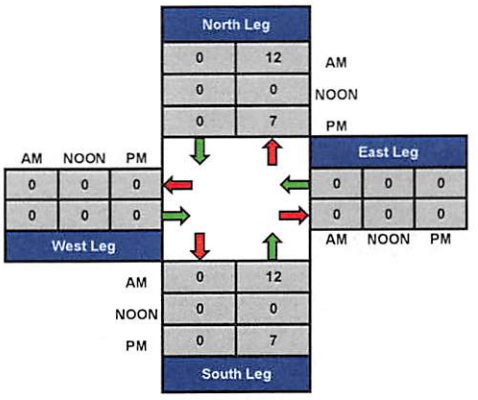
City: Oxnard




| AM Peak Hour | 700 AM |
|---|---|
| NOON Peak Hour | |
| PM Peak Hour | 500 PM |

| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs

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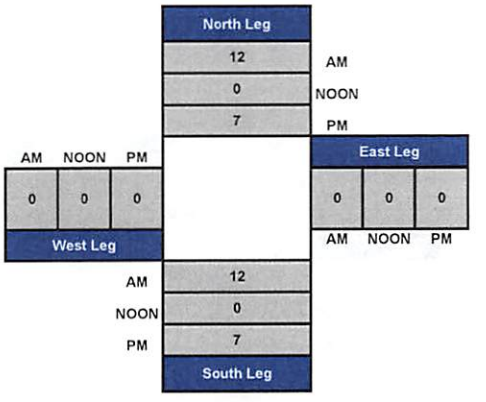
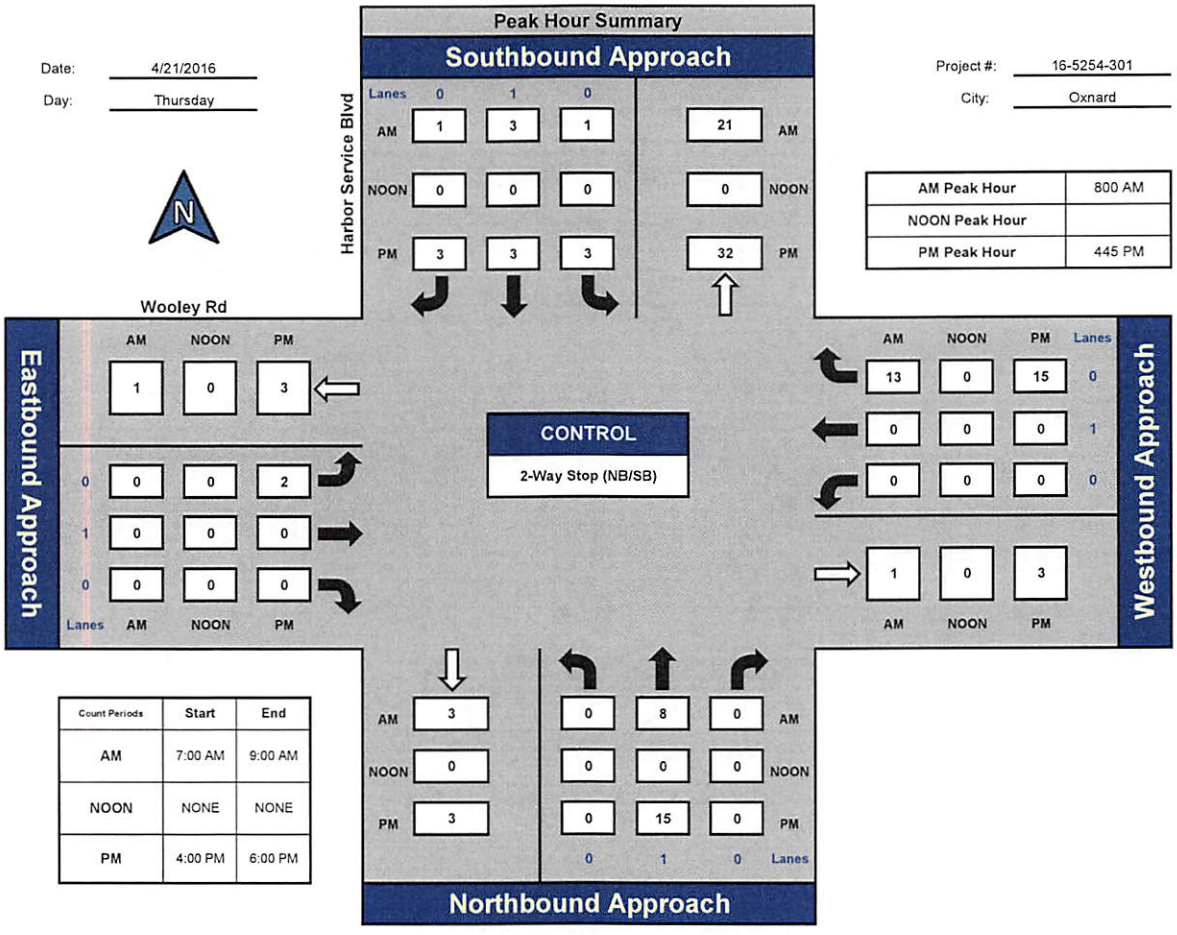


# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

*Harbor Service Blvd and Wooley Rd , Oxnard*

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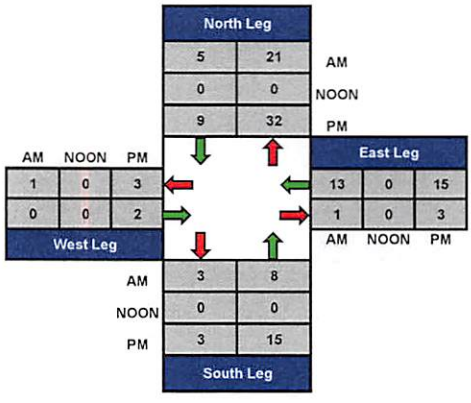
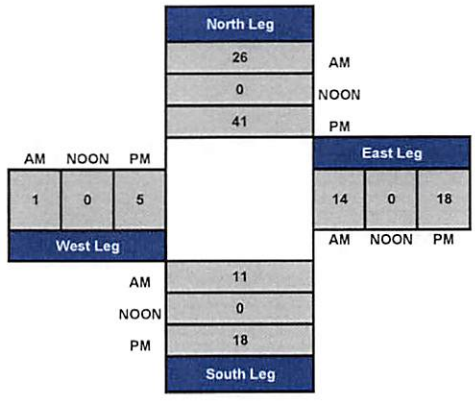



## Total Volume Per Leg



# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

*Harbor Service Blvd and Wooley Rd , Oxnard*

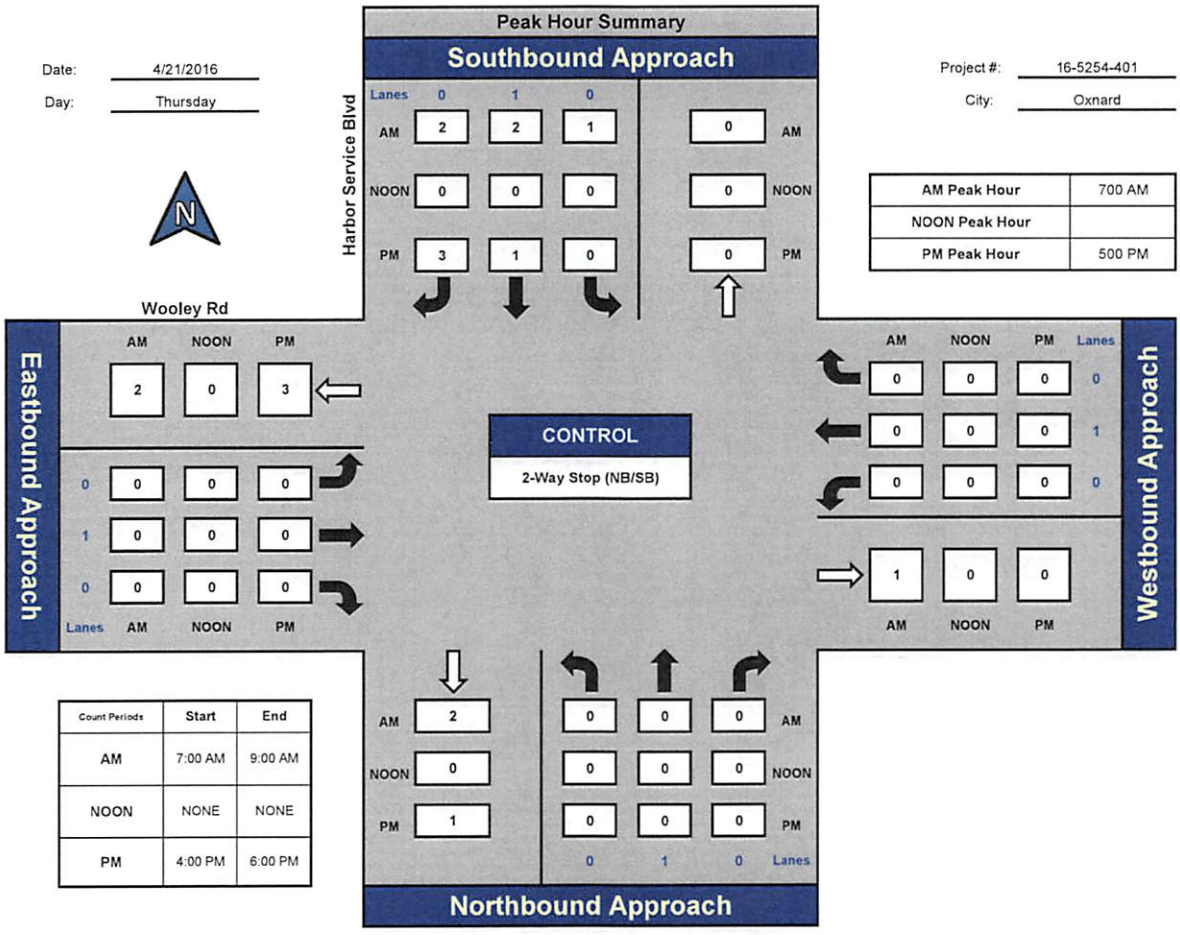
Date: 4/21/2016

Day: Thursday

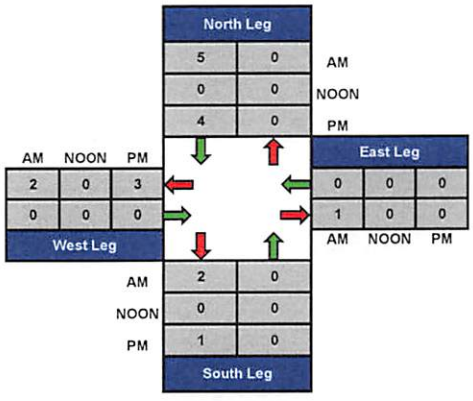
Project #: 16-5254-401

City: Oxnard

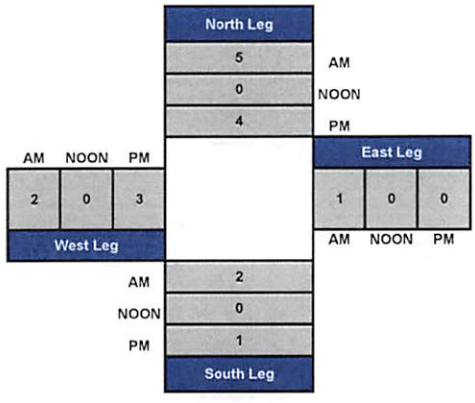
| | |
|---|---|
| AM Peak Hour | 700 AM |
| NOON Peak Hour | |
| PM Peak Hour | 500 PM |




## Total Ins & Outs




## Total Volume Per Leg



# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

*Victoria Ave and Gonzales Rd , Oxnard*

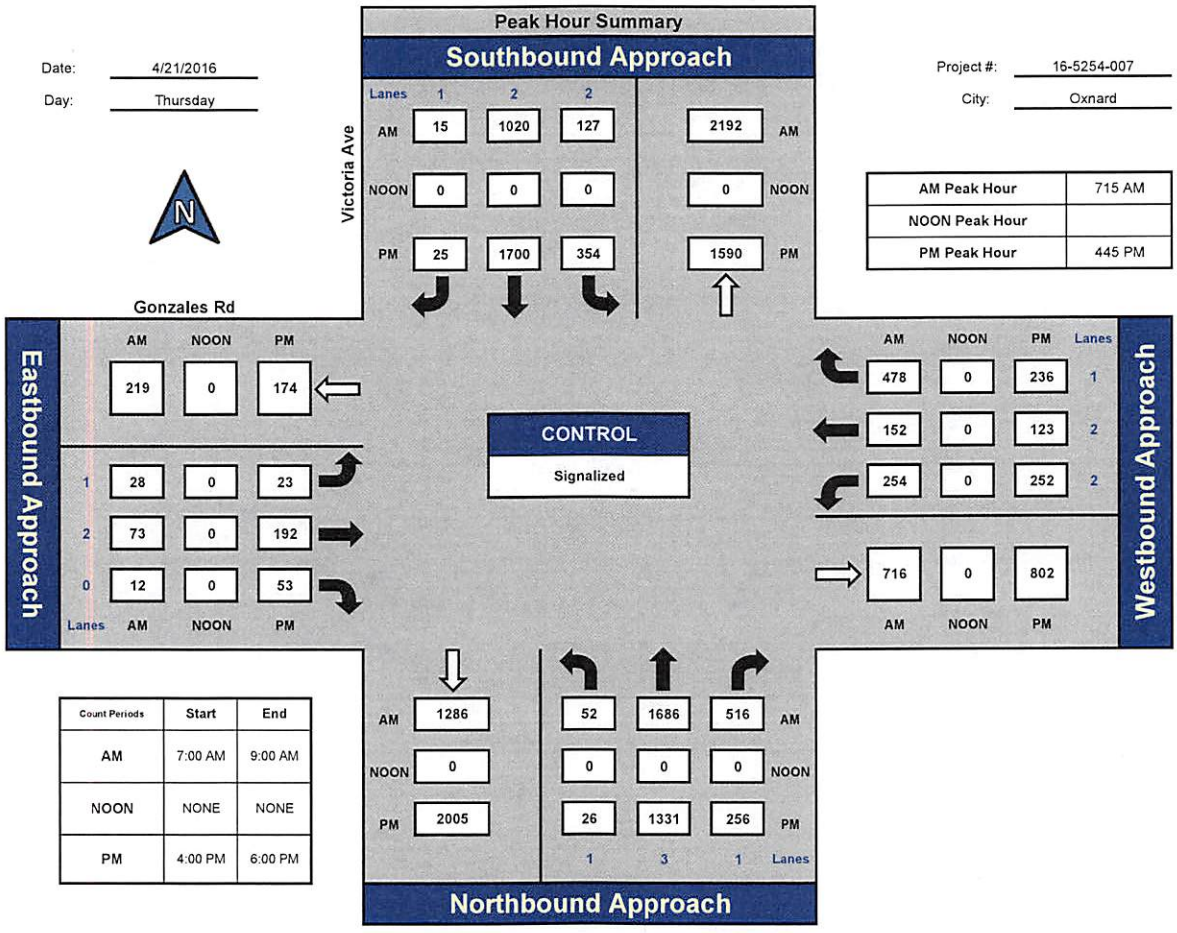
Date: 4/21/2016

Day: Thursday

Project #: 16-5254-007

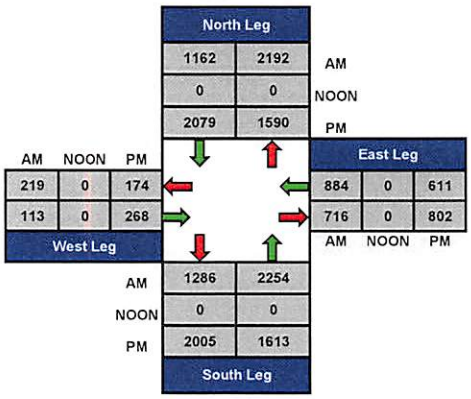
City: Oxnard

| | |
|---|---|
| AM Peak Hour | 715 AM |
| NOON Peak Hour | |
| PM Peak Hour | 445 PM |




| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs

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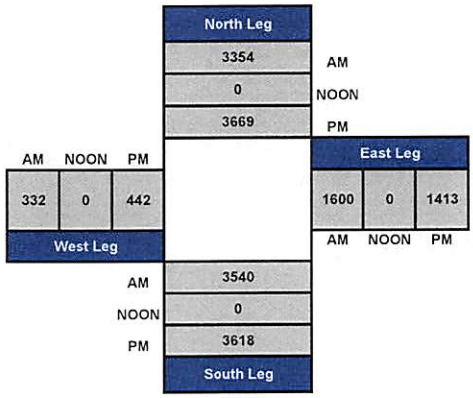


# ITM Peak Hour Summary

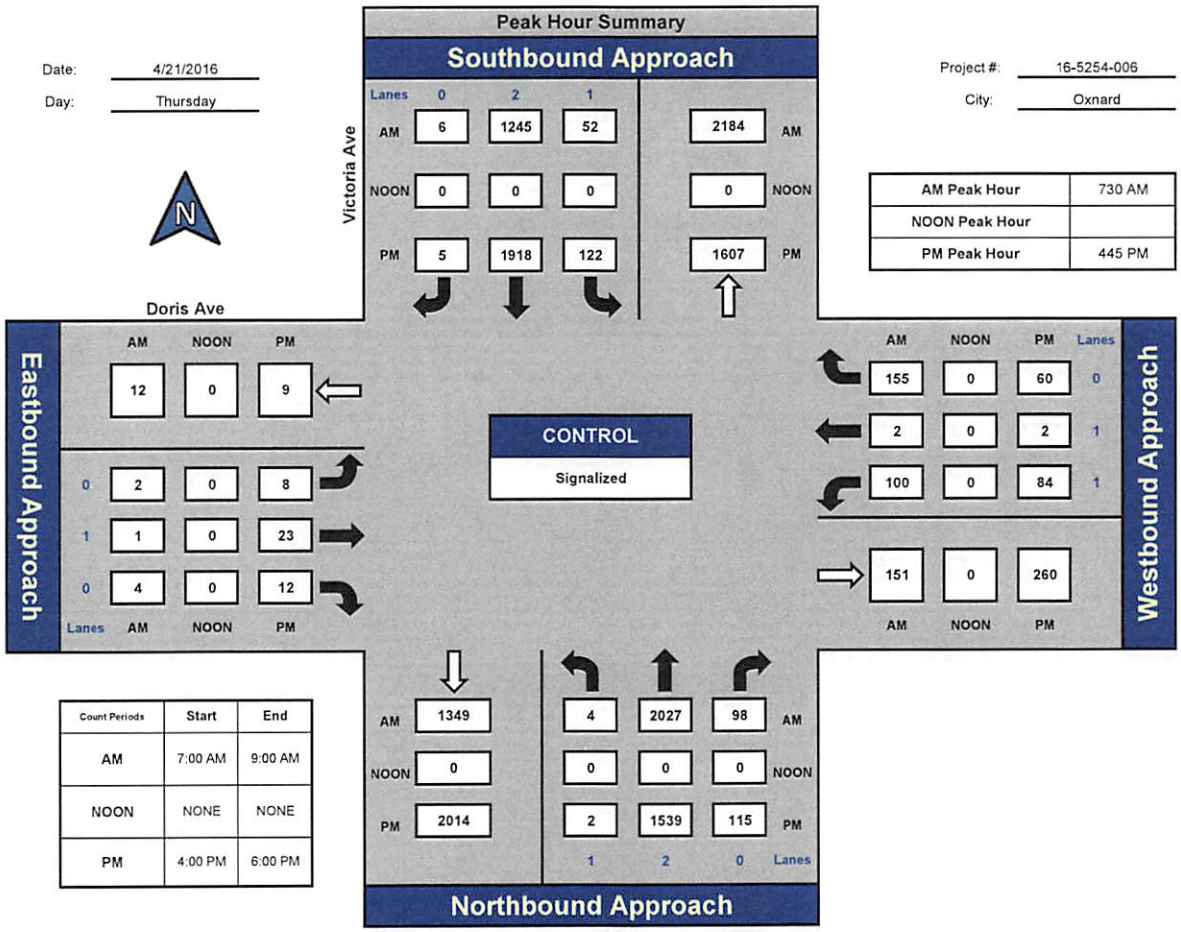
Prepared by:

National Data & Surveying Services

*Victoria Ave and Doris Ave , Oxnard*

Date: 4/21/2016
Day: Thursday

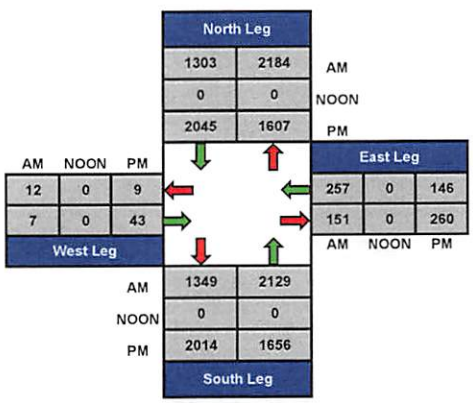
Project #: 16-5254-006
City: Oxnard




| AM Peak Hour | 730 AM |
|---|---|
| NOON Peak Hour | |
| PM Peak Hour | 445 PM |

| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs

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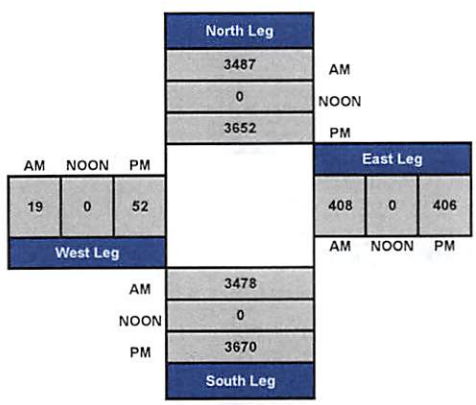


# ITM Peak Hour Summary

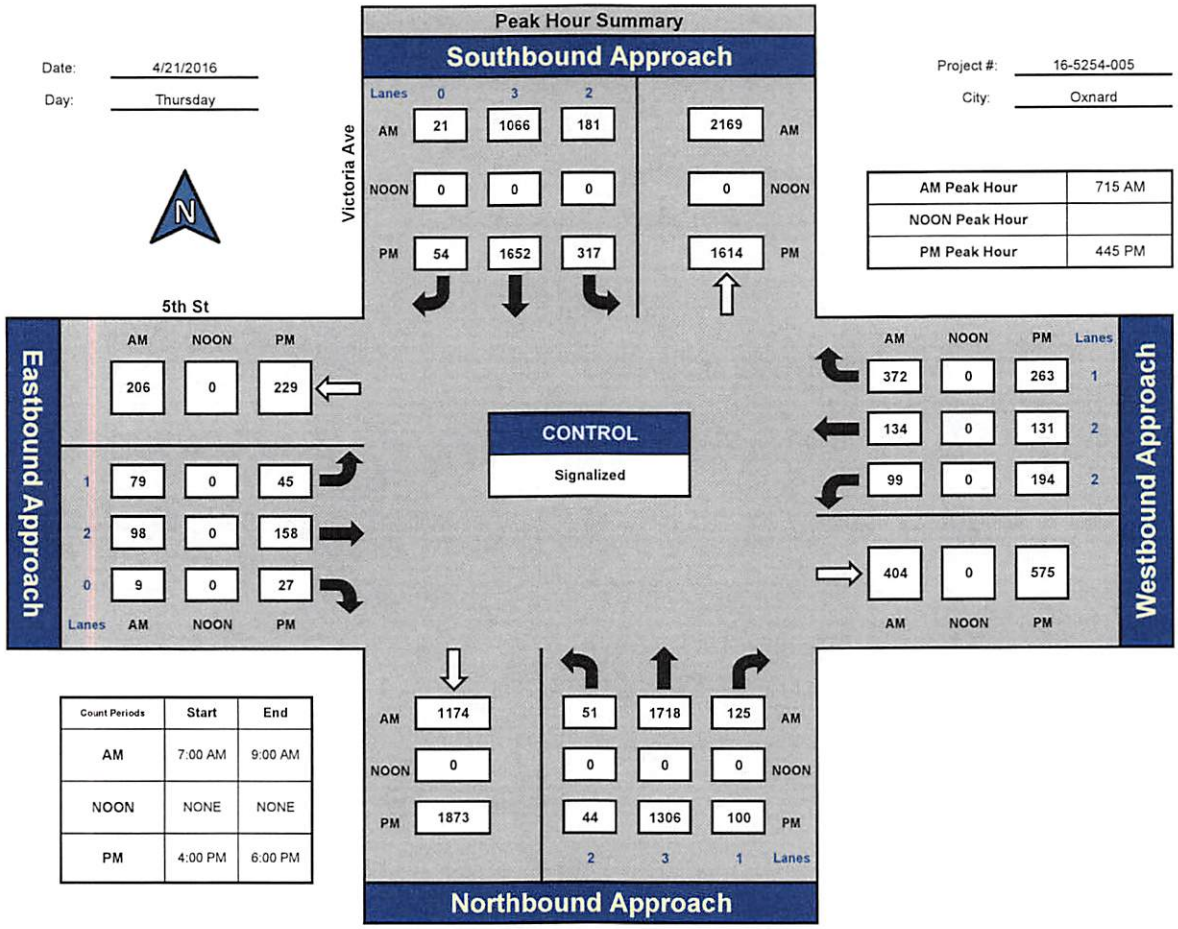
Prepared by:

National Data & Surveying Services

*Victoria Ave and 5th St , Oxnard*

Date: 4/21/2016
Day: Thursday

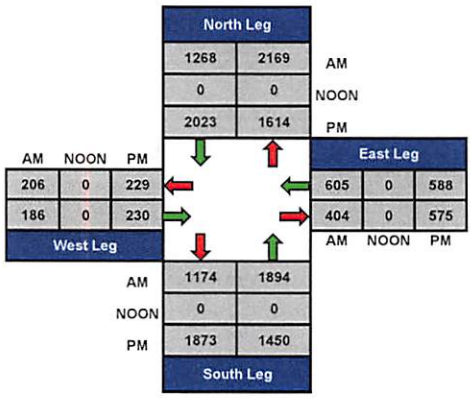
Project #: 16-5254-005
City: Oxnard




| | |
|---|---|
| AM Peak Hour | 715 AM |
| NOON Peak Hour | |
| PM Peak Hour | 445 PM |

| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs

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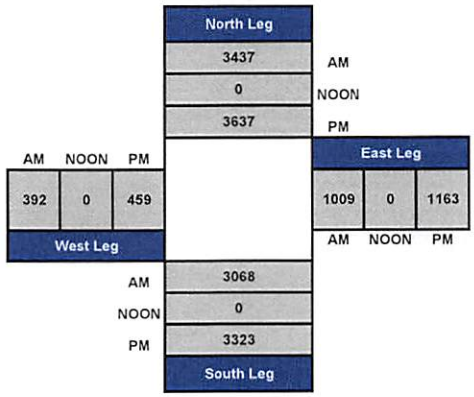


# ITM Peak Hour Summary

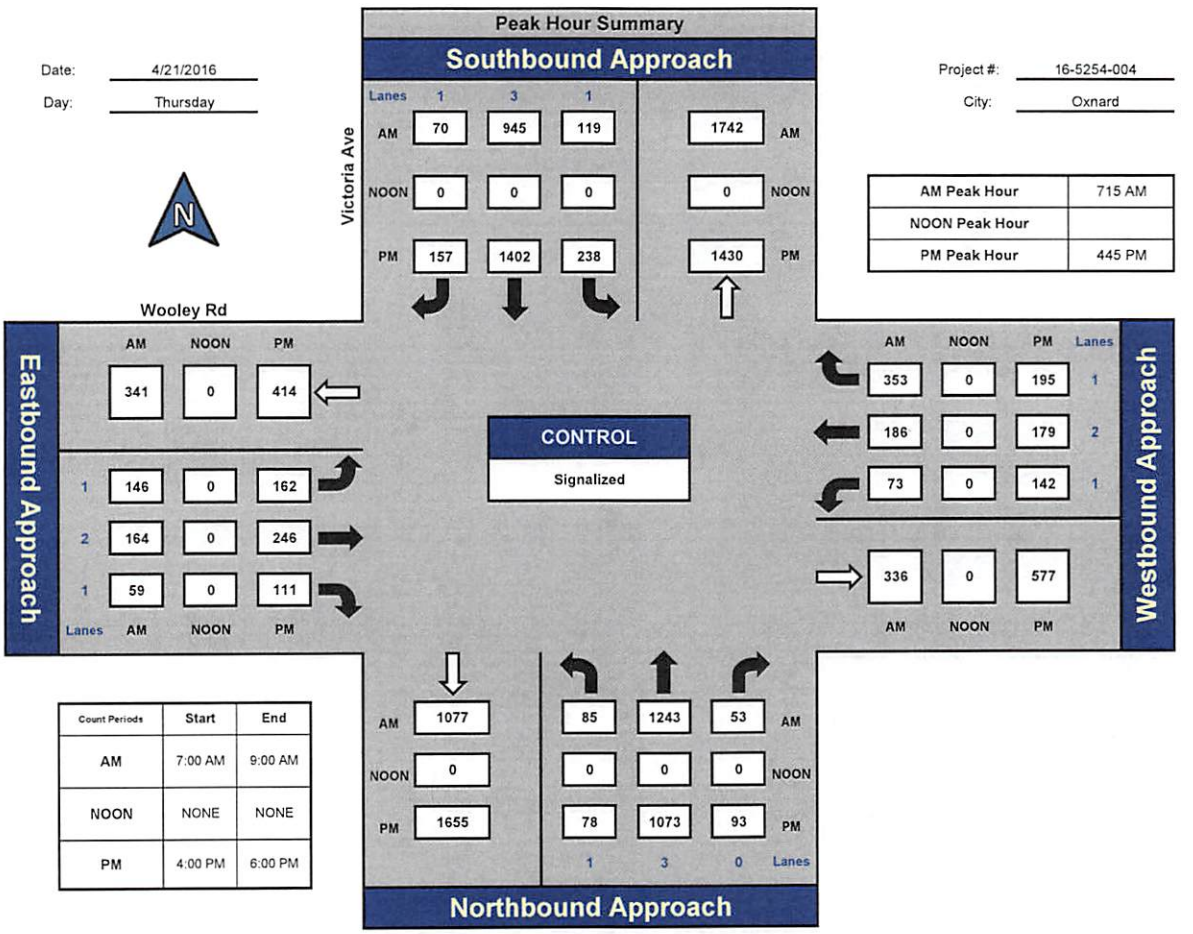
Prepared by:

National Data & Surveying Services

*Victoria Ave and Wooley Rd , Oxnard*

Date: 4/21/2016
Day: Thursday

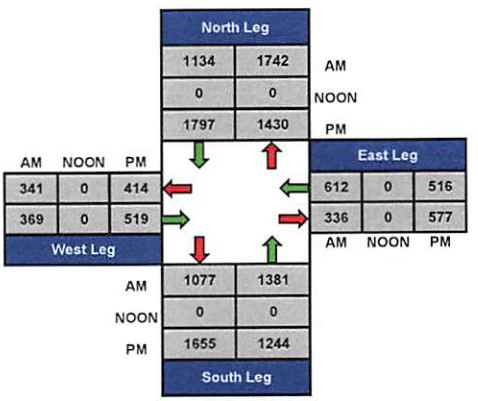
Project #: 16-5254-004
City: Oxnard




| AM Peak Hour | 715 AM |
|---|---|
| NOON Peak Hour | |
| PM Peak Hour | 445 PM |

| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs

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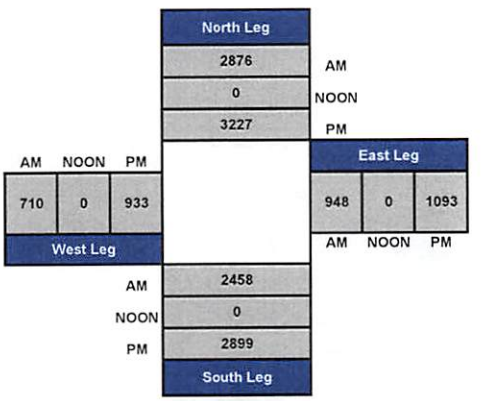


# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

*Victoria Ave and Hemlock St , Oxnard*

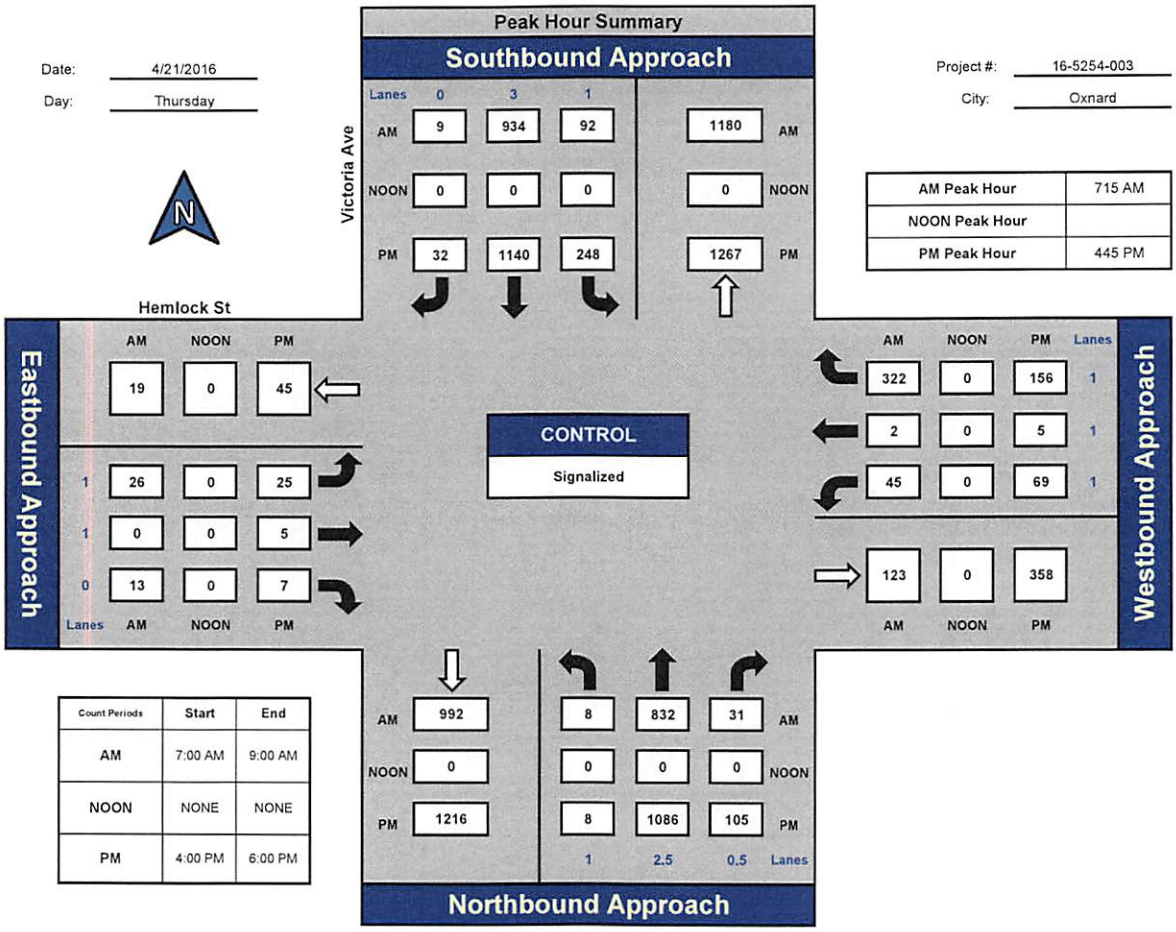
Date: 4/21/2016

Day: Thursday

Project #: 16-5254-003

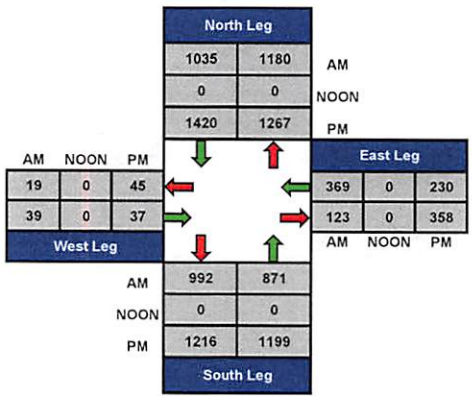
City: Oxnard

| | |
|---|---|
| AM Peak Hour | 715 AM |
| NOON Peak Hour | |
| PM Peak Hour | 445 PM |




| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs

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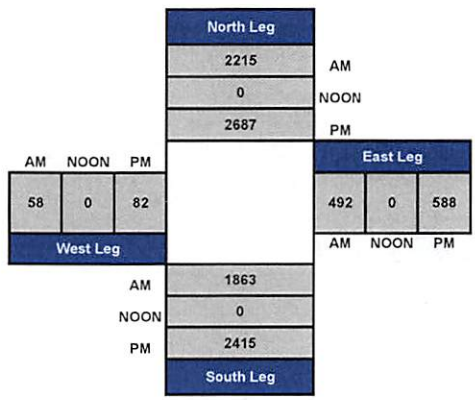


# ITM Peak Hour Summary

Prepared by:

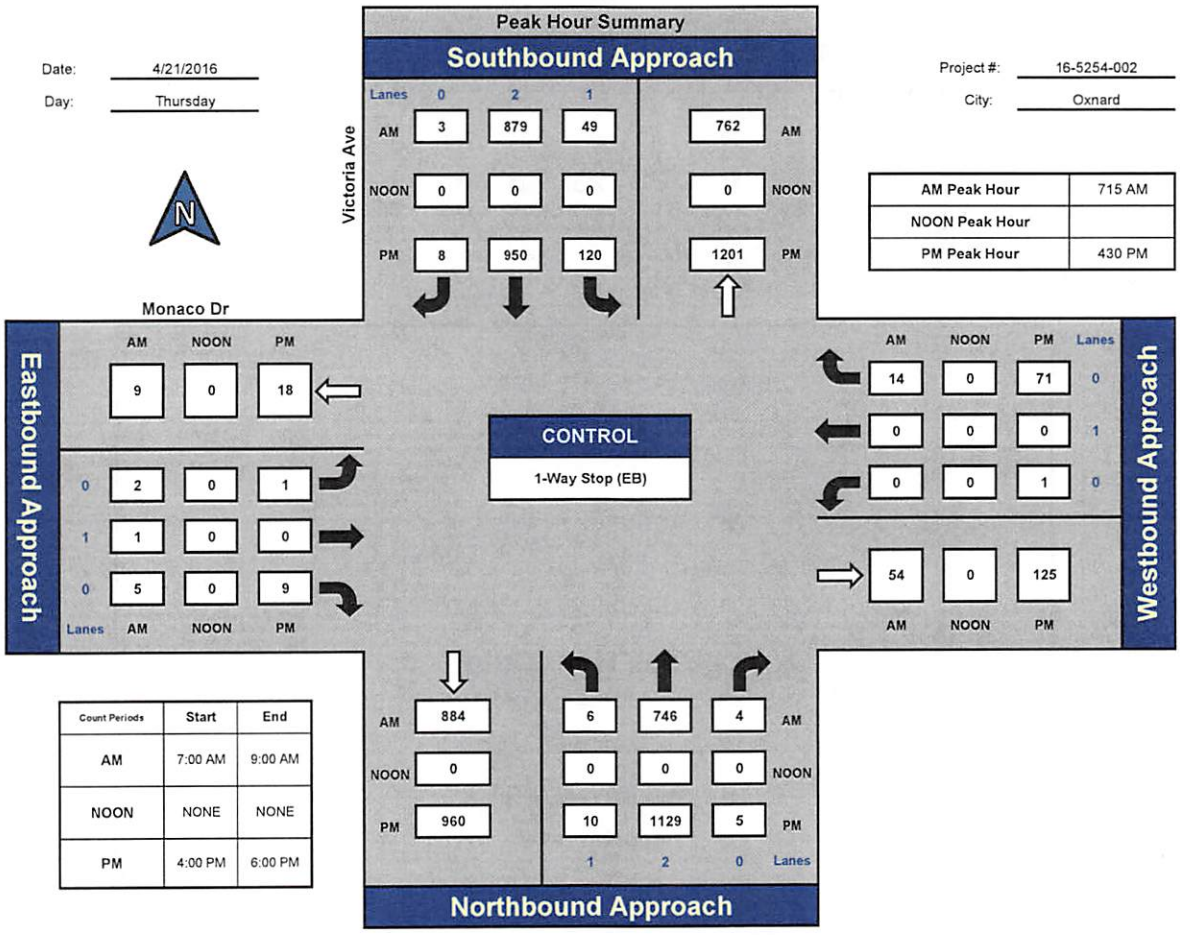
National Data & Surveying Services

*Victoria Ave and Monaco Dr , Oxnard*

Date: 4/21/2016
Day: Thursday

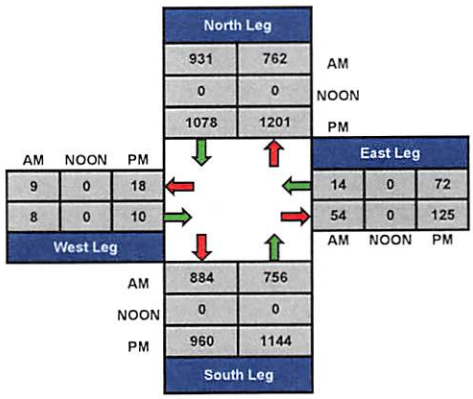
Project #: 16-5254-002
City: Oxnard

| | |
|---|---|
| AM Peak Hour | 715 AM |
| NOON Peak Hour | |
| PM Peak Hour | 430 PM |

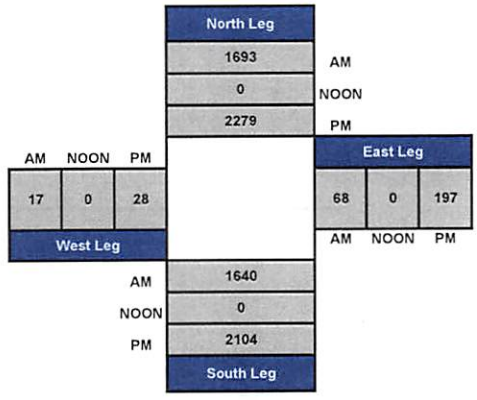



| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg



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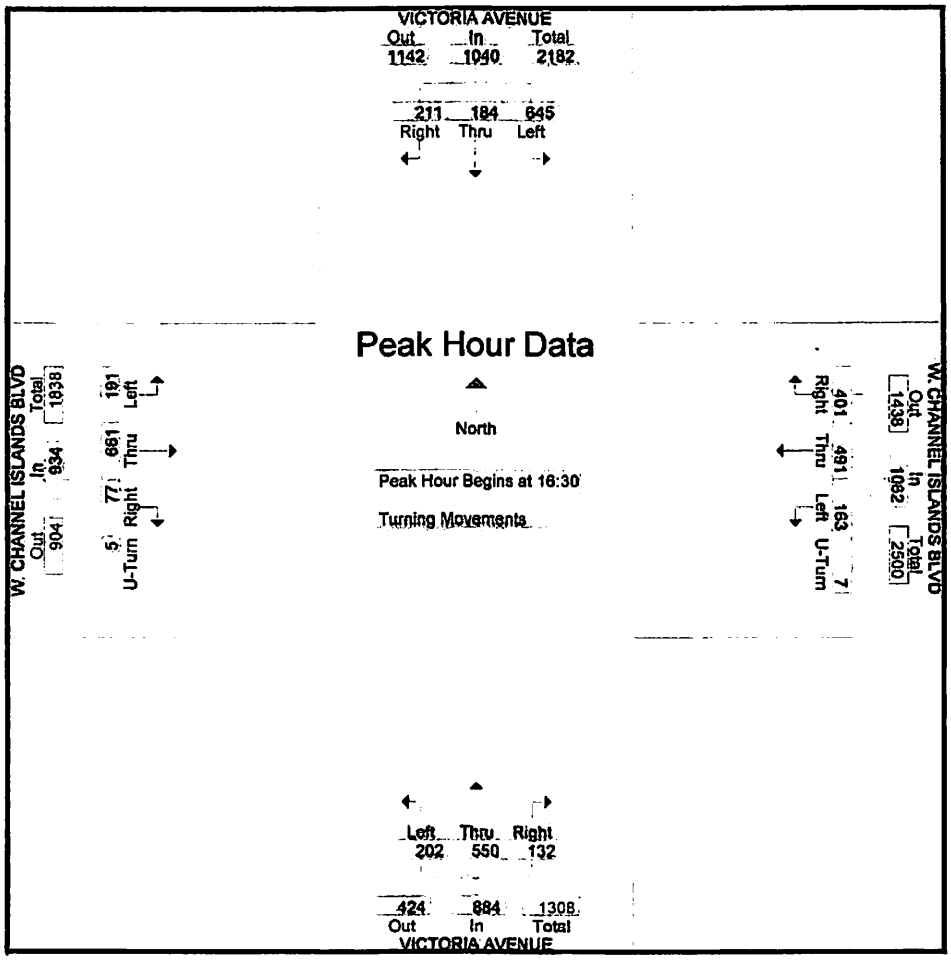
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : H1510
Site Code : 000000
Start Date : 10/29/2015
Page No : 3

| | VICTORIA AVENUE Southbound | | | | W. CHANNEL ISLANDS BLVD Westbound | | | | | VICTORIA AVENUE Northbound | | | | W. CHANNEL ISLANDS BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:30 | | | | | | | | | | | | | | | | | | | |
| 16:30 | 56 | 55 | 121 | 232 | 107 | 118 | 39 | 1 | 265 | 35 | 177 | 47 | 259 | 13 | 148 | 53 | 0 | 214 | 970 |
| 16:45 | 43 | 41 | 188 | 272 | | 139 | | 4 | | | | | | | | | 2 | 219 | 969 |
| 17:00 | 69 | 49 | 150 | 268 | 91 | 109 | 32 | 1 | 233 | 44 | 155 | 61 | 260 | 21 | 171 | 53 | 2 | 247 | 1008 |
| 17:15 | 43 | 39 | 186 | 268 | 110 | 125 | 47 | 1 | 283 | 26 | 106 | 36 | 168 | 27 | 178 | 48 | 1 | 254 | 973 |
| Total Volume | 211 | 184 | 645 | 1040 | 401 | 491 | 163 | 7 | 1062 | 132 | 550 | 202 | 884 | 77 | 661 | 191 | 5 | 934 | 3920 |
| % App. Total | 20.3 | 17.7 | 62 | | 37.8 | 46.2 | 15.3 | 0.7 | | 14.9 | 62.2 | 22.9 | | 8.2 | 70.8 | 20.4 | 0.5 | | |
| PHF | .764 | .836 | .858 | .956 | .911 | .883 | .867 | .438 | .938 | .750 | .777 | .828 | .850 | .713 | .928 | .901 | .625 | .919 | .972 |



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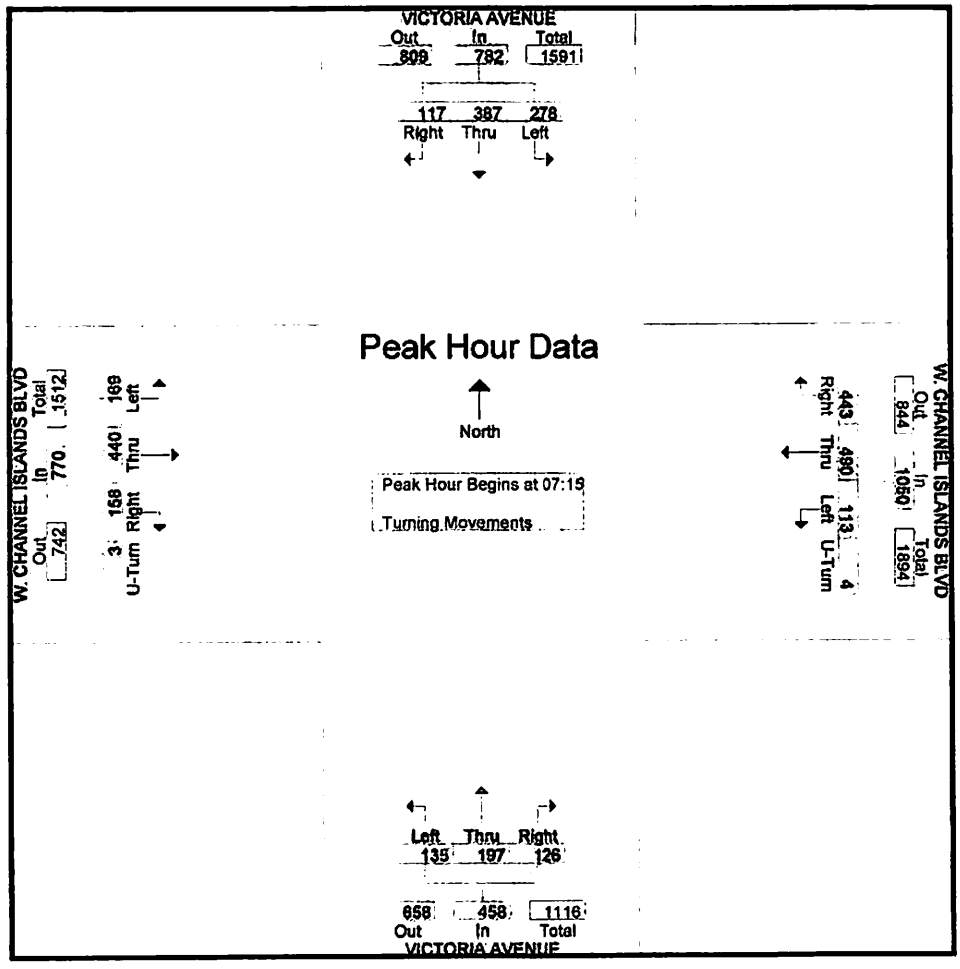
File Name : H1510038
Site Code : 00000000
Start Date : 10/29/2015
Page No : 2

| | VICTORIA AVENUE Southbound | | | | W. CHANNEL ISLANDS BLVD Westbound | | | | | VICTORIA AVENUE Northbound | | | | W. CHANNEL ISLANDS BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | U-Turn | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 | | | | | | | | | | | | | | | | | | | |
| 07:30 | 26 | 103 | 82 | 211 | 143 | 131 | 26 | 1 | 300 | 36 | 62 | 37 | 128 | 41 | 97 | 34 | 1 | 173 | 818 |
| 07:45 | 43 | 88 | 68 | 196 | 96 | 103 | 36 | 1 | 291 | 39 | 50 | 51 | 140 | 44 | 131 | 36 | 1 | 202 | 829 |



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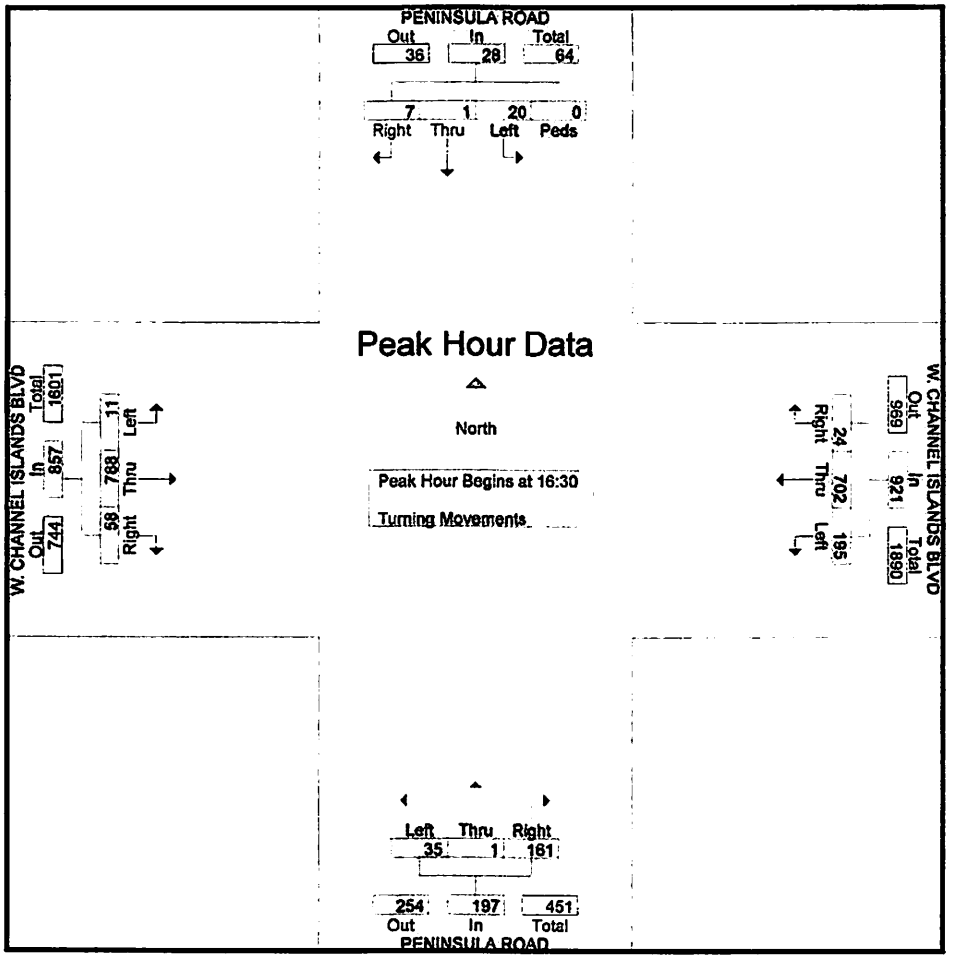
File Name : H15100
Site Code : 000038
Start Date : 10/29/2015
Page No : 3

| | PENINSULA ROAD Southbound | | | | | W. CHANNEL ISLANDS BLVD Westbound | | | | PENINSULA ROAD Northbound | | | | W. CHANNEL ISLANDS BLVD Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:30 | | | | | | | | | | | | | | | | | | |
| 16:30 | 2 | 0 | 7 | 0 | 9 | 7 | 193 | 43 | 243 | 31 | 0 | 10 | 41 | 14 | 182 | 5 | 201 | 494 |
| 16:45 | 1 | 1 | 5 | 0 | 7 | 2 | 181 | 51 | 234 | 29 | 0 | 12 | 41 | 11 | 199 | 1 | 211 | 493 |
| 17:00 | 1 | 0 | 2 | 0 | 3 | 9 | | 60 | | 60 | 1 | | 72 | | | | | 528 |
| 17:15 | 3 | 0 | 6 | 0 | 9 | 6 | 159 | 41 | 206 | 41 | 0 | 2 | 43 | 18 | 210 | 2 | 230 | 488 |
| Total Volume | 7 | 1 | 20 | 0 | 28 | 24 | 702 | 195 | 921 | 161 | 1 | 35 | 197 | 58 | 788 | 11 | 857 | 2003 |
| % App. Total | 25 | 3.6 | 71.4 | 0 | | 2.6 | 76.2 | 21.2 | | 81.7 | 0.5 | 17.8 | | 6.8 | 91.9 | 1.3 | | |
| PHF | .583 | .250 | .714 | .000 | .778 | .667 | .909 | .813 | .948 | .671 | .250 | .729 | .684 | .806 | .938 | .550 | .932 | .948 |



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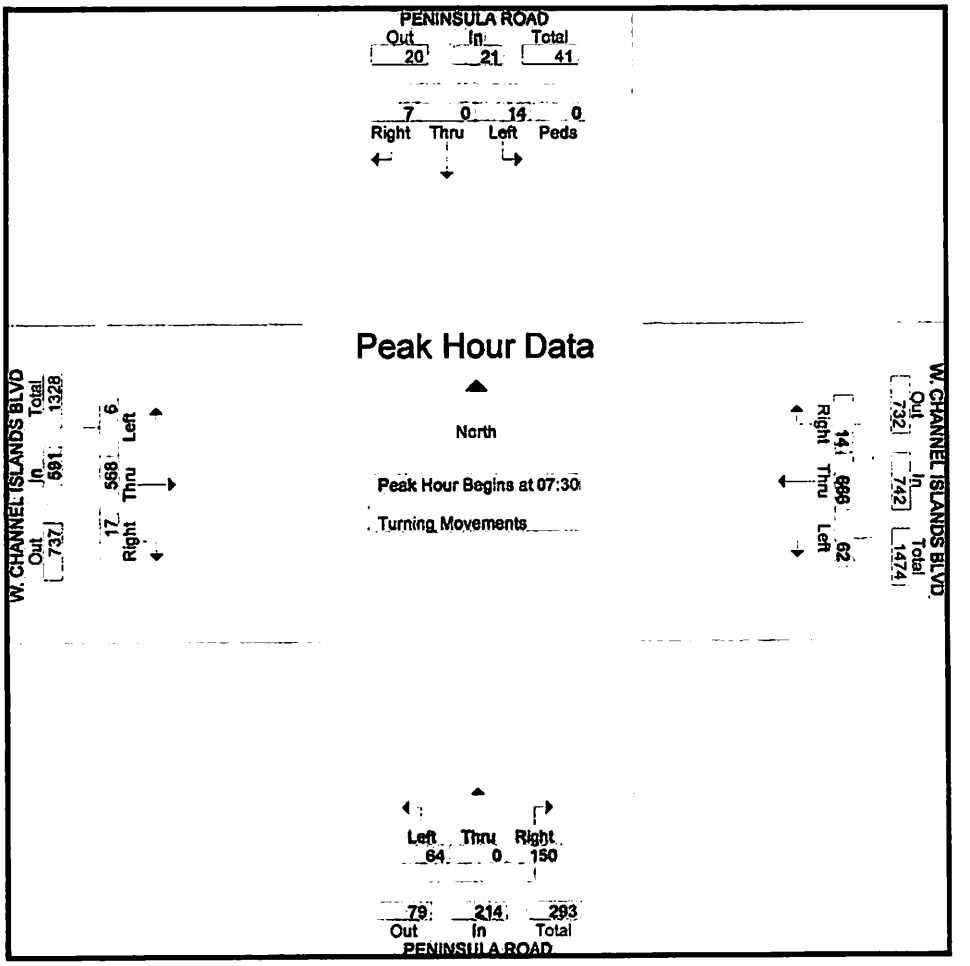
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : H1510037
Site Code : 00003874
Start Date : 10/29/2015
Page No : 2

| | PENINSULA ROAD Southbound | | | | | W. CHANNEL ISLANDS BLVD Westbound | | | | PENINSULA ROAD Northbound | | | | W. CHANNEL ISLANDS BLVD Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App Total | Right | Thru | Left | App Total | Right | Thru | Left | App Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 | | | | | | | | | | | | | | | | | | |
| 07:30 | 3 | 0 | 5 | 0 | 8 | 1 | 167 | 10 | 178 | 44 | 0 | 10 | 54 | 3 | 143 | 2 | 148 | 388 |
| 07:45 | 2 | 0 | 4 | 0 | 6 | 4 | 220 | 16 | 240 | 27 | 0 | 20 | 47 | 4 | 152 | 3 | 159 | 452 |
| 08:00 | 1 | 0 | 2 | 0 | 3 | 4 | 144 | 20 | 168 | 45 | 0 | 14 | 59 | 5 | 156 | 1 | 162 | 392 |
| 08:15 | 1 | 0 | 3 | 0 | 4 | 5 | 135 | 16 | 156 | 34 | 0 | 20 | 54 | 5 | 117 | 0 | 122 | 336 |
| Total Volume | 7 | 0 | 14 | 0 | 21 | 14 | 666 | 62 | 742 | 150 | 0 | 64 | 214 | 17 | 568 | 6 | 591 | 1568 |
| % App. Total | 33.3 | 0 | 66.7 | 0 | | 1.9 | 89.8 | 8.4 | | 70.1 | 0 | 29.9 | | 2.9 | 96.1 | 1 | | |
| PHF | .583 | .000 | .700 | .000 | .656 | .700 | .757 | .775 | .773 | .833 | .000 | .800 | .907 | .850 | .910 | .500 | .912 | .867 |



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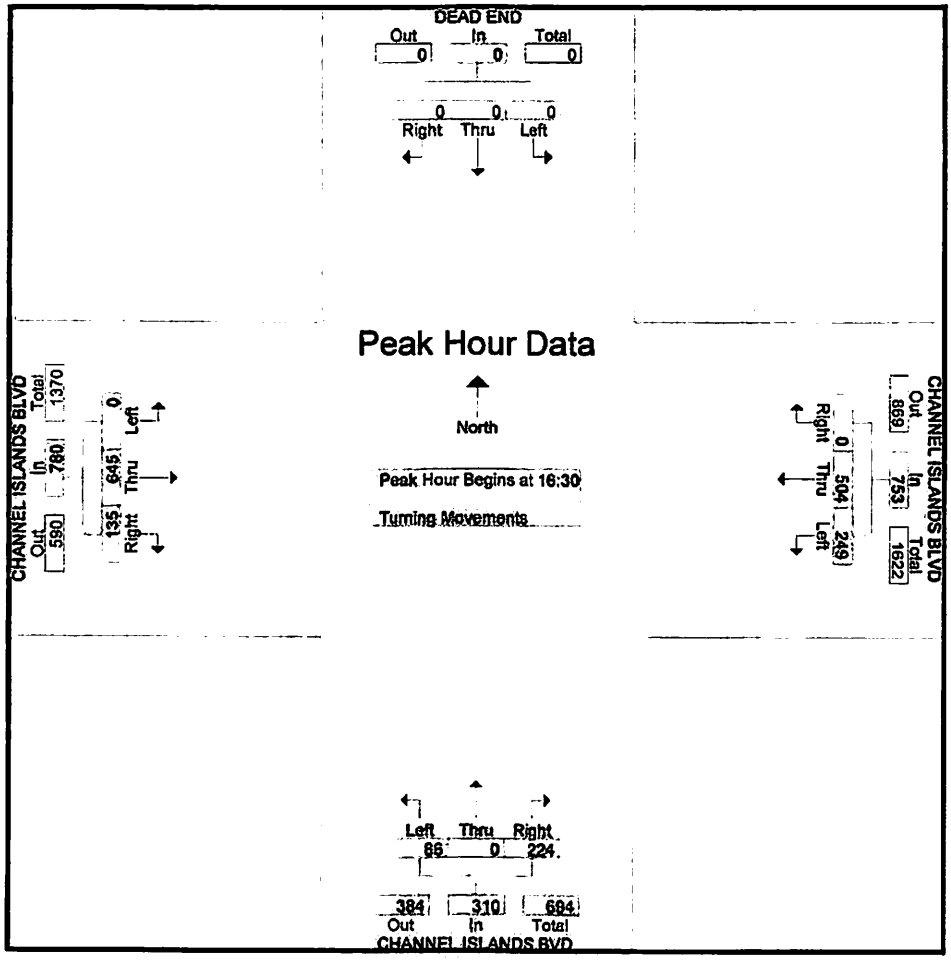
Tustin, CA. 92780

File Name : h151003
Site Code : 00000000
Start Date : 10/29/2015
Page No : 3

| | DEAD END Southbound | | | | CHANNEL ISLANDS BLVD Westbound | | | | CHANNEL ISLANDS BVD Northbound | | | | CHANNEL ISLANDS BLVD Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:30 | | | | | | | | | | | | | | | | | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 134 | 70 | 204 | 54 | 0 | 24 | 78 | 29 | 147 | 0 | 176 | 458 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 132 | 70 | 202 | 50 | 0 | 17 | 67 | 50 | 165 | 0 | 215 | 484 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 118 | 61 | 179 | 64 | 0 | 19 | 83 | 32 | 161 | 0 | 193 | 455 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 120 | 48 | 168 | 56 | 0 | 26 | 82 | 24 | 172 | 0 | 196 | 446 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 504 | 249 | 753 | 224 | 0 | 86 | 310 | 135 | 645 | 0 | 780 | 1843 |
| % App. Total | 0 | 0 | 0 | | 0 | 66.9 | 33.1 | | 72.3 | 0 | 27.7 | | 17.3 | 82.7 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .940 | .889 | .923 | .875 | .000 | .827 | .934 | .675 | .938 | .000 | .907 | .952 |



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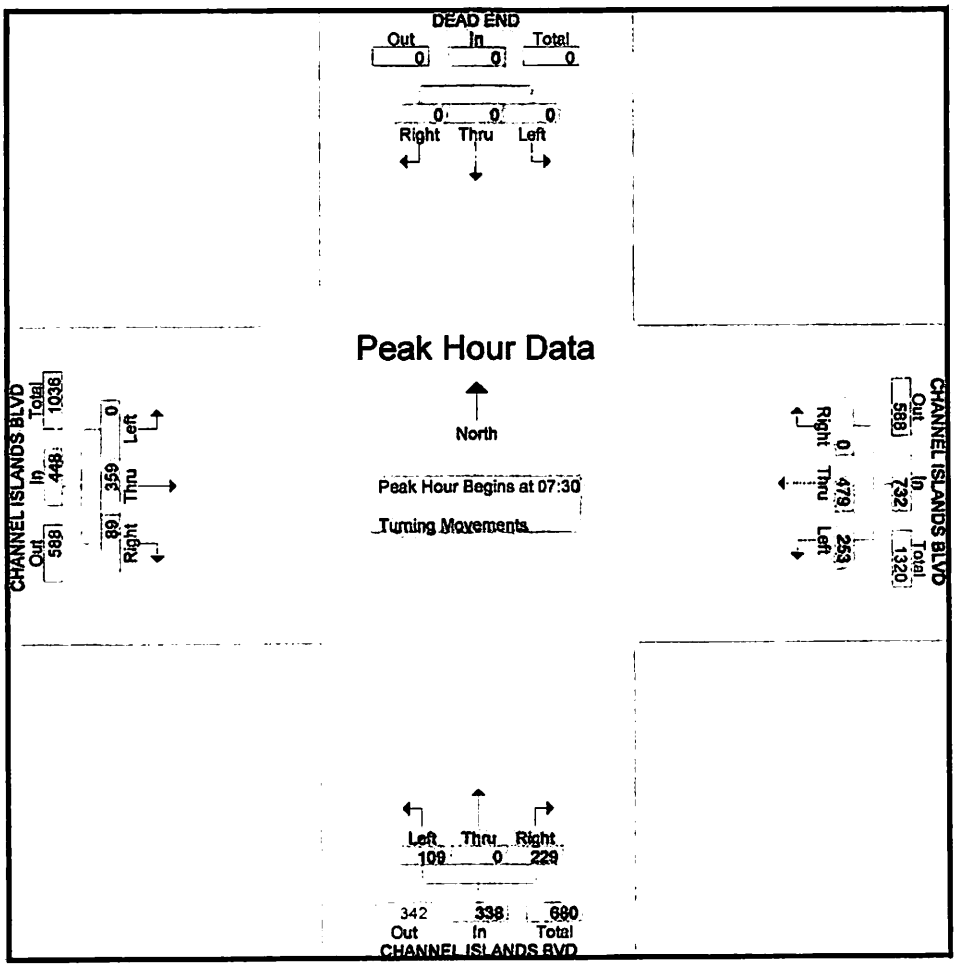
2640 Walnut Avenue, Suite H
Tustin, CA. 92780

File Name : h1510036
Site Code : 00000000
Start Date : 10/29/2015
Page No : 2

| | DEAD END Southbound | | | | CHANNEL ISLANDS BLVD Westbound | | | | CHANNEL ISLANDS BVD Northbound | | | | CHANNEL ISLANDS BLVD Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 | | | | | | | | | | | | | | | | | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 138 | 43 | 181 | 39 | 0 | 19 | 58 | 12 | 91 | 0 | 103 | 342 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 149 | 102 | 251 | 57 | 0 | 37 | 94 | 30 | 93 | 0 | 123 | 468 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 105 | 50 | 155 | 84 | 0 | 29 | 113 | 29 | 91 | 0 | 120 | 388 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 87 | 58 | 145 | 49 | 0 | 24 | 73 | 18 | 84 | 0 | 102 | 320 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 479 | 253 | 732 | 229 | 0 | 109 | 338 | 89 | 359 | 0 | 448 | 1518 |
| % App. Total | 0 | 0 | 0 | | 0 | 65.4 | 34.6 | | 67.8 | 0 | 32.2 | | 19.9 | 80.1 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .804 | .620 | .729 | .682 | .000 | .736 | .748 | .742 | .965 | .000 | .911 | .811 |



# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

*Wheelhouse Ave and Channel Islands Blvd (North) , Oxnard*

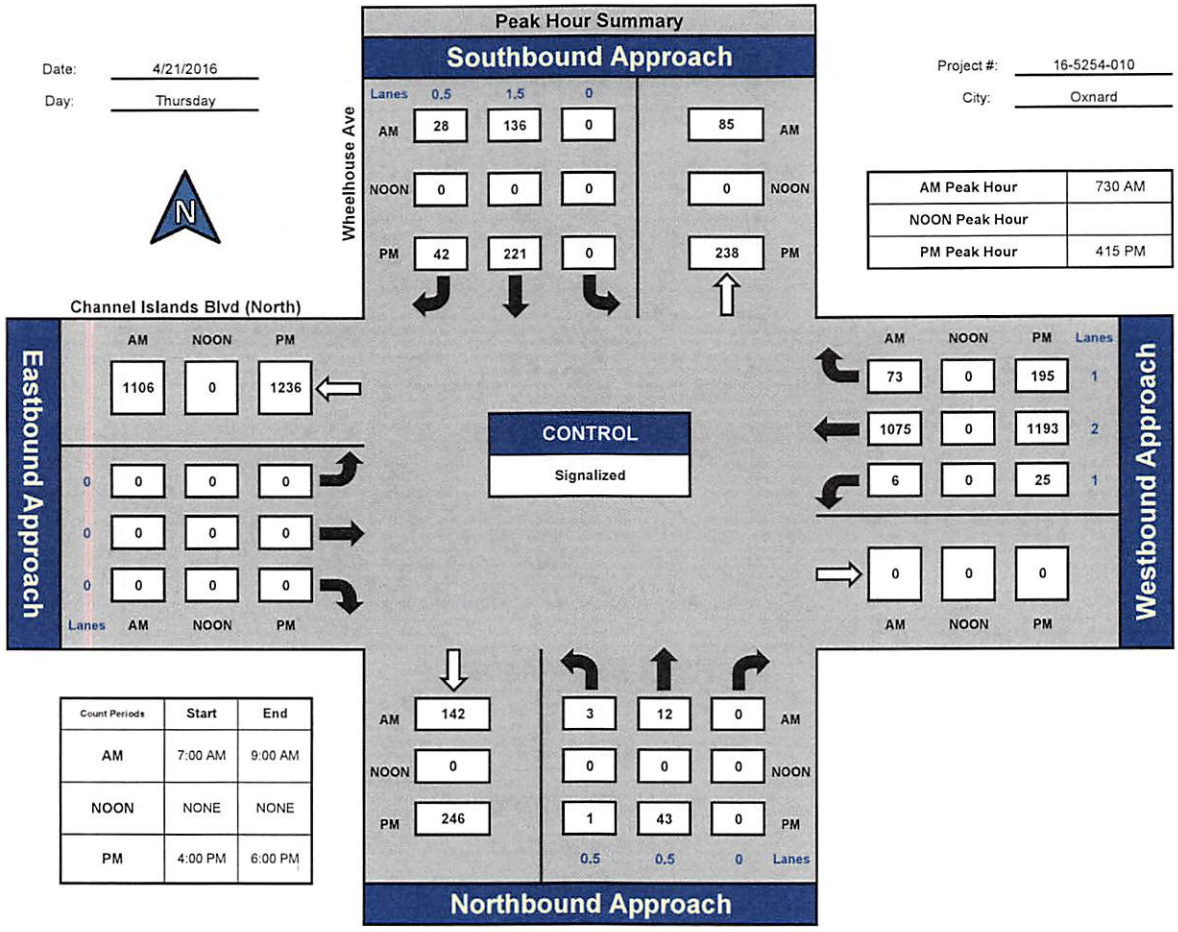
Date: 4/21/2016

Day: Thursday

Project #: 16-5254-010

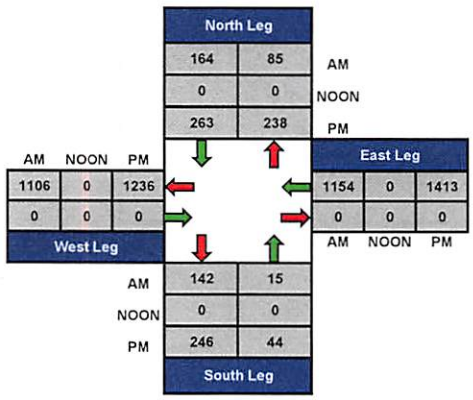
City: Oxnard

| | |
|---|---|
| AM Peak Hour | 730 AM |
| NOON Peak Hour | |
| PM Peak Hour | 415 PM |

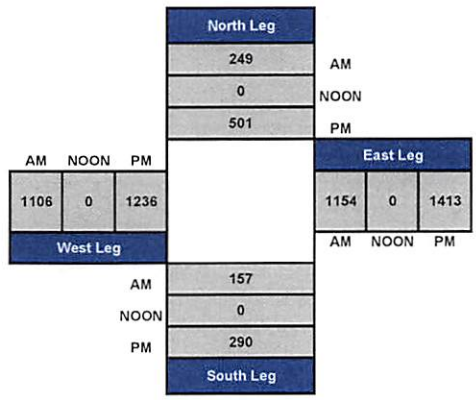



| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg



# ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

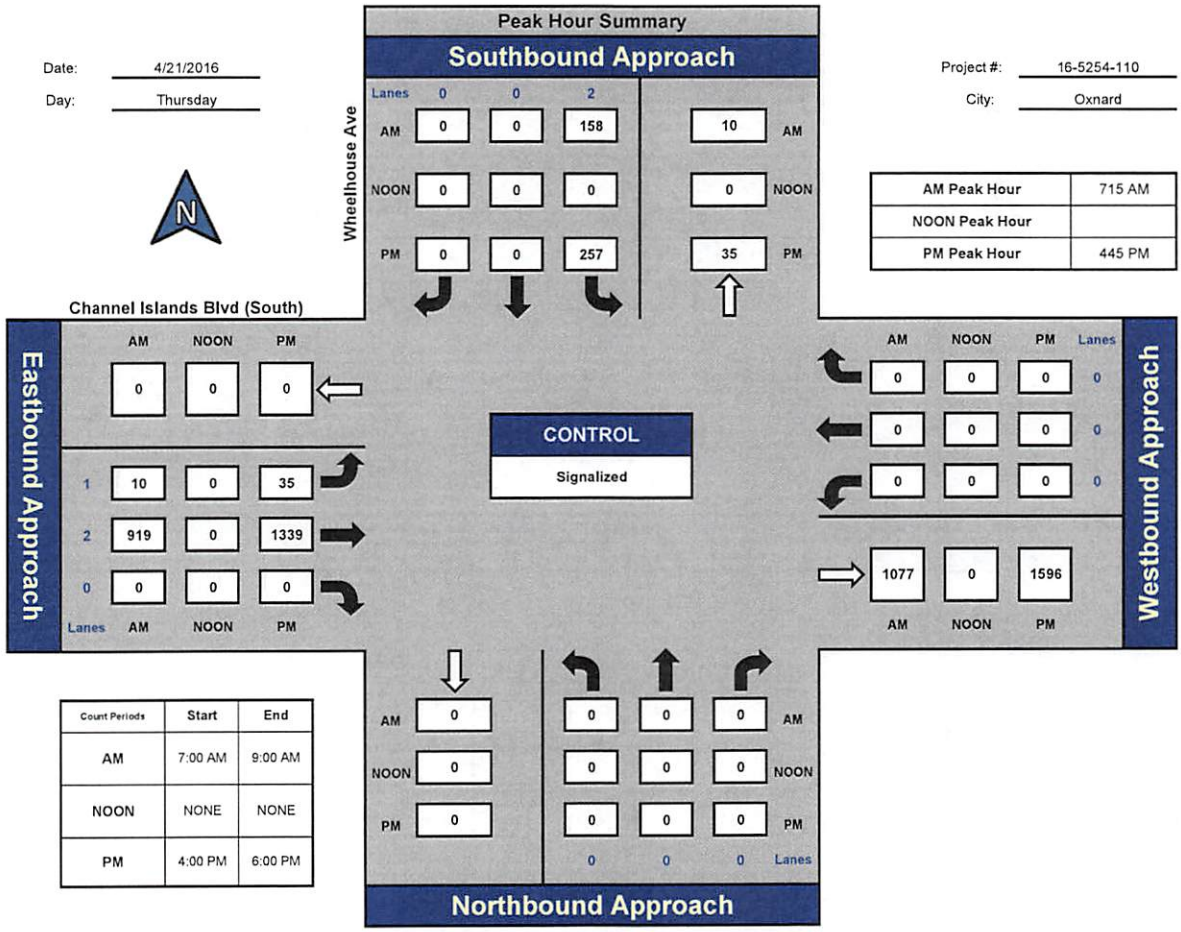
*Wheelhouse Ave and Channel Islands Blvd (South) , Oxnard*

Date: 4/21/2016

Day: Thursday

Project #: 16-5254-110

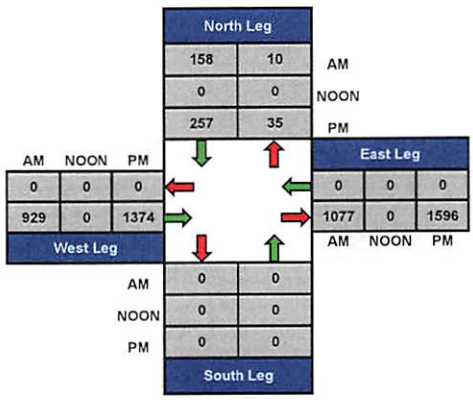
City: Oxnard



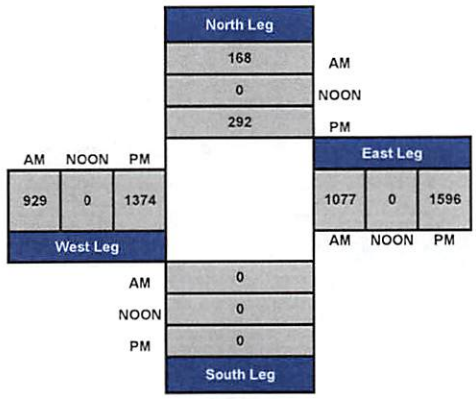

| AM Peak Hour | 715 AM |
|---|---|
| NOON Peak Hour | |
| PM Peak Hour | 445 PM |

| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg

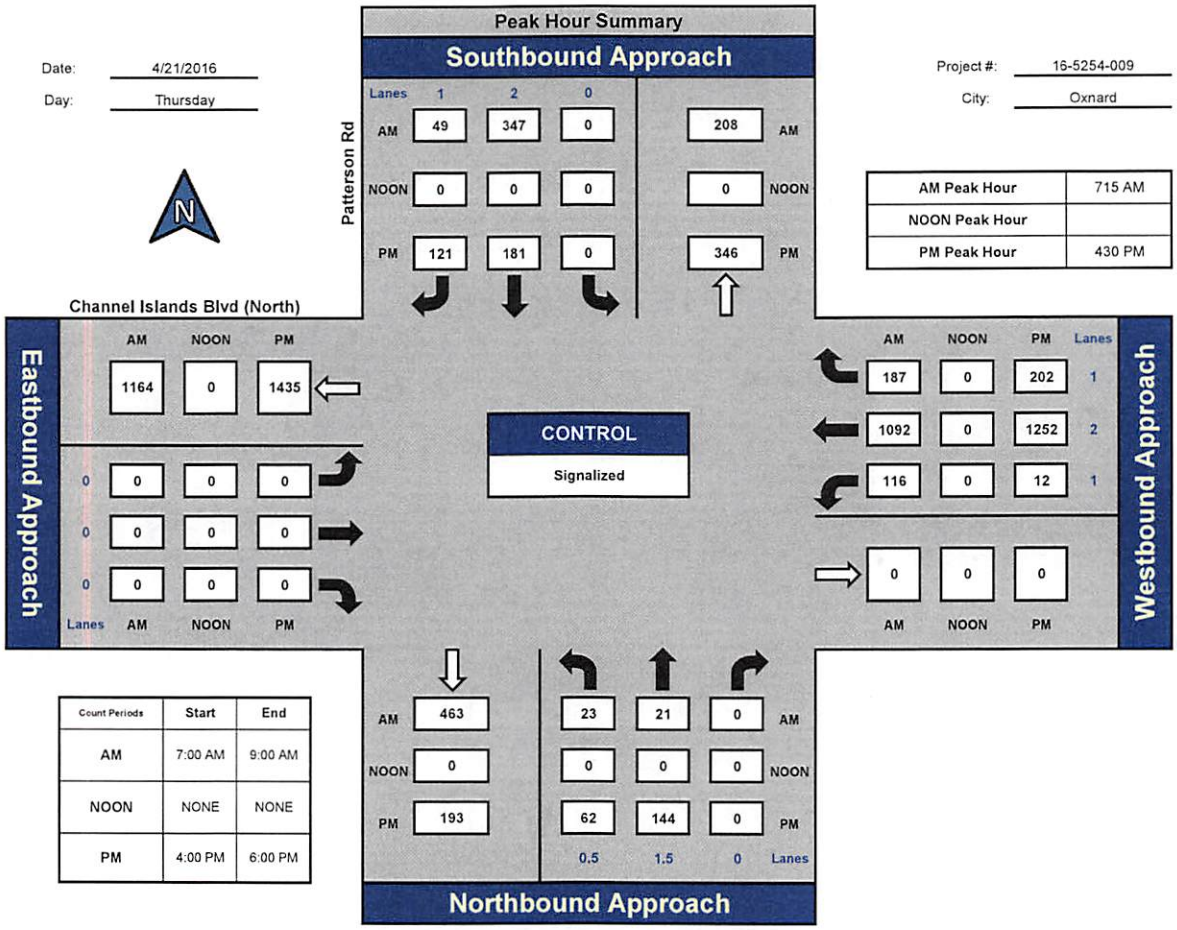


# ITM Peak Hour Summary

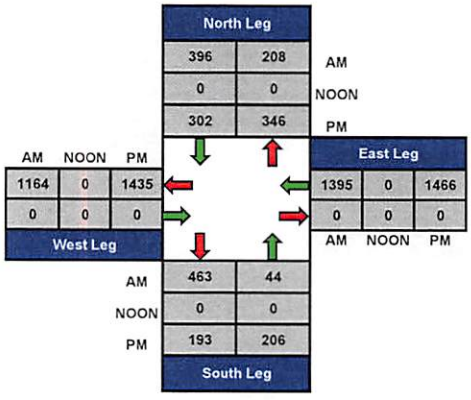
Prepared by:

National Data & Surveying Services

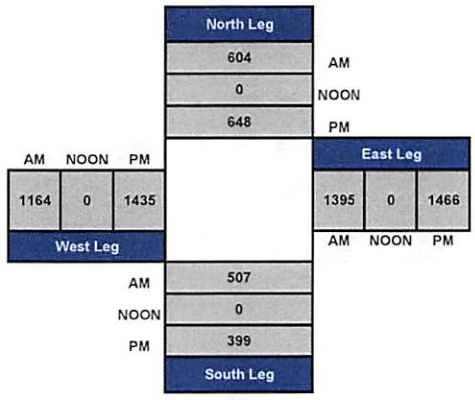
*Patterson Rd and Channel Islands Blvd (North) , Oxnard*




## Total Ins & Outs




## Total Volume Per Leg



# ITM Peak Hour Summary

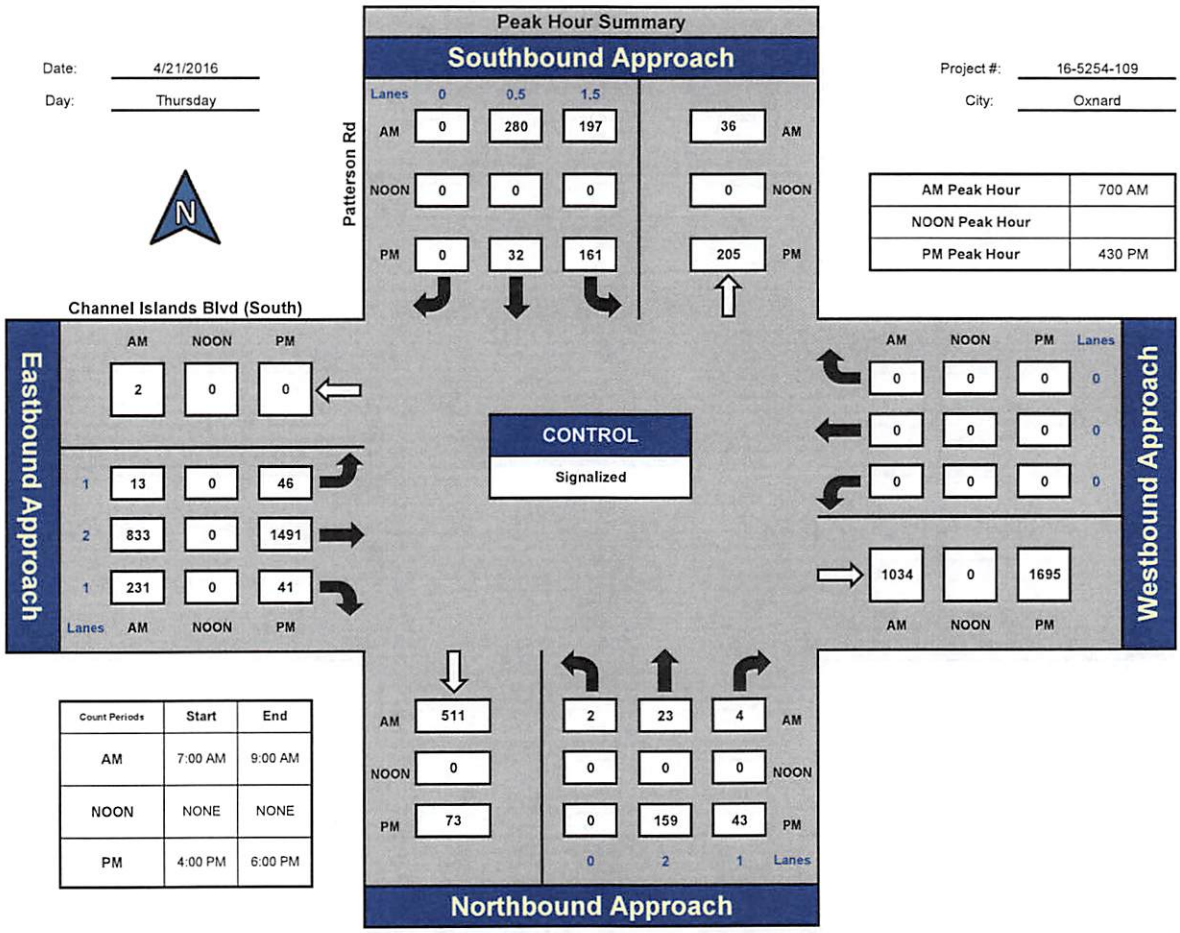
Prepared by:

National Data & Surveying Services

*Patterson Rd and Channel Islands Blvd (South) , Oxnard*

Date: 4/21/2016
Day: Thursday

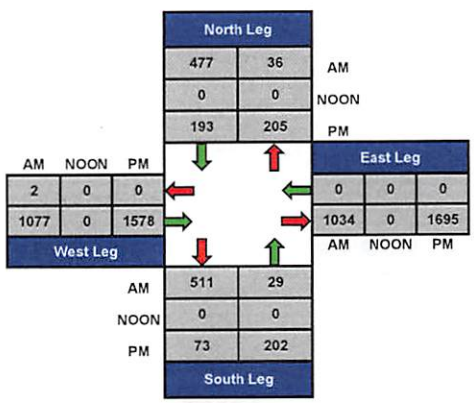
Project #: 16-5254-109
City: Oxnard



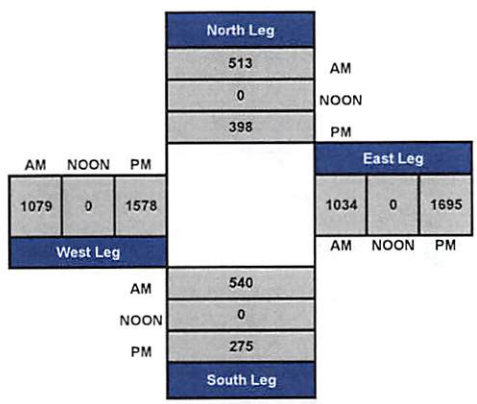

| AM Peak Hour | 700 AM |
|---|---|
| NOON Peak Hour | |
| PM Peak Hour | 430 PM |

| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg



# ITM Peak Hour Summary

Prepared by:

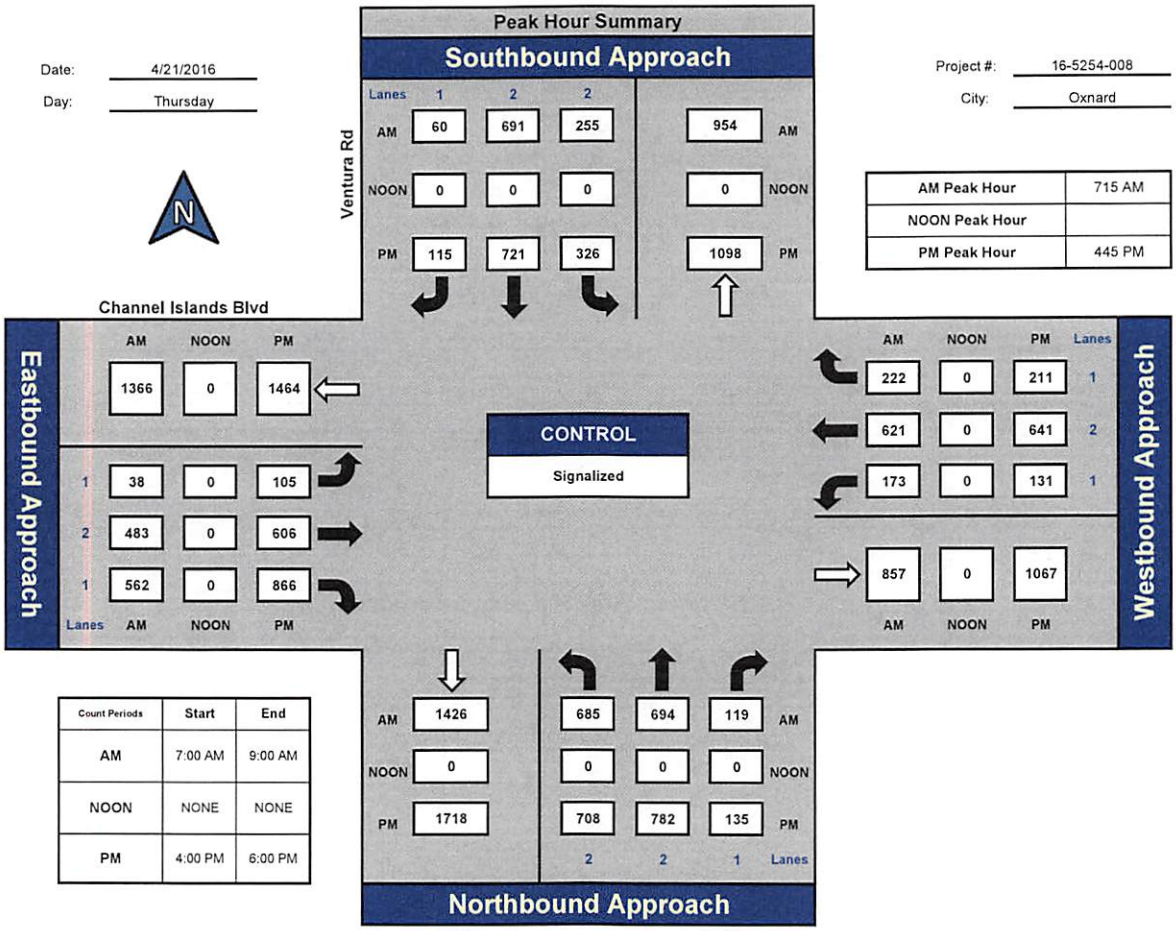
National Data & Surveying Services

*Ventura Rd and Channel Islands Blvd , Oxnard*

Date: 4/21/2016
Day: Thursday

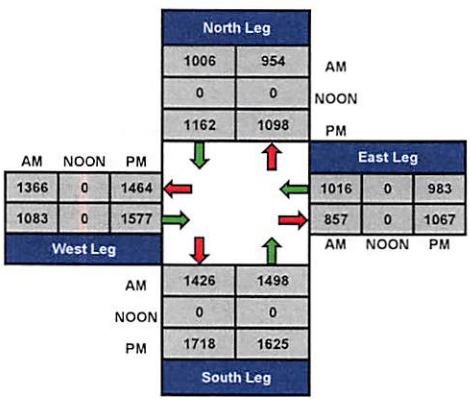
Project #: 16-5254-008
City: Oxnard

| | |
|---|---|
| AM Peak Hour | 715 AM |
| NOON Peak Hour | |
| PM Peak Hour | 445 PM |

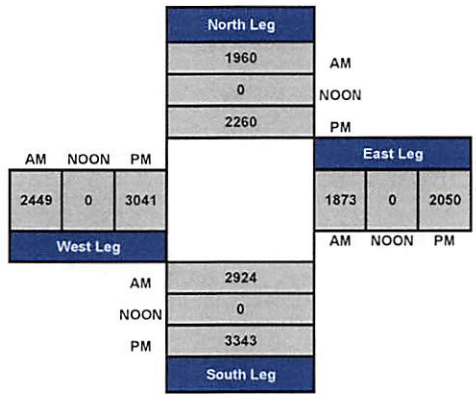



| Count Periods | Start | End |
|---|---|---|
| AM | 7:00 AM | 9:00 AM |
| NOON | NONE | NONE |
| PM | 4:00 PM | 6:00 PM |

## Total Ins & Outs




## Total Volume Per Leg



# Appendix 2

## Project Trip Generation Calculation Sheets

## FISHERMAN'S WHARF CHANNEL ISLANDS HARBOR

| Existing | Size | Land Use | Status | Project Action |
|---|---|---|---|---|
| 3810 Channel islands Blvd | 5,463 SF | mixed-use | 442 SF office vacant | rehabilitated |
| 3840 Channel islands Blvd | 2,203 SF | retail | vacant | rehabilitated |
| 3854-3878 Channel islands Blvd | 7,939 SF | retail | occupied | rehabilitated |
| 3900 Channel islands Blvd | 838 SF | retail | occupied | rehabilitated |
| 3920 Channel islands Blvd | 2,210 SF | restaurant | occupied | rehabilitated |
| 3910 Channel islands Blvd | 6,000 SF | restaurant | vacant | rehabilitated |
| 2721 Victoria Ave | 5,000 SF | restaurant | vacant | demolished |
| 2731 Victoria Ave | 5,013 SF | theater/museum | occupied | demolished |
| 2741 Victoria Ave | 13,552 SF | retail/Restaurant | 3,415 SF restaurant vacant | demolished |
| N/A | 5,000 SF | dock | used by seafood boats/trucks | 2,340 SF to be repurposed |
| *Total existing* | *48,218 SF* | *Total shopping center space - does not include dock* | | |
| *Total existing occupied* | *31,158 SF* | *Used to calculate existing trip generation - does not include dock* | | |
| Total existing post project | 26,993 SF | Used to calculate total project trip generation (shopping center) | | |
| **Proposed** | **Size** | **Land Use** | | |
| XXX Victoria Ave | 9,179 SF | retail/restaurant | Pending | new land use |
| XXX Victoria Ave | 390 Units | apartments | Pending | new land use |
| N/A | 0.5 Acre | Public Park | Pending | new land use |
| **Total Project Site** | **Size** | **Land Use** | | |
| Shopping center | 36,172 SF | 26,993 SF existing + 9,179 SF proposed shopping center space (ITE #820) | | |
| Apartment | 390 Units | Apartment (ITE #220) | | |
| Public Park | 0.5 Acre | SANDAG | | |

| EXISTING LAND USES | | | | |
|---|---|---|---|---|
| Ex. trip gen | | Fut. trip gen | | |
| Total | Vacant | To Remain | Vacant | |
| 5,463 | 442 | 5,463 | 0 | |
| 2,203 | 2,203 | 2,203 | 0 | |
| 7,939 | 0 | 7,939 | 0 | |
| 838 | 0 | 838 | 0 | |
| 2,210 | 0 | 2,210 | 0 | |
| 6,000 | 6,000 | 6,000 | 0 | |
| 5,000 | 5,000 | - | 0 | |
| 5,013 | 0 | - | - | |
| 13,552 | 3,415 | - | - | |
| - | - | 2,340 | 0 | |
| **48,218** | **17,060** | **26,993** | **0** | **Total** |
| **31,158** | | **26,993** | | **Occupied** |

1. Pass-by rate for shopping center to be calculated using ITE Trip Generation Handbook, Chapter 10.
2. Internal trip capture to be calculated using ITE Trip Generation Handbook, Chapter 6 - Trip Generation for Mixed-Use Development.

| Existing | SF/DU | Land Use Code | Trips | | | | | Notes |
|---|---|---|---|---|---|---|---|---|
| | | | ADT | AM | | PM | | |
| | | | | In | Out | In | Out | |
| Shopping Center | 31,158 | 820 | 3182 | 47 | 29 | 132 | 143 | Fitted curve equation |
| Seafood Dock | 5,000 | N/A | 20 | 2 | 2 | 2 | 2 | Harbor Dpt data = 5 trucks/day. PCE = 2.0 |
| *Pass-by* | | | *318* | *5* | *3* | *45* | *49* | |
| ***Total Primary Trips*** | | | ***2884*** | ***44*** | ***28*** | ***89*** | ***96*** | |
| **Proposed Project** | | | | | | | | |
| Shopping Center | 36,172 | 820 | 3507 | 52 | 32 | 145 | 158 | Fitted curve equation |
| Apartments | 390 | 220 | 2594 | 40 | 159 | 157 | 85 | |
| Public Park | 0.5 | N/A | 3 | 0 | 0 | 0 | 0 | SANDAG rates for Neighborhood Park |
| *SubTotal* | | | *6100* | *92* | *191* | *303* | *242* | |
| *Internal Trips* | | | *551* | *10* | *10* | *52* | *52* | ITE Trips Generation Handbook - Chapter 6 |
| *External Trips* | | | *5549* | *82* | *181* | *251* | *190* | |
| *Pass-by Trips* | | | *309* | *4* | *3* | *43* | *42* | ITE Trips Generation Handbook - Chapter 10 |
| ***Total Primary Trips*** | | | ***5240*** | ***78*** | ***178*** | ***208*** | ***148*** | |
| **Net Change** | | | **2356** | **34** | **150** | **119** | **52** | |

Internal trips = internal trips between commercial uses and residential uses.

Pass-by trip percentage of 10% AM peak hour and 34% PM peak hour applies to external trips of the commercial uses only.

Analyst DJC
Date 5/2/16

# MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt Fisherman's Wharf
Time Period AM

## LAND USE A

ITE LU Code 220
Size

| | Total | Internal | External |
|---|---|---|---|
| Enter | 40 | 1 | 39 |
| Exit | 159 | 9 | 150 |
| Total | 199 | 10 | 189 |
| % | 100% | 5% | 95% |

Exit to External: 150
Enter from External: 39

Demand: % | Balanced | Demand: %
Demand: % | Balanced | Demand: %
Demand: 10% 16 | Balanced: 9 | Demand: 18% 9
Demand: 3% 1 | Balanced: 1 | Demand: 9% 3

## LAND USE B

ITE LU Code
Size

| | Total | Internal | External |
|---|---|---|---|
| Enter | | | |
| Exit | | | |
| Total | | | |
| % | | | |

Exit to External
Enter from External

Demand: % | Balanced | Demand: %
Demand: % | Balanced | Demand: %

## LAND USE C

ITE LU Code 826/931
Size

| | Total | Internal | External |
|---|---|---|---|
| Enter | 52 | 9 | 43 |
| Exit | 32 | 1 | 31 |
| Total | 84 | 10 | 74 |
| % | 100% | 12% | 88% |

Enter from External: 43
Exit to External: 31

## Net External Trips for Multi-Use Development

| | LAND USE A | LAND USE B | LAND USE C | TOTAL |
|---|---|---|---|---|
| Enter | | | | |
| Exit | | | | |
| Total | | | | |
| Single-Use Trip Gen. Est. | | | | |

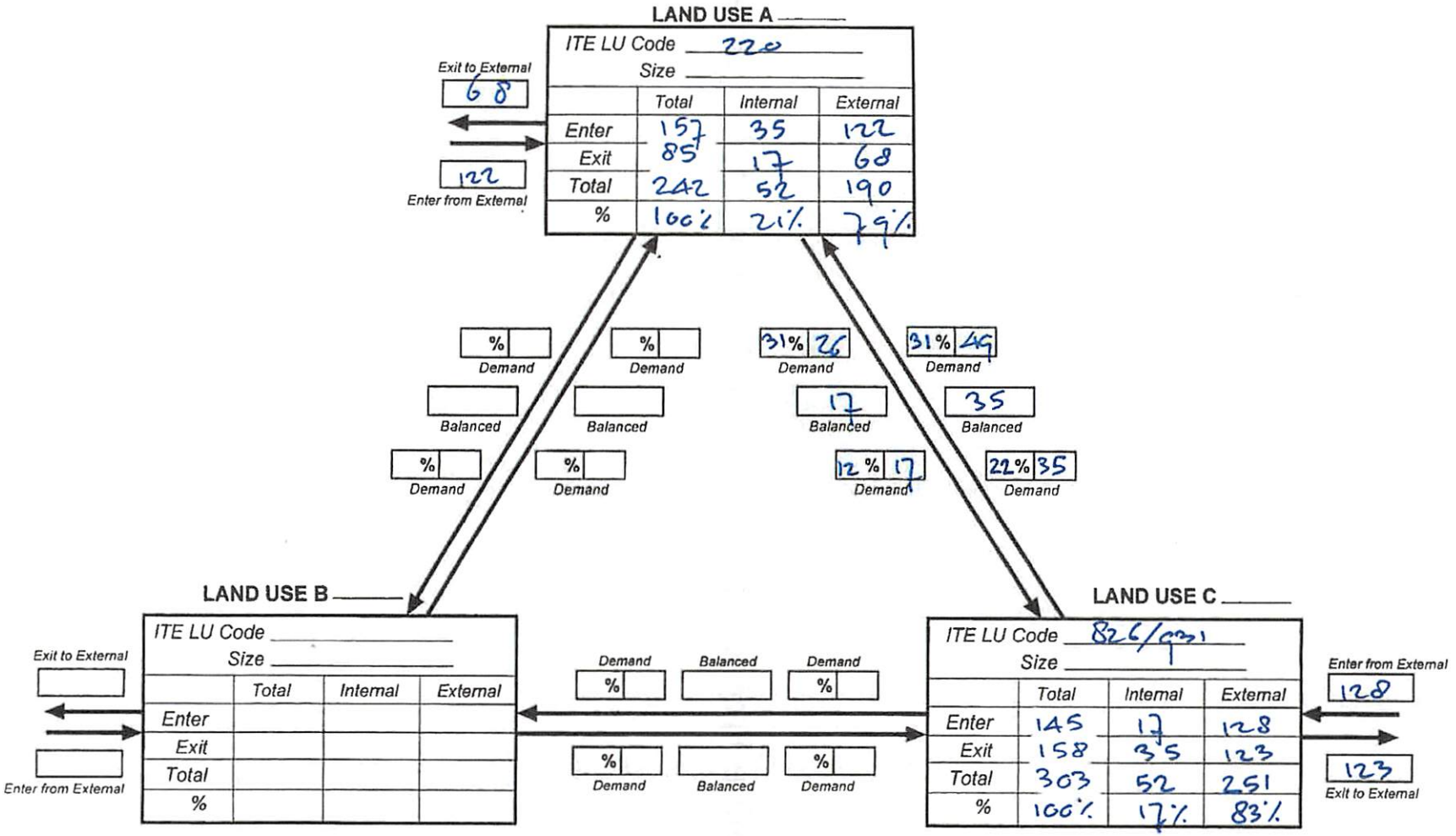
INTERNAL CAPTURE

Source: Kaku Associates, Inc.

Analyst DJL
Date 5/2/16

# MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt Fisherman's Wharf
Time Period PM




## Net External Trips for Multi-Use Development

| | LAND USE A | LAND USE B | LAND USE C | TOTAL |
|---|---|---|---|---|
| Enter | | | | |
| Exit | | | | |
| Total | | | | |
| Single-Use Trip Gen. Est. | | | | |

Source: Kaku Associates, Inc.

INTERNAL CAPTURE

# Appendix 3
## Cumulative Projects List and Trip Generation Worksheet

Oxnard Approved & Pending projects

(30) - Residential Projects

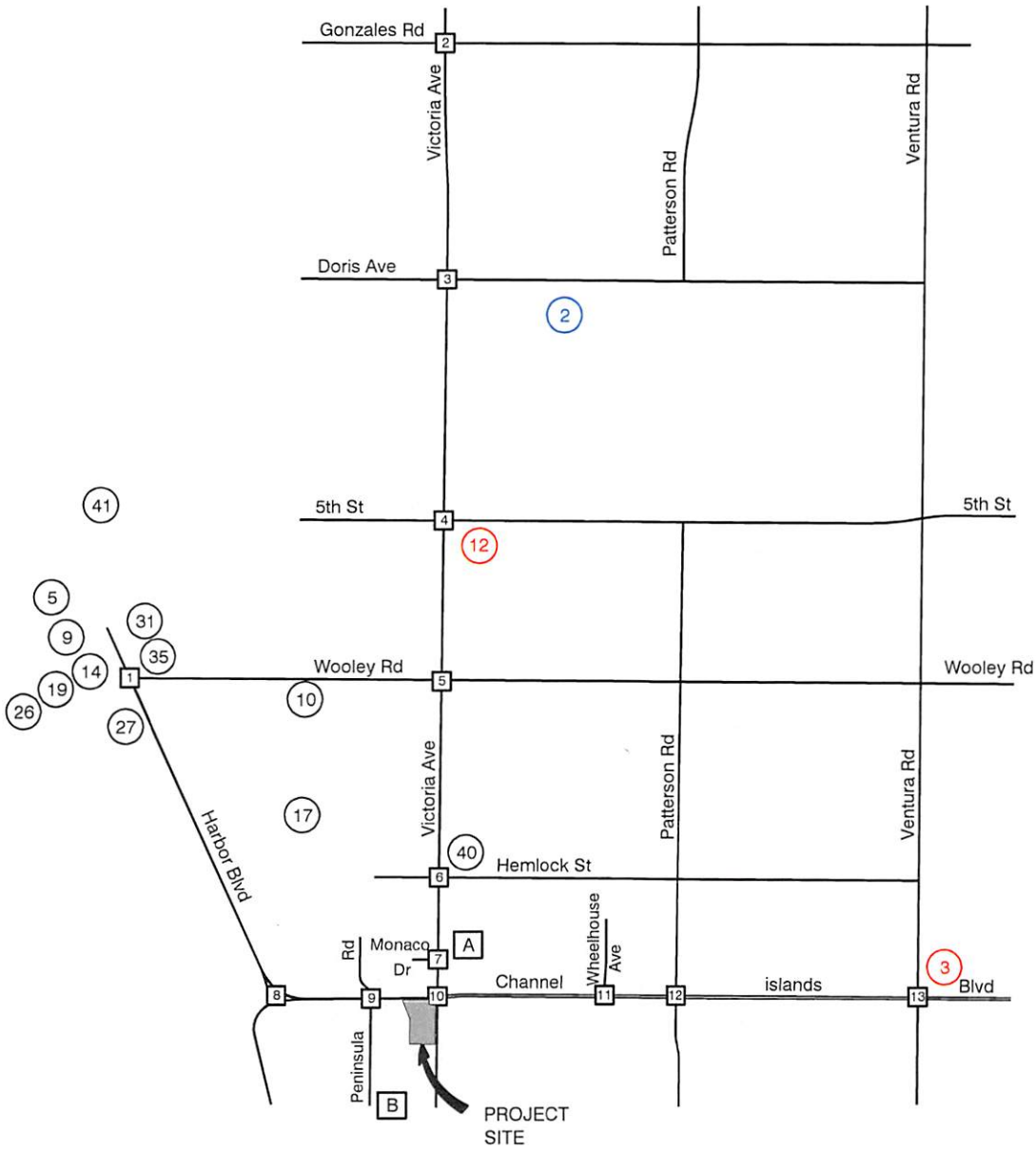
(27) - Commercial Projects

(2) - Community Plan Areas

Port Hueneme/Ventura County Projects

[A] - Victoria Moxed-Use project

[B] - Channel Harbor Hotel Project





Stantec

111 East Victoria Street, Santa Barbara, CA 93101

Phone: (805) 963-9532 Fax: (805) 966-9801


EXHIBIT A

CITY OF OXNARD

PENDING PROJECT LOCATIONS

**FISHERMAN'S WHARF MIXED USE PROJECT**
**CUMULATIVE PROJECTS TRIP GENERATION**

| City ID | Land Use | Size | | Pass-by Factor | ADT Rate | ADT Trips | A.M. Rate | A.M. Trips | A.M. In % | A.M. In Trips | A.M. Out % | A.M. Out Trips | P.M. Rate | P.M. Trips | P.M. In % | P.M. In Trips | P.M. Out % | P.M. Out Trips |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ***Residential*** | | | | | | | | | | | | | | | | | | |
| 5 | SFD | 1 | Units | 1.00 | 10.00 | 10 | 0.80 | 1 | 30% | 0 | 70% | 1 | 1.00 | 1 | 70% | 1 | 30% | 0 |
| 9 | SFD | 1 | Units | 1.00 | 10.00 | 10 | 0.80 | 1 | 30% | 0 | 70% | 1 | 1.00 | 1 | 70% | 1 | 30% | 0 |
| 10 | Condo | 42 | Units | 1.00 | 6.00 | 252 | 0.44 | 18 | 20% | 4 | 80% | 14 | 0.52 | 22 | 70% | 15 | 30% | 7 |
| 14 | SFD | 1 | Units | 1.00 | 10.00 | 10 | 0.80 | 1 | 30% | 0 | 70% | 1 | 1.00 | 1 | 70% | 1 | 30% | 0 |
| 17 | Condo | 42 | Units | 1.00 | 6.00 | 252 | 0.44 | 18 | 20% | 4 | 80% | 14 | 0.52 | 22 | 70% | 15 | 30% | 7 |
| 19 | SFD | 3 | Units | 1.00 | 10.00 | 30 | 0.80 | 2 | 30% | 1 | 70% | 1 | 1.00 | 3 | 70% | 2 | 30% | 1 |
| 26 | SFD | 1 | Units | 1.00 | 10.00 | 10 | 0.80 | 1 | 30% | 0 | 70% | 1 | 1.00 | 1 | 70% | 1 | 30% | 0 |
| 27 | SFD | 1 | Units | 1.00 | 10.00 | 10 | 0.80 | 1 | 30% | 0 | 70% | 1 | 1.00 | 1 | 70% | 1 | 30% | 0 |
| 31 | SFD | 64 | Units | 1.00 | 10.00 | 640 | 0.80 | 51 | 30% | 15 | 70% | 36 | 1.00 | 64 | 70% | 45 | 30% | 19 |
| 35 | Condo | 70 | Units | 1.00 | 6.00 | 420 | 0.44 | 31 | 20% | 6 | 80% | 25 | 0.52 | 36 | 70% | 25 | 30% | 11 |
| 40 | Condo | 116 | Units | 1.00 | 6.00 | 696 | 0.44 | 51 | 20% | 10 | 80% | 41 | 0.52 | 60 | 70% | 42 | 30% | 18 |
| 41 | SFD | 183 | Units | 1.00 | 10.00 | 1,830 | 0.80 | 146 | 30% | 44 | 70% | 102 | 1.00 | 183 | 70% | 128 | 30% | 55 |
| | Condo | 292 | Units | 1.00 | 6.00 | 1,752 | 0.44 | 128 | 20% | 26 | 80% | 102 | 0.52 | 152 | 70% | 106 | 30% | 46 |
| | ***Subtotal*** | | | | | ***5,922*** | | ***450*** | | ***110*** | | ***340*** | | ***547*** | | ***383*** | | ***164*** |
| ***Commercial*** | | | | | | | | | | | | | | | | | | |
| 3 | Shopping Center | 133,075 | S.F. | 0.65 | 40.00 | 3,460 | 0.96 | 83 | 62% | 51 | 38% | 32 | 3.71 | 321 | 48% | 154 | 52% | 167 |
| 12 | Shopping Center | 53,950 | S.F. | 0.65 | 40.00 | 1,403 | 0.96 | 34 | 62% | 21 | 38% | 13 | 3.71 | 130 | 48% | 62 | 52% | 68 |
| N/A | Victoria Mixed-Use* | | N/A | | | 2,132 | | 52 | | 12 | | 40 | | 194 | | 108 | | 96 |
| N/A | Channel Islands Hotel ** | | N/A | | | 2,361 | | 179 | | 96 | | 83 | | 225 | | 126 | | 99 |
| | ***Subtotal*** | | | | | ***9,356*** | | ***348*** | | ***180*** | | ***168*** | | ***870*** | | ***450*** | | ***430*** |
| ***Community Plans*** | | | | | | | | | | | | | | | | | | |
| 2 | Teal Club SP*** | | N/A | | | 13,794 | | 1094 | | 459 | | 635 | | 1,359 | | 713 | | 646 |
| | ***Subtotal*** | | | | | ***13,794*** | | ***1,094*** | | ***459*** | | ***635*** | | ***1,359*** | | ***713*** | | ***646*** |
| | **Approved & Pending Projects Total:** | | | | | **29,072** | | **1,892** | | **749** | | **1,143** | | **2,776** | | **1,546** | | **1,240** |

Pending and Approved Projects derived from City Projects List, April 2016.

* Project trips derived from Teal Club Specific Plan DEIR, Rincon, 2015..

** Project trips derived from Channel Islands Hotel, Traffic Study, Stantec, 2015.

*** Project trips derived from Victora Mixed-Use Development, Traffic & Circulation Study, ATE, 2012.

# Appendix 4

## Intersection Level of Service Calculation Worksheets

## Existing and Existing + Project AM and PM Peak Hour

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 1
**NORTH/SOUTH STREET:** Harbor Blvd
**EAST/WEST STREET:** Wooley Rd
**SCENARIO:** Existing Conditions
**TIME PERIOD:** AM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| AM Peak | 13 | 670 | 82 | 92 | 362 | 8 | 66 | 34 | 27 | 49 | 62 | 234 |
| Project Trips | 3 | 15 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| GEOMETRY | L | T TR | | L | T TR | | LTR | | | LTR | | |

| | Level of Service Calculations | | | | | |
|---|---|---|---|---|---|---|
| Move-ment | Lanes Lane | Capacity | Volume Existing | Project | V/C Ratio Existing | Ex+Project |
| NBL | 1.0 | 1,600 | 13 | 16 | 0.01 | 0.01 |
| NBT | 2.0 | 3,200 | 670 | 685 | 0.24 * | 0.24 * |
| NBR | 0.0 | 0 | 82 | 82 | 0.00 | 0.00 |
| SBL | 1.0 | 1,600 | 92 | 92 | 0.06 * | 0.06 * |
| SBT | 2.0 | 3,200 | 362 | 365 | 0.12 | 0.12 |
| SBR | 0.0 | 0 | 8 | 8 | 0.00 | 0.00 |
| EBL | 0.0 | 0 | 66 | 66 | 0.00 | 0.00 |
| EBT | 1.0 | 1,600 | 34 | 34 | 0.08 * | 0.08 * |
| EBR | 0.0 | 0 | 27 | 28 | 0.00 | 0.00 |
| WBL | 0.0 | 0 | 49 | 49 | 0.00 | 0.00 |
| WBT | 1.0 | 1,600 | 62 | 62 | 0.22 * | 0.22 * |
| WBR | 0.0 | 0 | 234 | 234 | 0.00 | 0.00 |
| N/S Critical Movements | | | | | 0.30 | 0.30 |
| E/W Critical Movements | | | | | 0.30 | 0.30 |
| Clearance Interval | | | | | 0.10 | 0.10 |
| ICU | | | | | 0.70 | 0.70 |
| Level of Service (LOS) | | | | | B | B |

Notes: V/C - Volume to Capacity Ratio

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 1
**NORTH/SOUTH STREET:** Harbor Blvd
**EAST/WEST STREET:** Wooley Rd
**SCENARIO:** Existing Conditions
**TIME PERIOD:** PM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| PM Peak | 20 | 450 | 82 | 248 | 728 | 31 | 27 | 64 | 17 | 126 | 113 | 120 |
| Project Trips | 1 | 5 | 0 | 0 | 12 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| GEOMETRY | L | T TR | | L | T TR | | | LTR | | | LTR | |

| Movement | Level of Service Calculations | | | | | |
|---|---|---|---|---|---|---|
| | Lanes | | Volume | | V/C Ratio | |
| | Lane | Capacity | Existing | Project | Existing | Ex+Project |
| NBL | 1.0 | 1,600 | 20 | 21 | 0.01 | 0.01 |
| NBT | 2.0 | 3,200 | 450 | 455 | 0.17 * | 0.17 * |
| NBR | 0.0 | 0 | 82 | 82 | 0.00 | 0.00 |
| SBL | 1.0 | 1,600 | 248 | 248 | 0.16 * | 0.16 * |
| SBT | 2.0 | 3,200 | 728 | 740 | 0.24 | 0.24 |
| SBR | 0.0 | 0 | 31 | 31 | 0.00 | 0.00 |
| EBL | 0.0 | 0 | 27 | 27 | 0.00 | 0.00 |
| EBT | 1.0 | 1,600 | 64 | 64 | 0.07 * | 0.07 * |
| EBR | 0.0 | 0 | 17 | 19 | 0.00 | 0.00 |
| WBL | 0.0 | 0 | 126 | 126 | 0.00 | 0.00 |
| WBT | 1.0 | 1,600 | 113 | 113 | 0.22 * | 0.22 * |
| WBR | 0.0 | 0 | 120 | 120 | 0.00 | 0.00 |
| N/S Critical Movements | | | | | 0.33 | 0.33 |
| E/W Critical Movements | | | | | 0.29 | 0.29 |
| Clearance Interval | | | | | 0.10 | 0.10 |
| ICU | | | | | 0.72 | 0.72 |
| Level of Service (LOS) | | | | | C | C |

Notes: V/C - Volume to Capacity Ratio

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 2
**NORTH/SOUTH STREET:** Victoria Ave
**EAST/WEST STREET:** Gonzales Rd
**SCENARIO:** Existing Conditions
**TIME PERIOD:** AM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| AM Peak | 52 | 1686 | 516 | 127 | 1020 | 15 | 28 | 73 | 12 | 254 | 152 | 478 |
| Project Trips | 0 | 36 | 3 | 0 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| GEOMETRY | L | TTT | R | LL | TT | R | L | T TR | | LL | TT | R |

| Movement | Lanes Lane | | Capacity | Volume Existing | Volume Project | V/C Ratio Existing | V/C Ratio Ex+Project |
|---|---|---|---|---|---|---|---|
| | | | Level of Service Calculations | | | | |
| NBL | 1.0 | | 1,600 | 52 | 52 | 0.03 | 0.03 |
| NBT | 3.0 | | 4,800 | 1,686 | 1,722 | 0.35 * | 0.36 * |
| NBR | 1.0 | (a) | 1,600 | 389 | 392 | 0.24 | 0.24 |
| SBL | 2.0 | | 3,200 | 127 | 127 | 0.05 * | 0.05 * |
| SBT | 2.0 | | 3,200 | 1,020 | 1,028 | 0.32 | 0.32 |
| SBR | 1.0 | | 1,600 | 15 | 15 | 0.01 | 0.01 |
| EBL | 1.0 | | 1,600 | 28 | 28 | 0.05 * | 0.05 * |
| EBT | 2.0 | | 3,200 | 73 | 73 | 0.03 | 0.03 |
| EBR | 0.0 | | 0 | 12 | 12 | 0.00 | 0.00 |
| WBL | 2.0 | | 3,200 | 254 | 255 | 0.08 | 0.08 |
| WBT | 2.0 | | 3,200 | 152 | 152 | 0.05 | 0.05 |
| WBR | 1.0 | (b) | 1,600 | 415 | 415 | 0.26 * | 0.26 * |
| N/S Critical Movements | | | | | | 0.40 | 0.41 |
| E/W Critical Movements | | | | | | 0.31 | 0.31 |
| Clearance Interval | | | | | | 0.10 | 0.10 |
| ICU | | | | | | 0.81 | 0.82 |
| Level of Service (LOS) | | | | | | D | D |

Notes: V/C - Volume to Capacity Ratio
(a) 25% RTOR overlap w/WBL
(b) 13% RTOR overlap w/SBL

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 2
**NORTH/SOUTH STREET:** Victoria Ave
**EAST/WEST STREET:** Gonzales Rd
**SCENARIO:** Existing Conditions
**TIME PERIOD:** PM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| PM Peak | 26 | 1331 | 256 | 354 | 1700 | 25 | 23 | 192 | 53 | 252 | 123 | 236 |
| Project Trips | 0 | 13 | 1 | 0 | 29 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| GEOMETRY | L | TTT | R | LL | TT | R | L | T TR | | LL | TT | R |

| | Level of Service Calculations | | | | | |
|---|---|---|---|---|---|---|
| Move-ment | Lanes Lane | Capacity | Volume Existing | Project | V/C Ratio Existing | Ex+Project |
| NBL | 1.0 | 1,600 | 26 | 26 | 0.05 * | 0.05 * |
| NBT | 3.0 | 4,800 | 1,331 | 1,344 | 0.28 | 0.28 |
| NBR | 1.0 | 1,600 | 256 | 257 | 0.16 | 0.16 |
| SBL | 2.0 | 3,200 | 354 | 354 | 0.11 | 0.11 |
| SBT | 2.0 | 3,200 | 1,700 | 1,729 | 0.53 * | 0.54 * |
| SBR | 1.0 | 1,600 | 25 | 25 | 0.02 | 0.02 |
| EBL | 1.0 | 1,600 | 23 | 23 | 0.01 | 0.01 |
| EBT | 2.0 | 3,200 | 192 | 192 | 0.08 * | 0.08 * |
| EBR | 0.0 | 0 | 53 | 53 | 0.00 | 0.00 |
| WBL | 2.0 | 3,200 | 252 | 254 | 0.08 * | 0.08 * |
| WBT | 2.0 | 3,200 | 123 | 123 | 0.04 | 0.04 |
| WBR | 1.0 (a) | 1,600 | 118 | 118 | 0.07 | 0.07 |
| N/S Critical Movements | | | | | 0.58 | 0.59 |
| E/W Critical Movements | | | | | 0.16 | 0.16 |
| Clearance Interval | | | | | 0.10 | 0.10 |
| ICU | | | | | 0.84 | 0.85 |
| Level of Service (LOS) | | | | | D | D |

Notes: V/C - Volume to Capacity Ratio
(a) 50% RTOR overlap w/WBL

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 3
**NORTH/SOUTH STREET:** Victoria Ave
**EAST/WEST STREET:** Doris Ave
**SCENARIO:** Existing Conditions
**TIME PERIOD:** AM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| AM Peak | 4 | 2027 | 98 | 52 | 1245 | 6 | 2 | 1 | 4 | 100 | 2 | 155 |
| Project Trips | 0 | 39 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| GEOMETRY | L | T TR | | L | T TR | | | LTR | | L | TR | |

| Move-ment | Lanes Lane | Capacity | Volume Existing | Project | V/C Ratio Existing | Ex+Project |
|---|---|---|---|---|---|---|
| | | | Level of Service Calculations | | | |
| NBL | 1.0 | 1,600 | 4 | 4 | 0.05 | 0.05 |
| NBT | 2.0 | 3,200 | 2,027 | 2,066 | 0.66 * | 0.68 * |
| NBR | 0.0 | 0 | 98 | 100 | 0.00 | 0.00 |
| SBL | 1.0 | 1,600 | 52 | 52 | 0.05 * | 0.05 * |
| SBT | 2.0 | 3,200 | 1,245 | 1,251 | 0.39 | 0.39 |
| SBR | 0.0 | 0 | 6 | 6 | 0.00 | 0.00 |
| EBL | 0.0 | 0 | 2 | 2 | 0.00 | 0.00 |
| EBT | 1.0 | 1,600 | 1 | 1 | 0.05 * | 0.05 * |
| EBR | 0.0 | 0 | 4 | 4 | 0.00 | 0.00 |
| WBL | 1.0 | 1,600 | 100 | 100 | 0.06 * | 0.06 * |
| WBT | 1.0 | 1,600 | 2 | 2 | 0.10 | 0.10 |
| WBR | 0.0 (a) | 0 | 155 | 155 | 0.00 | 0.00 |
| N/S Critical Movements | | | | | 0.71 | 0.73 |
| E/W Critical Movements | | | | | 0.11 | 0.11 |
| Clearance Interval | | | | | 0.00 | 0.00 |
| ICU | | | | | 0.82 | 0.84 |
| Level of Service (LOS) | | | | | D | D |

Notes: V/C - Volume to Capacity Ratio
(a) not critical due to RTOR

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 3
**NORTH/SOUTH STREET:** Victoria Ave
**EAST/WEST STREET:** Doris Ave
**SCENARIO:** Existing Conditions
**TIME PERIOD:** PM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| PM Peak | 2 | 1539 | 115 | 122 | 1918 | 5 | 8 | 23 | 12 | 84 | 2 | 60 |
| Project Trips | 0 | 14 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| GEOMETRY | L | T TR | | L | T TR | | | LTR | | L | TR | |

| Move-ment | Level of Service Calculations | | | | | |
|---|---|---|---|---|---|---|
| | Lanes | | Volume | | V/C Ratio | |
| | Lane | Capacity | Existing | Project | Existing | Ex+Project |
| NBL | 1.0 | 1,600 | 2 | 2 | 0.05 * | 0.05 * |
| NBT | 2.0 | 3,200 | 1,539 | 1,553 | 0.52 | 0.52 |
| NBR | 0.0 | 0 | 115 | 115 | 0.00 | 0.00 |
| SBL | 1.0 | 1,600 | 122 | 122 | 0.08 | 0.08 |
| SBT | 2.0 | 3,200 | 1,918 | 1,949 | 0.60 * | 0.61 * |
| SBR | 0.0 | 0 | 5 | 5 | 0.00 | 0.00 |
| EBL | 0.0 | 0 | 8 | 8 | 0.00 | 0.00 |
| EBT | 1.0 | 1,600 | 23 | 23 | 0.07 * | 0.07 * |
| EBR | 0.0 | 0 | 12 | 12 | 0.00 | 0.00 |
| WBL | 1.0 | 1,600 | 84 | 85 | 0.05 * | 0.05 * |
| WBT | 1.0 | 1,600 | 2 | 2 | 0.04 | 0.04 |
| WBR | 0.0 | 0 | 60 | 60 | 0.00 | 0.00 |
| N/S Critical Movements | | | | | 0.65 | 0.66 |
| E/W Critical Movements | | | | | 0.12 | 0.12 |
| Clearance Interval | | | | | 0.00 | 0.00 |
| ICU | | | | | 0.77 | 0.78 |
| Level of Service (LOS) | | | | | C | C |

Notes: V/C - Volume to Capacity Ratio

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 4
**NORTH/SOUTH STREET:** Victoria Ave
**EAST/WEST STREET:** 5th St
**SCENARIO:** Existing Conditions
**TIME PERIOD:** AM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| AM Peak | 51 | 1718 | 125 | 181 | 1066 | 21 | 79 | 98 | 9 | 99 | 134 | 372 |
| Project Trips | 1 | 42 | 2 | 0 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| GEOMETRY | LL | TTT | R | LL | TT TR | | L | T TR | | LL | TT | R |

| Move-ment | Level of Service Calculations | | | | | |
|---|---|---|---|---|---|---|
| | Lanes | | Volume | | V/C Ratio | |
| | Lane | Capacity | Existing | Project | Existing | Ex+Project |
| NBL | 2.0 | 3,200 | 51 | 52 | 0.05 | 0.05 |
| NBT | 3.0 | 4,800 | 1,718 | 1,760 | 0.36 * | 0.37 * |
| NBR | 1.0 | 1,600 | 125 | 127 | 0.08 | 0.08 |
| SBL | 2.0 | 3,200 | 181 | 181 | 0.06 * | 0.06 * |
| SBT | 3.0 | 4,800 | 1,066 | 1,075 | 0.23 | 0.23 |
| SBR | 0.0 | 0 | 21 | 21 | 0.00 | 0.00 |
| EBL | 1.0 | 1,600 | 79 | 79 | 0.05 * | 0.05 * |
| EBT | 2.0 | 3,200 | 98 | 98 | 0.07 | 0.07 |
| EBR | 0.0 | 0 | 9 | 9 | 0.00 | 0.00 |
| WBL | 2.0 | 3,200 | 99 | 100 | 0.05 | 0.05 |
| WBT | 2.0 | 3,200 | 134 | 134 | 0.07 | 0.07 |
| WBR | 1.0 | 1,600 | 282 | 282 | 0.18 * | 0.18 * |
| N/S Critical Movements | | | | | 0.42 | 0.43 |
| E/W Critical Movements | | | | | 0.23 | 0.23 |
| Clearance Interval | | | | | 0.10 | 0.10 |
| ICU | | | | | 0.75 | 0.76 |
| Level of Service (LOS) | | | | | C | C |

Notes: V/C - Volume to Capacity Ratio

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 4
**NORTH/SOUTH STREET:** Victoria Ave
**EAST/WEST STREET:** 5th St
**SCENARIO:** Existing Conditions
**TIME PERIOD:** PM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| PM Peak | 44 | 1306 | 100 | 317 | 1652 | 54 | 45 | 158 | 27 | 194 | 131 | 263 |
| Project Trips | 0 | 14 | 0 | 0 | 32 | 0 | 0 | 0 | 1 | 2 | 0 | 0 |
| GEOMETRY | LL | TTT | R | LL | TT TR | | L | T TR | | LL | TT | R |

| Move-ment | Level of Service Calculations | | | | | |
|---|---|---|---|---|---|---|
| | Lanes | | Volume | | V/C Ratio | |
| | Lane | Capacity | Existing | Project | Existing | Ex+Project |
| NBL | 2.0 | 3,200 | 44 | 44 | 0.05 | 0.05 |
| NBT | 3.0 | 4,800 | 1,306 | 1,320 | 0.27 | 0.28 |
| NBR | 1.0 | 1,600 | 100 | 100 | 0.06 * | 0.06 * |
| SBL | 2.0 | 3,200 | 317 | 317 | 0.10 | 0.10 |
| SBT | 3.0 | 4,800 | 1,652 | 1,684 | 0.36 * | 0.36 * |
| SBR | 0.0 | 0 | 54 | 54 | 0.00 | 0.00 |
| EBL | 1.0 | 1,600 | 45 | 45 | 0.05 | 0.05 |
| EBT | 2.0 | 3,200 | 158 | 158 | 0.07 * | 0.07 * |
| EBR | 0.0 | 0 | 27 | 28 | 0.00 | 0.00 |
| WBL | 2.0 | 3,200 | 194 | 196 | 0.06 * | 0.06 * |
| WBT | 2.0 | 3,200 | 131 | 131 | 0.07 | 0.07 |
| WBR | 1.0 | 1,600 | 105 | 105 | 0.07 | 0.07 |
| N/S Critical Movements | | | | | 0.42 | 0.42 |
| E/W Critical Movements | | | | | 0.13 | 0.13 |
| Clearance Interval | | | | | 0.10 | 0.10 |
| ICU | | | | | 0.65 | 0.65 |
| Level of Service (LOS) | | | | | B | B |

Notes: V/C - Volume to Capacity Ratio

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 5
**NORTH/SOUTH STREET:** Victoria Ave
**EAST/WEST STREET:** Wooley Rd
**SCENARIO:** Existing Conditions
**TIME PERIOD:** AM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| AM Peak | 85 | 1243 | 53 | 119 | 945 | 70 | 146 | 164 | 59 | 73 | 186 | 353 |
| Project Trips | 1 | 47 | 4 | 0 | 10 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| GEOMETRY | L | TT | TR | L | TTT | R | L | TT | R | L | TT | R |

| Movement | Lanes: Lane | | Lanes: Capacity | Volume: Existing | Volume: Project | V/C Ratio: Existing | V/C Ratio: Ex+Project |
|---|---|---|---|---|---|---|---|
| | Level of Service Calculations | | | | | | |
| NBL | 1.0 | | 1,600 | 85 | 86 | 0.05 | 0.05 |
| NBT | 3.0 | | 4,800 | 1,243 | 1,290 | 0.27 * | 0.28 * |
| NBR | 0.0 | | 0 | 53 | 57 | 0.00 | 0.00 |
| SBL | 1.0 | | 1,600 | 119 | 119 | 0.07 * | 0.07 * |
| SBT | 3.0 | | 4,800 | 945 | 955 | 0.20 | 0.20 |
| SBR | 1.0 | | 1,600 | 70 | 70 | 0.04 | 0.04 |
| EBL | 1.0 | | 1,600 | 146 | 146 | 0.09 * | 0.09 * |
| EBT | 2.0 | | 3,200 | 164 | 164 | 0.07 | 0.05 |
| EBR | 1.0 | | 1,600 | 59 | 59 | 0.04 | 0.04 |
| WBL | 1.0 | | 1,600 | 73 | 74 | 0.05 | 0.05 |
| WBT | 2.0 | | 3,200 | 186 | 186 | 0.06 | 0.06 |
| WBR | 1.0 | (a) | 1,600 | 234 | 234 | 0.15 * | 0.15 * |
| N/S Critical Movements | | | | | | 0.34 | 0.35 |
| E/W Critical Movements | | | | | | 0.24 | 0.24 |
| Clearance Interval | | | | | | 0.10 | 0.10 |
| ICU | | | | | | 0.68 | 0.69 |
| Level of Service (LOS) | | | | | | B | B |

Notes: V/C - Volume to Capacity Ratio

(a) 34% RTOR overlap w/SBL

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 5
**NORTH/SOUTH STREET:** Victoria Ave
**EAST/WEST STREET:** Wooley Rd
**SCENARIO:** Existing Conditions
**TIME PERIOD:** PM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| PM Peak | 78 | 1073 | 93 | 238 | 1402 | 157 | 162 | 246 | 111 | 142 | 179 | 195 |
| Project Trips | 0 | 15 | 1 | 0 | 33 | 0 | 0 | 0 | 1 | 3 | 0 | 0 |
| GEOMETRY | L | TT | TR | L | TTT | R | L | TT | R | L | TT | R |

| | Level of Service Calculations | | | | | |
|---|---|---|---|---|---|---|
| Move-ment | Lanes Lane | Capacity | Volume Existing | Project | V/C Ratio Existing | Ex+Project |
| NBL | 1.0 | 1,600 | 78 | 78 | 0.05 | 0.05 |
| NBT | 3.0 | 4,800 | 1,073 | 1,088 | 0.24 * | 0.25 * |
| NBR | 0.0 | 0 | 93 | 94 | 0.00 | 0.00 |
| SBL | 1.0 | 1,600 | 238 | 238 | 0.15 * | 0.15 * |
| SBT | 3.0 | 4,800 | 1,402 | 1,435 | 0.29 | 0.30 |
| SBR | 1.0 | 1,600 | 157 | 157 | 0.10 | 0.10 |
| EBL | 1.0 | 1,600 | 162 | 162 | 0.10 * | 0.10 |
| EBT | 2.0 | 3,200 | 246 | 246 | 0.08 | 0.08 * |
| EBR | 1.0 | 1,600 | 111 | 112 | 0.00 | 0.00 |
| WBL | 1.0 | 1,600 | 142 | 145 | 0.09 | 0.09 * |
| WBT | 2.0 | 3,200 | 179 | 179 | 0.07 * | 0.06 |
| WBR | 1.0 (a) | 1,600 | 195 | 195 | 0.12 | 0.12 |
| N/S Critical Movements | | | | | 0.39 | 0.40 |
| E/W Critical Movements | | | | | 0.17 | 0.17 |
| Clearance Interval | | | | | 0.10 | 0.10 |
| ICU | | | | | 0.66 | 0.67 |
| Level of Service (LOS) | | | | | B | B |

Notes: V/C - Volume to Capacity Ratio

(a) not critical due to RTOR

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 6
**NORTH/SOUTH STREET:** Victoria Ave
**EAST/WEST STREET:** Hemlock St
**SCENARIO:** Existing Conditions
**TIME PERIOD:** AM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| AM Peak | 8 | 832 | 31 | 92 | 934 | 9 | 26 | 0 | 13 | 45 | 2 | 322 |
| Project Trips | 0 | 53 | 2 | 0 | 11 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| GEOMETRY | L | TT | TR | L | TT | TR | L | TR | | L | T | R |

| Move-ment | Lanes Lane | | Capacity | Volume Existing | Volume Project | V/C Ratio Existing | V/C Ratio Ex+Project |
|---|---|---|---|---|---|---|---|
| | | | | Level of Service Calculations | | | |
| NBL | 1.0 | | 1,600 | 8 | 8 | 0.05 * | 0.05 * |
| NBT | 3.0 | | 4,800 | 832 | 885 | 0.18 | 0.19 |
| NBR | 0.0 | | 0 | 31 | 33 | 0.00 | 0.00 |
| SBL | 1.0 | | 1,600 | 92 | 92 | 0.06 | 0.06 |
| SBT | 3.0 | | 4,800 | 934 | 945 | 0.20 * | 0.20 * |
| SBR | 0.0 | | 0 | 9 | 9 | 0.00 | 0.00 |
| EBL | 1.0 | | 1,600 | 26 | 26 | 0.05 * | 0.05 * |
| EBT | 1.0 | | 1,600 | 0 | 0 | 0.01 | 0.01 |
| EBR | 0.0 | | 0 | 13 | 13 | 0.00 | 0.00 |
| WBL | 1.0 | | 1,600 | 45 | 46 | 0.05 | 0.05 |
| WBT | 1.0 | | 1,600 | 2 | 2 | 0.00 | 0.00 * |
| WBR | 1.0 | (a) | 1,600 | 230 | 230 | 0.14 * | 0.14 * |
| N/S Critical Movements | | | | | | 0.25 | 0.25 |
| E/W Critical Movements | | | | | | 0.19 | 0.19 |
| Clearance Interval | | | | | | 0.10 | 0.10 |
| ICU | | | | | | 0.54 | 0.54 |
| Level of Service (LOS) | | | | | | A | A |

Notes: V/C - Volume to Capacity Ratio

(a) 29% RTOR overlap w/SBL

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 6
**NORTH/SOUTH STREET:** Victoria Ave
**EAST/WEST STREET:** Hemlock St
**SCENARIO:** Existing Conditions
**TIME PERIOD:** PM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| PM Peak | 8 | 1086 | 105 | 248 | 1140 | 32 | 25 | 5 | 7 | 69 | 5 | 156 |
| Project Trips | 0 | 17 | 1 | 0 | 39 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| GEOMETRY | L | TT | TR | L | TT | TR | L | TR | | L | T | R |

| Movement | Lanes Lane | | Lanes Capacity | Volume Existing | Volume Project | V/C Ratio Existing | V/C Ratio Ex+Project |
|---|---|---|---|---|---|---|---|
| | | | **Level of Service Calculations** | | | | |
| NBL | 1.0 | | 1,600 | 8 | 8 | 0.05 | 0.01 |
| NBT | 3.0 | | 4,800 | 1,086 | 1,103 | 0.25 * | 0.25 * |
| NBR | 0.0 | | 0 | 105 | 106 | 0.00 | 0.00 |
| SBL | 1.0 | | 1,600 | 248 | 248 | 0.16 * | 0.16 * |
| SBT | 3.0 | | 4,800 | 1,140 | 1,179 | 0.24 | 0.25 |
| SBR | 0.0 | | 0 | 32 | 32 | 0.00 | 0.00 |
| EBL | 1.0 | | 1,600 | 25 | 25 | 0.05 | 0.05 |
| EBT | 1.0 | | 1,600 | 5 | 5 | 0.07 * | 0.07 * |
| EBR | 0.0 | | 0 | 7 | 7 | 0.00 | 0.00 |
| WBL | 1.0 | | 1,600 | 69 | 71 | 0.05 * | 0.05 * |
| WBT | 1.0 | | 1,600 | 5 | 5 | 0.00 | 0.00 |
| WBR | 1.0 | (a) | 1,600 | 156 | 156 | 0.00 | 0.00 |
| N/S Critical Movements | | | | | | 0.41 | 0.41 |
| E/W Critical Movements | | | | | | 0.12 | 0.12 |
| Clearance Interval | | | | | | 0.10 | 0.10 |
| ICU | | | | | | 0.63 | 0.63 |
| Level of Service (LOS) | | | | | | B | B |

Notes: V/C - Volume to Capacity Ratio

(a) not critical due to RTOR

# TWO-WAY STOP CONTROL SUMMARY

| General Information | | Site Information | |
|---|---|---|---|
| Analyst: | DJL | Intersection: | VICTORIA AVE/MONACO DR |
| Agency/Co.: | STANTEC | Jurisdiction: | OXNARD |
| Date Performed: | 4/28/2016 | Analysis Year: | EXISTING CONDITIONS |
| Analysis Time Period: | AM PEAK HOUR | Peak Hour Factor: | |

Project Description: 2064132900

| | |
|---|---|
| East/West Street: MONACO DR | North/South Street: VICTORIA AVE |
| Intersection Orientation: North-South | Study Period (hrs): 1.00 |

## Vehicle Volumes and Adjustments

| Major Street | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|
| Movement | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| | U | L | T | R | U | L | T | R |
| Volume (veh/h) | | 6 | 746 | 4 | | 49 | 879 | 3 |
| Percent Heavy Vehicles | | 2 | 2 | 2 | | 2 | 2 | 2 |
| Median Type | Raised curb | | | | | | | |
| Storage | 0 | | | | | | | |
| RT Channelized | | | | 0 | | | | 0 |
| Lanes | | 1 | 2 | 0 | | 1 | 2 | 0 |
| Configuration | | L | T | TR | | L | T | TR |
| Proportion Time Blocked | | | | | | | | |

| Minor Street | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| Movement | 7 | 8 | 9 | 10 | 11 | 12 |
| | L | T | R | L | T | R |
| Volume (veh/h) | 2 | 1 | 5 | 0 | 0 | 14 |
| Percent Heavy Vehicles | 2 | | | 2 | 0 | 0 |
| Left-Turn Lane Storage | | | | | | |
| Percent Grade (%) | 0 | | | 0 | | |
| Flared Approach | | | N | | | N |
| Storage | | | 0 | | | 0 |
| Lanes | 0 | 1 | 0 | 0 | 1 | 0 |
| Configuration | | LTR | | | LTR | |
| Proportion Time Blocked | | | | | | |

## Delay, Queue Length, and Level of Service

| Approach | Northbound | Southbound | Westbound | | | Eastbound | | |
|---|---|---|---|---|---|---|---|---|
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Configuration | L | L | | LTR | | | LTR | |
| v (veh/h) | 6 | 49 | | 14 | | | 8 | |
| C (m) (veh/h) | 762 | 855 | | 676 | | | 199 | |
| v/c Ratio | 0.01 | 0.06 | | 0.02 | | | 0.04 | |
| 95% Queue Length | 0.02 | 0.18 | | 0.06 | | | 0.13 | |
| Control Delay (s/veh) | 9.8 | 9.5 | | 10.4 | | | 23.8 | |
| Movement LOS | A | A | | B | | | C | |
| Approach Delay (s/veh) | | | 10.4 | | | 23.8 | | |
| Approach LOS | | | B | | | C | | |

# TWO-WAY STOP CONTROL SUMMARY

| General Information | | Site Information | |
|---|---|---|---|
| Analyst: | DJL | Intersection: | VICTORIA AVE/MONACO DR |
| Agency/Co.: | STANTEC | Jurisdiction: | OXNARD |
| Date Performed: | 4/28/2016 | Analysis Year: | EX + PROJECT CONDITIONS |
| Analysis Time Period: | AM PEAK HOUR | Peak Hour Factor: | |

Project Description: 2064132900

| | |
|---|---|
| East/West Street: MONACO DR | North/South Street: VICTORIA AVE |
| Intersection Orientation: North-South | Study Period (hrs): 1.00 |

## Vehicle Volumes and Adjustments

| Major Street | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|
| Movement | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| | U | L | T | R | U | L | T | R |
| Volume (veh/h) | | 6 | 758 | 4 | | 49 | 935 | 0 |
| Percent Heavy Vehicles | | 2 | 2 | 2 | | 2 | 2 | 2 |
| Median Type | Raised curb | | | | | | | |
| Storage | 0 | | | | | | | |
| RT Channelized | | | | 0 | | | | 0 |
| Lanes | 1 | | 2 | 0 | 1 | | 2 | 0 |
| Configuration | L | | T | TR | L | | T | TR |
| Proportion Time Blocked | | | | | | | | |

| Minor Street | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| Movement | 7 | 8 | 9 | 10 | 11 | 12 |
| | L | T | R | L | T | R |
| Volume (veh/h) | 2 | 1 | 5 | 0 | 0 | 14 |
| Percent Heavy Vehicles | 2 | | | 2 | 0 | 0 |
| Left-Turn Lane Storage | | | | | | |
| Percent Grade (%) | 0 | | | 0 | | |
| Flared Approach | | | N | | | N |
| Storage | | | 0 | | | 0 |
| Lanes | 0 | 1 | 0 | 0 | 1 | 0 |
| Configuration | | LTR | | | LTR | |
| Proportion Time Blocked | | | | | | |

## Delay, Queue Length, and Level of Service

| Approach | Northbound | Southbound | Westbound | | | Eastbound | | |
|---|---|---|---|---|---|---|---|---|
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Configuration | L | L | | LTR | | | LTR | |
| v (veh/h) | 6 | 49 | | 14 | | | 8 | |
| C (m) (veh/h) | 728 | 846 | | 671 | | | 181 | |
| v/c Ratio | 0.01 | 0.06 | | 0.02 | | | 0.04 | |
| 95% Queue Length | 0.02 | 0.18 | | 0.06 | | | 0.14 | |
| Control Delay (s/veh) | 10.0 | 9.5 | | 10.5 | | | 25.8 | |
| Movement LOS | A | A | | B | | | D | |
| Approach Delay (s/veh) | | | 10.5 | | | 25.8 | | |
| Approach LOS | | | B | | | D | | |

# TWO-WAY STOP CONTROL SUMMARY

| General Information | | Site Information | |
|---|---|---|---|
| Analyst: | DJL | Intersection: | VICTORIA AVE/MONACO DR |
| Agency/Co.: | STANTEC | Jurisdiction: | OXNARD |
| Date Performed: | 4/28/2016 | Analysis Year: | EXISTING CONDITIONS |
| Analysis Time Period: | PM PEAK HOUR | Peak Hour Factor: | |

Project Description: 2064132900

| | |
|---|---|
| East/West Street: MONACO DR | North/South Street: VICTORIA AVE |
| Intersection Orientation: North-South | Study Period (hrs): 1.00 |

## Vehicle Volumes and Adjustments

| Major Street | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|
| Movement | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| | U | L | T | R | U | L | T | R |
| Volume (veh/h) | | 10 | 1129 | 5 | | 120 | 950 | 8 |
| Percent Heavy Vehicles | | 2 | 2 | 2 | | 2 | 2 | 2 |
| Median Type | Raised curb | | | | | | | |
| Storage | 0 | | | | | | | |
| RT Channelized | | | | 0 | | | | 0 |
| Lanes | | 1 | 2 | 0 | | 1 | 2 | 0 |
| Configuration | | L | T | TR | | L | T | TR |
| Proportion Time Blocked | | | | | | | | |

| Minor Street | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| Movement | 7 | 8 | 9 | 10 | 11 | 12 |
| | L | T | R | L | T | R |
| Volume (veh/h) | 1 | 0 | 9 | 1 | 0 | 71 |
| Percent Heavy Vehicles | 2 | | | 2 | 0 | 0 |
| Left-Turn Lane Storage | | | | | | |
| Percent Grade (%) | 0 | | | 0 | | |
| Flared Approach | | | N | | | N |
| Storage | | | 0 | | | 0 |
| Lanes | 0 | 1 | 0 | 0 | 1 | 0 |
| Configuration | | LTR | | | LTR | |
| Proportion Time Blocked | | | | | | |

## Delay, Queue Length, and Level of Service

| Approach | Northbound | Southbound | Westbound | | | Eastbound | | |
|---|---|---|---|---|---|---|---|---|
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Configuration | L | L | | LTR | | | LTR | |
| v (veh/h) | 10 | 120 | | 72 | | | 10 | |
| C (m) (veh/h) | 714 | 612 | | 445 | | | 241 | |
| v/c Ratio | 0.01 | 0.20 | | 0.16 | | | 0.04 | |
| 95% Queue Length | 0.04 | 0.73 | | 0.58 | | | 0.13 | |
| Control Delay (s/veh) | 10.1 | 12.3 | | 14.6 | | | 20.6 | |
| Movement LOS | B | B | | B | | | C | |
| Approach Delay (s/veh) | | | 14.6 | | | 20.6 | | |
| Approach LOS | | | B | | | C | | |

# TWO-WAY STOP CONTROL SUMMARY

| General Information | | Site Information | |
|---|---|---|---|
| Analyst: | DJL | Intersection: | VICTORIA AVE/MONACO DR |
| Agency/Co.: | STANTEC | Jurisdiction: | OXNARD |
| Date Performed: | 4/28/2016 | Analysis Year: | EX+PROJECT CONDITIONS |
| Analysis Time Period: | PM PEAK HOUR | Peak Hour Factor: | |

Project Description: 2064132900

East/West Street: MONACO DR | North/South Street: VICTORIA AVE

Intersection Orientation: North-South | Study Period (hrs): 1.00

## Vehicle Volumes and Adjustments

| Major Street | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|
| Movement | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| | U | L | T | R | U | L | T | R |
| Volume (veh/h) | | 10 | 1148 | 5 | | 120 | 989 | 8 |
| Percent Heavy Vehicles | | 2 | 2 | 2 | | 2 | 2 | 2 |
| Median Type | Raised curb | | | | | | | |
| Storage | 0 | | | | | | | |
| RT Channelized | | | | 0 | | | | 0 |
| Lanes | | 1 | 2 | 0 | | 1 | 2 | 0 |
| Configuration | | L | T | TR | | L | T | TR |
| Proportion Time Blocked | | | | | | | | |

| Minor Street | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| Movement | 7 | 8 | 9 | 10 | 11 | 12 |
| | L | T | R | L | T | R |
| Volume (veh/h) | 1 | 0 | 9 | 1 | 0 | 71 |
| Percent Heavy Vehicles | 2 | | | 2 | 0 | 0 |
| Left-Turn Lane Storage | | | | | | |
| Percent Grade (%) | 0 | | | 0 | | |
| Flared Approach | | | N | | | N |
| Storage | | | 0 | | | 0 |
| Lanes | 0 | 1 | 0 | 0 | 1 | 0 |
| Configuration | | LTR | | | LTR | |
| Proportion Time Blocked | | | | | | |

## Delay, Queue Length, and Level of Service

| Approach | Northbound | Southbound | Westbound | | | Eastbound | | |
|---|---|---|---|---|---|---|---|---|
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Configuration | L | L | | LTR | | | LTR | |
| v (veh/h) | 10 | 120 | | 72 | | | 10 | |
| C (m) (veh/h) | 690 | 602 | | 437 | | | 226 | |
| v/c Ratio | 0.01 | 0.20 | | 0.16 | | | 0.04 | |
| 95% Queue Length | 0.04 | 0.74 | | 0.59 | | | 0.14 | |
| Control Delay (s/veh) | 10.3 | 12.5 | | 14.9 | | | 21.7 | |
| Movement LOS | B | B | | B | | | C | |
| Approach Delay (s/veh) | | | 14.9 | | | 21.7 | | |
| Approach LOS | | | B | | | C | | |

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 8
**NORTH/SOUTH STREET:** Harbor Blvd
**EAST/WEST STREET:** Channel Islands Blvd
**SCENARIO:** Existing Conditions
**TIME PERIOD:** AM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| AM Peak | 109 | 0 | 224 | 0 | 0 | 0 | 0 | 359 | 89 | 253 | 479 | 0 |
| Project Trips | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 23 | 0 |
| GEOMETRY | LL | | R | | | | | TT | R | LL | TT | |

| | Level of Service Calculations | | | | | |
|---|---|---|---|---|---|---|
| Move-ment | Lanes Lane | | Capacity | Volume Existing | Project | V/C Ratio Existing | Ex+Project |
| NBL | 2.0 | | 3,200 | 109 | 109 | 0.05 * | 0.05 * |
| NBT | 0.0 | | 0 | 0 | 0 | 0.00 | 0.00 |
| NBR | 1.0 | (a) | 1,600 | 224 | 225 | 0.00 | 0.00 |
| SBL | 0.0 | | 0 | 0 | 0 | 0.00 | 0.00 * |
| SBT | 0.0 | | 0 | 0 | 0 | 0.00 | 0.00 |
| SBR | 0.0 | | 0 | 0 | 0 | 0.00 | 0.00 |
| EBL | 0.0 | | 0 | 0 | 0 | 0.00 | 0.00 |
| EBT | 2.0 | | 3,200 | 359 | 364 | 0.11 * | 0.11 * |
| EBR | 1.0 | (a) | 1,600 | 89 | 89 | 0.00 | 0.00 |
| WBL | 2.0 | | 3,200 | 253 | 256 | 0.08 * | 0.08 * |
| WBT | 2.0 | | 3,200 | 479 | 502 | 0.15 | 0.16 |
| WBR | 0.0 | | 0 | 0 | 0 | 0.00 | 0.00 |
| N/S Critical Movements | | | | | | 0.05 | 0.05 |
| E/W Critical Movements | | | | | | 0.19 | 0.19 |
| Clearance Interval | | | | | | 0.10 | 0.10 |
| ICU | | | | | | 0.34 | 0.34 |
| Level of Service (LOS) | | | | | | A | A |

Notes: V/C - Volume to Capacity Ratio

(a) Right-turn controlled by yield sign.

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 8
**NORTH/SOUTH STREET:** Harbor Blvd
**EAST/WEST STREET:** Channel Islands Blvd
**SCENARIO:** Existing Conditions
**TIME PERIOD:** PM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| PM Peak | 86 | 0 | 224 | 0 | 0 | 0 | 0 | 645 | 135 | 249 | 504 | 0 |
| Project Trips | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 17 | 0 | 1 | 7 | 0 |
| GEOMETRY | LL | | R | | | | | TT | R | LL | TT | |

| | Level of Service Calculations | | | | | |
|---|---|---|---|---|---|---|
| Move-ment | Lanes Lane | Capacity | Volume Existing | Project | V/C Ratio Existing | Ex+Project |
| NBL | 2.0 | 3,200 | 86 | 86 | 0.05 * | 0.05 * |
| NBT | 0.0 | 0 | 0 | 0 | 0.00 | 0.00 |
| NBR | 1.0 (a) | 1,600 | 224 | 226 | 0.00 | 0.00 |
| SBL | 0.0 | 0 | 0 | 0 | 0.00 | 0.00 * |
| SBT | 0.0 | 0 | 0 | 0 | 0.00 | 0.00 |
| SBR | 0.0 | 0 | 0 | 0 | 0.00 | 0.00 |
| EBL | 0.0 | 0 | 0 | 0 | 0.00 | 0.00 |
| EBT | 2.0 | 3,200 | 645 | 662 | 0.20 * | 0.21 * |
| EBR | 1.0 (a) | 1,600 | 135 | 135 | 0.00 | 0.00 |
| WBL | 2.0 | 3,200 | 249 | 250 | 0.08 * | 0.08 * |
| WBT | 2.0 | 3,200 | 504 | 511 | 0.16 | 0.16 |
| WBR | 0.0 | 0 | 0 | 0 | 0.00 | 0.00 |
| N/S Critical Movements | | | | | 0.05 | 0.05 |
| E/W Critical Movements | | | | | 0.28 | 0.29 |
| Clearance Interval | | | | | 0.10 | 0.10 |
| ICU | | | | | 0.43 | 0.44 |
| Level of Service (LOS) | | | | | A | A |

Notes: V/C - Volume to Capacity Ratio

(a) Right-turn controlled by yield sign.

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 9
**NORTH/SOUTH STREET:** Peninsula Rd
**EAST/WEST STREET:** Channel Islands Blvd
**SCENARIO:** Existing Conditions
**TIME PERIOD:** AM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| AM Peak | 64 | 0 | 150 | 14 | 0 | 7 | 6 | 568 | 17 | 62 | 666 | 14 |
| Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 26 | 1 |
| GEOMETRY | L | T | R | LTR | | | L | TT | R | L | TT | R |

| Move-ment | Level of Service Calculations | | | | | |
|---|---|---|---|---|---|---|
| | Lanes | | Volume | | V/C Ratio | |
| | Lane | Capacity | Existing | Project | Existing | Ex+Project |
| NBL | 1.0 | 1,600 | 64 | 64 | 0.05 * | 0.05 * |
| NBT | 1.0 | 1,600 | 0 | 0 | 0.00 | 0.00 |
| NBR | 1.0 | 1,600 | 150 | 150 | 0.09 | 0.09 |
| SBL | 0.0 | 0 | 14 | 14 | 0.00 | 0.00 |
| SBT | 1.0 | 1,600 | 0 | 0 | 0.07 * | 0.07 * |
| SBR | 0.0 | 0 | 7 | 7 | 0.00 | 0.00 |
| EBL | 1.0 | 1,600 | 6 | 6 | 0.05 * | 0.05 * |
| EBT | 2.0 | 3,200 | 568 | 574 | 0.18 | 0.18 |
| EBR | 1.0 | 1,600 | 17 | 17 | 0.01 | 0.01 |
| WBL | 1.0 | 1,600 | 62 | 63 | 0.05 | 0.04 |
| WBT | 2.0 | 3,200 | 666 | 692 | 0.21 * | 0.22 * |
| WBR | 1.0 | 1,600 | 14 | 15 | 0.01 | 0.01 |
| N/S Critical Movements | | | | | 0.12 | 0.12 |
| E/W Critical Movements | | | | | 0.26 | 0.27 |
| Clearance Interval | | | | | 0.10 | 0.10 |
| ICU | | | | | 0.48 | 0.49 |
| Level of Service (LOS) | | | | | A | A |

Notes: V/C - Volume to Capacity Ratio

(a)

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 9
**NORTH/SOUTH STREET:** Peninsula Rd
**EAST/WEST STREET:** Channel Islands Blvd
**SCENARIO:** Existing Conditions
**TIME PERIOD:** PM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| PM Peak | 35 | 1 | 161 | 20 | 1 | 7 | 11 | 788 | 58 | 195 | 702 | 24 |
| Project Trips | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 19 | 0 | 0 | 8 | 0 |
| GEOMETRY | L | T | R | LTR | | | L | TT | R | L | TT | R |

| | Level of Service Calculations | | | | | |
|---|---|---|---|---|---|---|
| Move-ment | Lanes Lane | Capacity | Volume Existing | Project | V/C Ratio Existing | Ex+Project |
| NBL | 1.0 | 1,600 | 35 | 35 | 0.05 * | 0.05 * |
| NBT | 1.0 | 1,600 | 1 | 1 | 0.00 | 0.00 |
| NBR | 1.0 | 1,600 | 161 | 162 | 0.10 | 0.10 * |
| SBL | 0.0 | 0 | 20 | 21 | 0.00 | 0.00 |
| SBT | 1.0 | 1,600 | 1 | 1 | 0.07 * | 0.07 * |
| SBR | 0.0 | 0 | 7 | 7 | 0.00 | 0.00 |
| EBL | 1.0 | 1,600 | 11 | 11 | 0.05 | 0.01 |
| EBT | 2.0 | 3,200 | 788 | 807 | 0.25 * | 0.25 * |
| EBR | 1.0 | 1,600 | 58 | 58 | 0.04 | 0.04 * |
| WBL | 1.0 | 1,600 | 195 | 195 | 0.12 * | 0.12 * |
| WBT | 2.0 | 3,200 | 702 | 710 | 0.22 | 0.22 |
| WBR | 1.0 | 1,600 | 24 | 24 | 0.02 | 0.02 |
| N/S Critical Movements | | | | | 0.12 | 0.12 |
| E/W Critical Movements | | | | | 0.37 | 0.37 |
| Clearance Interval | | | | | 0.10 | 0.10 |
| ICU | | | | | 0.59 | 0.59 |
| Level of Service (LOS) | | | | | A | A |

Notes: V/C - Volume to Capacity Ratio

(a)

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 10
**NORTH/SOUTH STREET:** Victoria Ave
**EAST/WEST STREET:** Channel Islands Blvd
**SCENARIO:** Existing Conditions
**TIME PERIOD:** AM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| AM Peak | 135 | 197 | 126 | 278 | 387 | 117 | 172 | 440 | 158 | 117 | 490 | 443 |
| Project Trips | 28 | 36 | 25 | 0 | 12 | 0 | 20 | 38 | 0 | 14 | 0 | 0 |
| GEOMETRY | LL | T TR | | LL | TT | R | LL | T TR | | L | TT | R |

| Move-ment | Lanes Lane | | Capacity | Volume Existing | Volume Project | V/C Ratio Existing | V/C Ratio Ex+Project |
|---|---|---|---|---|---|---|---|
| | | | | Level of Service Calculations | | | |
| NBL | 2.0 | | 3,200 | 135 | 163 | 0.05 | 0.05 |
| NBT | 2.0 | | 3,200 | 197 | 233 | 0.10 * | 0.12 * |
| NBR | 0.0 | | 0 | 126 | 151 | 0.00 | 0.00 |
| SBL | 2.0 | | 3,200 | 278 | 278 | 0.09 * | 0.09 * |
| SBT | 2.0 | | 3,200 | 387 | 399 | 0.12 | 0.12 |
| SBR | 1.0 | | 1,600 | 117 | 117 | 0.07 | 0.07 |
| EBL | 2.0 | | 3,200 | 172 | 192 | 0.05 | 0.06 |
| EBT | 2.0 | | 3,200 | 440 | 478 | 0.19 * | 0.20 * |
| EBR | 0.0 | | 0 | 158 | 158 | 0.00 | 0.00 |
| WBL | 1.0 | | 1,600 | 117 | 131 | 0.07 * | 0.08 * |
| WBT | 2.0 | | 3,200 | 490 | 490 | 0.15 | 0.15 |
| WBR | 1.0 | (a) | 1,600 | 304 | 304 | 0.19 | 0.19 |
| N/S Critical Movements | | | | | | 0.19 | 0.21 |
| E/W Critical Movements | | | | | | 0.26 | 0.28 |
| Clearance Interval | | | | | | 0.00 | 0.00 |
| ICU | | | | | | 0.45 | 0.49 |
| Level of Service (LOS) | | | | | | A | A |

Notes: V/C - Volume to Capacity Ratio

(a) 31% RTOR overlap w/SBL

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 10
**NORTH/SOUTH STREET:** Victoria Ave
**EAST/WEST STREET:** Channel Islands Blvd
**SCENARIO:** Existing Conditions
**TIME PERIOD:** PM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| PM Peak | 202 | 550 | 132 | 645 | 184 | 211 | 196 | 661 | 77 | 170 | 491 | 401 |
| Project Trips | 28 | 36 | 25 | 0 | 12 | 0 | 20 | 38 | 0 | 14 | 0 | 0 |
| GEOMETRY | LL | T TR | | LL | TT | R | LL | T TR | | L | TT | R |

| Move-ment | Lanes Lane | | Capacity | Volume Existing | Project | V/C Ratio Existing | Ex+Project |
|---|---|---|---|---|---|---|---|
| | | | Level of Service Calculations | | | | |
| NBL | 2.0 | | 3,200 | 202 | 230 | 0.06 | 0.07 |
| NBT | 2.0 | | 3,200 | 550 | 586 | 0.21 * | 0.23 * |
| NBR | 0.0 | | 0 | 132 | 157 | 0.00 | 0.00 |
| SBL | 2.0 | | 3,200 | 645 | 645 | 0.20 * | 0.20 * |
| SBT | 2.0 | | 3,200 | 184 | 196 | 0.07 | 0.06 |
| SBR | 1.0 | | 1,600 | 211 | 211 | 0.13 | 0.13 |
| EBL | 2.0 | | 3,200 | 196 | 216 | 0.06 | 0.07 |
| EBT | 2.0 | | 3,200 | 661 | 699 | 0.23 * | 0.24 * |
| EBR | 0.0 | | 0 | 77 | 77 | 0.00 | 0.00 |
| WBL | 1.0 | | 1,600 | 170 | 184 | 0.11 * | 0.12 * |
| WBT | 2.0 | | 3,200 | 491 | 491 | 0.15 | 0.15 |
| WBR | 1.0 | (a) | 1,600 | 201 | 201 | 0.13 | 0.13 |
| N/S Critical Movements | | | | | | 0.41 | 0.43 |
| E/W Critical Movements | | | | | | 0.34 | 0.36 |
| Clearance Interval | | | | | | 0.00 | 0.00 |
| ICU | | | | | | 0.75 | 0.79 |
| Level of Service (LOS) | | | | | | C | C |

Notes: V/C - Volume to Capacity Ratio

(a) 50% RTOR overlap w/SBL

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 11
**NORTH/SOUTH STREET:** Wheelhouse Ave
**EAST/WEST STREET:** Channel Islands Blvd
**SCENARIO:** Existing Conditions
**TIME PERIOD:** AM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| AM Peak | 0 | 0 | 0 | 136 | 0 | 28 | 10 | 919 | 0 | 6 | 1075 | 73 |
| Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 62 | 0 | 0 | 13 | 0 |
| GEOMETRY | | | | L | LR | | L | TT | | L | TT | R |

| | Level of Service Calculations | | | | | |
|---|---|---|---|---|---|---|
| Move-ment | Lanes Lane | Lanes Capacity | Volume Existing | Volume Project | V/C Ratio Existing | V/C Ratio Ex+Project |
| NBL | 0.0 | 0 | 0 | 0 | 0.00 * | 0.00 * |
| NBT | 0.0 | 0 | 0 | 0 | 0.00 | 0.00 |
| NBR | 0.0 | 0 | 0 | 0 | 0.00 | 0.00 |
| SBL | 0.0 | 0 | 136 | 136 | 0.00 | 0.00 |
| SBT | 2.0 | 3,200 | 0 | 0 | 0.05 * | 0.05 * |
| SBR | 0.0 | 0 | 28 | 28 | 0.00 | 0.00 |
| EBL | 1.0 | 1,600 | 10 | 13 | 0.01 * | 0.01 * |
| EBT | 2.0 | 3,200 | 919 | 981 | 0.29 | 0.31 |
| EBR | 0.0 | 0 | 0 | 0 | 0.00 | 0.00 |
| WBL | 1.0 | 1,600 | 6 | 6 | 0.00 | 0.00 |
| WBT | 2.0 | 3,200 | 1,075 | 1,088 | 0.34 * | 0.34 * |
| WBR | 1.0 | 1,600 | 73 | 73 | 0.05 | 0.05 |
| N/S Critical Movements | | | | | 0.05 | 0.05 |
| E/W Critical Movements | | | | | 0.35 | 0.35 |
| Clearance Interval | | | | | 0.10 | 0.10 |
| ICU | | | | | 0.50 | 0.50 |
| Level of Service (LOS) | | | | | A | A |

Notes: V/C - Volume to Capacity Ratio

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 11
**NORTH/SOUTH STREET:** Wheelhouse Ave
**EAST/WEST STREET:** Channel Islands Blvd
**SCENARIO:** Existing Conditions
**TIME PERIOD:** PM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| PM Peak | 0 | 0 | 0 | 221 | 0 | 42 | 35 | 1339 | 0 | 25 | 1193 | 195 |
| Project Trips | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 23 | 0 | 0 | 50 | 0 |
| GEOMETRY | | | | L | LR | | L | TT | | L | TT | R |

| | Level of Service Calculations | | | | | |
|---|---|---|---|---|---|---|
| Move- | Lanes | | Volume | | V/C Ratio | |
| ment | Lane | Capacity | Existing | Project | Existing | Ex+Project |
| NBL | 0.0 | 0 | 0 | 0 | 0.00 * | 0.00 * |
| NBT | 0.0 | 0 | 0 | 0 | 0.00 | 0.00 |
| NBR | 0.0 | 0 | 0 | 0 | 0.00 | 0.00 |
| SBL | 0.0 | 0 | 221 | 221 | 0.00 | 0.00 |
| SBT | 2.0 | 3,200 | 0 | 0 | 0.08 * | 0.08 * |
| SBR | 0.0 | 0 | 42 | 44 | 0.00 | 0.00 |
| EBL | 1.0 | 1,600 | 35 | 35 | 0.02 | 0.02 |
| EBT | 2.0 | 3,200 | 1,339 | 1,362 | 0.42 * | 0.43 * |
| EBR | 0.0 | 0 | 0 | 0 | 0.00 | 0.00 |
| WBL | 1.0 | 1,600 | 25 | 25 | 0.02 * | 0.02 * |
| WBT | 2.0 | 3,200 | 1,193 | 1,243 | 0.37 | 0.39 |
| WBR | 1.0 | 1,600 | 195 | 195 | 0.12 | 0.12 |
| N/S Critical Movements | | | | | 0.08 | 0.08 |
| E/W Critical Movements | | | | | 0.44 | 0.45 |
| Clearance Interval | | | | | 0.10 | 0.10 |
| ICU | | | | | 0.62 | 0.63 |
| Level of Service (LOS) | | | | | B | B |

Notes: V/C - Volume to Capacity Ratio

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 12
**NORTH/SOUTH STREET:** Patterson Rd **Split Phased**
**EAST/WEST STREET:** Channel Islands Blvd
**SCENARIO:** Existing Conditions
**TIME PERIOD:** AM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| AM Peak | 15 | 8 | 4 | 197 | 164 | 49 | 13 | 833 | 231 | 116 | 1092 | 187 |
| Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 62 | 0 | 0 | 13 | 0 |
| GEOMETRY | | LT | T R | L | LT | R | L | TT | R | L | TT | R |

| Move-ment | Lanes Lane | Lanes Capacity | Volume Existing | Volume Project | V/C Ratio Existing | V/C Ratio Ex+Project |
|---|---|---|---|---|---|---|
| | | | Level of Service Calculations | | | |
| NBL | 0.0 | 0 | 15 | 15 | 0.00 | 0.00 |
| NBT | 2.0 | 3,200 | 8 | 8 | 0.07 * | 0.07 * |
| NBR | 1.0 | 1,600 | 4 | 4 | 0.00 | 0.00 |
| SBL | 0.0 | 0 | 197 | 197 | 0.00 | 0.00 |
| SBT | 2.0 | 3,200 | 164 | 164 | 0.11 * | 0.11 * |
| SBR | 1.0 | 1,600 | 49 | 49 | 0.03 | 0.03 |
| EBL | 1.0 | 1,600 | 13 | 16 | 0.05 * | 0.05 * |
| EBT | 2.0 | 3,200 | 833 | 895 | 0.26 | 0.28 |
| EBR | 1.0 | 1,600 | 231 | 231 | 0.14 | 0.14 |
| WBL | 1.0 | 1,600 | 116 | 116 | 0.07 | 0.07 |
| WBT | 2.0 | 3,200 | 1,092 | 1,105 | 0.34 * | 0.35 * |
| WBR | 1.0 | 1,600 | 187 | 187 | 0.12 | 0.12 |
| N/S Critical Movements | | | | | 0.18 | 0.18 |
| E/W Critical Movements | | | | | 0.39 | 0.40 |
| Clearance Interval | | | | | 0.10 | 0.10 |
| ICU | | | | | 0.67 | 0.68 |
| Level of Service (LOS) | | | | | B | B |

Notes: V/C - Volume to Capacity Ratio

(a)

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 12
**NORTH/SOUTH STREET:** Patterson Rd
**EAST/WEST STREET:** Channel Islands Blvd
**SCENARIO:** Existing Conditions
**TIME PERIOD:** PM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| PM Peak | 62 | 98 | 43 | 161 | 20 | 121 | 46 | 1491 | 41 | 12 | 1252 | 202 |
| Project Trips | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 19 | 0 | 0 | 41 | 0 |
| GEOMETRY | | LT | T R | L | LT | R | L | TT | R | L | TT | R |

| Movement | Lane | Lanes | Capacity | Volume Existing | Volume Project | V/C Ratio Existing | V/C Ratio Ex+Project |
|---|---|---|---|---|---|---|---|
| | | | Level of Service Calculations | | | | |
| NBL | 0.0 | | 0 | 62 | 62 | 0.00 | 0.00 |
| NBT | 2.0 | | 3,200 | 98 | 98 | 0.07 * | 0.07 |
| NBR | 1.0 | | 1,600 | 43 | 43 | 0.03 | 0.03 |
| SBL | 0.0 | | 0 | 161 | 161 | 0.00 | 0.00 |
| SBT | 2.0 | | 3,200 | 20 | 20 | 0.07 * | 0.07 * |
| SBR | 1.0 | (a) | 1,600 | 121 | 128 | 0.08 | 0.08 |
| EBL | 1.0 | | 1,600 | 46 | 49 | 0.03 | 0.03 |
| EBT | 2.0 | | 3,200 | 1,491 | 1,510 | 0.47 * | 0.47 * |
| EBR | 1.0 | | 1,600 | 41 | 41 | 0.03 | 0.03 |
| WBL | 1.0 | | 1,600 | 12 | 12 | 0.01 * | 0.01 * |
| WBT | 2.0 | | 3,200 | 1,252 | 1,293 | 0.39 | 0.40 |
| WBR | 1.0 | | 1,600 | 202 | 202 | 0.13 | 0.13 |
| N/S Critical Movements | | | | | | 0.14 | 0.14 |
| E/W Critical Movements | | | | | | 0.48 | 0.48 |
| Clearance Interval | | | | | | 0.10 | 0.10 |
| ICU | | | | | | 0.72 | 0.72 |
| Level of Service (LOS) | | | | | | C | C |

Notes: V/C - Volume to Capacity Ratio

(a) Not critical due to RTOR

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 13
**NORTH/SOUTH STREET:** Ventura Rd
**EAST/WEST STREET:** Channel Islands Blvd
**SCENARIO:** Existing Conditions
**TIME PERIOD:** AM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| AM Peak | 684 | 694 | 119 | 255 | 691 | 60 | 38 | 483 | 562 | 173 | 621 | 60 |
| Project Trips | 3 | 0 | 0 | 0 | 0 | 2 | 11 | 22 | 15 | 0 | 5 | 0 |
| GEOMETRY | LL | TT | R | LL | TT | R | L | TT | R | L | TT | R |

| | Level of Service Calculations | | | | | |
|---|---|---|---|---|---|---|
| Move-ment | Lanes Lane | Capacity | Volume Existing | Project | V/C Ratio Existing | Ex+Project |
| NBL | 2.0 | 3,200 | 684 | 687 | 0.21 * | 0.21 * |
| NBT | 2.0 | 3,200 | 694 | 694 | 0.22 | 0.22 |
| NBR | 1.0 | 1,600 | 119 | 119 | 0.07 | 0.07 |
| SBL | 2.0 | 3,200 | 255 | 255 | 0.08 | 0.08 |
| SBT | 2.0 | 3,200 | 691 | 691 | 0.22 * | 0.22 * |
| SBR | 1.0 | 1,600 | 60 | 62 | 0.04 | 0.04 |
| EBL | 1.0 | 1,600 | 38 | 49 | 0.02 | 0.03 |
| EBT | 2.0 | 3,200 | 483 | 505 | 0.15 * | 0.16 * |
| EBR | 1.0 (a) | 1,600 | 562 | 577 | 0.00 | 0.00 |
| WBL | 1.0 | 1,600 | 173 | 173 | 0.11 * | 0.11 * |
| WBT | 2.0 | 3,200 | 621 | 626 | 0.19 | 0.20 |
| WBR | 1.0 | 1,600 | 60 | 60 | 0.04 | 0.04 |
| N/S Critical Movements | | | | | 0.43 | 0.43 |
| E/W Critical Movements | | | | | 0.26 | 0.27 |
| Clearance Interval | | | | | 0.10 | 0.10 |
| ICU | | | | | 0.79 | 0.80 |
| Level of Service (LOS) | | | | | C | C |

Notes: V/C - Volume to Capacity Ratio

(a) Free right turn

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 13
**NORTH/SOUTH STREET:** Ventura Rd
**EAST/WEST STREET:** Channel Islands Blvd
**SCENARIO:** Existing Conditions
**TIME PERIOD:** PM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| PM Peak | 708 | 782 | 135 | 326 | 721 | 115 | 105 | 606 | 866 | 131 | 641 | 211 |
| Project Trips | 12 | 0 | 0 | 0 | 0 | 8 | 4 | 8 | 5 | 0 | 18 | 0 |
| GEOMETRY | LL | TT | R | LL | TT | R | L | TT | R | L | TT | R |

| | Level of Service Calculations | | | | | |
|---|---|---|---|---|---|---|
| Move-ment | Lanes Lane | Capacity | Volume Existing | Project | V/C Ratio Existing | Ex+Project |
| NBL | 2.0 | 3,200 | 708 | 720 | 0.22 * | 0.23 * |
| NBT | 2.0 | 3,200 | 782 | 782 | 0.24 | 0.24 |
| NBR | 1.0 | 1,600 | 135 | 135 | 0.08 | 0.08 * |
| SBL | 2.0 | 3,200 | 326 | 326 | 0.10 | 0.10 |
| SBT | 2.0 | 3,200 | 721 | 721 | 0.23 * | 0.23 * |
| SBR | 1.0 | 1,600 | 115 | 123 | 0.07 | 0.08 |
| EBL | 1.0 | 1,600 | 105 | 109 | 0.07 * | 0.07 * |
| EBT | 2.0 | 3,200 | 606 | 614 | 0.19 | 0.19 |
| EBR | 1.0 (a) | 1,600 | 866 | 871 | 0.00 | 0.00 |
| WBL | 1.0 | 1,600 | 131 | 131 | 0.08 | 0.08 |
| WBT | 2.0 | 3,200 | 641 | 659 | 0.20 * | 0.21 * |
| WBR | 1.0 | 1,600 | 211 | 211 | 0.13 | 0.13 |
| N/S Critical Movements | | | | | 0.45 | 0.46 |
| E/W Critical Movements | | | | | 0.27 | 0.28 |
| Clearance Interval | | | | | 0.10 | 0.10 |
| ICU | | | | | 0.82 | 0.84 |
| Level of Service (LOS) | | | | | D | D |

Notes: V/C - Volume to Capacity Ratio

(a) Free right turn

## Cumulative and Cumulative + Project AM and PM Peak Hour

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 1
**NORTH/SOUTH STREET:** Harbor Blvd
**EAST/WEST STREET:** Wooley Rd
**SCENARIO:** Cumulative Conditions
**TIME PERIOD:** AM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| AM Peak | 18 | 703 | 88 | 112 | 420 | 13 | 77 | 38 | 33 | 66 | 68 | 246 |
| Project Trips | 3 | 15 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| GEOMETRY | L | T TR | | L | T TR | | | LTR | | | LTR | |

| Movement | Level of Service Calculations | | | | | |
|---|---|---|---|---|---|---|
| | Lanes | | Volume | | V/C Ratio | |
| | Lane | Capacity | Cumulative | Project | Cumulative | Cumu+Project |
| NBL | 1.0 | 1,600 | 18 | 21 | 0.01 | 0.01 |
| NBT | 2.0 | 3,200 | 703 | 718 | 0.25 * | 0.25 * |
| NBR | 0.0 | 0 | 88 | 88 | 0.00 | 0.00 |
| SBL | 1.0 | 1,600 | 112 | 112 | 0.07 * | 0.07 * |
| SBT | 2.0 | 3,200 | 420 | 423 | 0.14 | 0.14 |
| SBR | 0.0 | 0 | 13 | 13 | 0.00 | 0.00 |
| EBL | 0.0 | 0 | 77 | 77 | 0.00 | 0.00 |
| EBT | 1.0 | 1,600 | 38 | 38 | 0.09 * | 0.09 * |
| EBR | 0.0 | 0 | 33 | 34 | 0.00 | 0.00 |
| WBL | 0.0 | 0 | 66 | 66 | 0.00 | 0.00 |
| WBT | 1.0 | 1,600 | 68 | 68 | 0.24 * | 0.24 * |
| WBR | 0.0 | 0 | 246 | 246 | 0.00 | 0.00 |
| N/S Critical Movements | | | | | 0.32 | 0.32 |
| E/W Critical Movements | | | | | 0.30 | 0.30 |
| Clearance Interval | | | | | 0.10 | 0.10 |
| ICU | | | | | 0.72 | 0.72 |
| Level of Service (LOS) | | | | | C | C |

Notes: V/C - Volume to Capacity Ratio

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 1
**NORTH/SOUTH STREET:** Harbor Blvd
**EAST/WEST STREET:** Wooley Rd
**SCENARIO:** Cumulative Conditions
**TIME PERIOD:** PM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| PM Peak | 29 | 518 | 102 | 258 | 771 | 43 | 31 | 66 | 22 | 135 | 125 | 145 |
| Project Trips | 1 | 5 | 0 | 0 | 12 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| GEOMETRY | L | T TR | | L | T TR | | | LTR | | | LTR | |

| Move-ment | Level of Service Calculations | | | | | |
|---|---|---|---|---|---|---|
| | Lanes | | Volume | | V/C Ratio | |
| | Lane | Capacity | Cumulative | Project | Cumulative | Cumu+Project |
| NBL | 1.0 | 1,600 | 29 | 30 | 0.02 | 0.02 |
| NBT | 2.0 | 3,200 | 518 | 523 | 0.19 * | 0.20 * |
| NBR | 0.0 | 0 | 102 | 102 | 0.00 | 0.00 |
| SBL | 1.0 | 1,600 | 258 | 258 | 0.16 * | 0.16 * |
| SBT | 2.0 | 3,200 | 771 | 783 | 0.25 | 0.26 |
| SBR | 0.0 | 0 | 43 | 43 | 0.00 | 0.00 |
| EBL | 0.0 | 0 | 31 | 31 | 0.00 | 0.00 |
| EBT | 1.0 | 1,600 | 66 | 66 | 0.07 * | 0.08 * |
| EBR | 0.0 | 0 | 22 | 24 | 0.00 | 0.00 |
| WBL | 0.0 | 0 | 135 | 135 | 0.00 | 0.00 |
| WBT | 1.0 | 1,600 | 125 | 125 | 0.25 * | 0.25 * |
| WBR | 0.0 | 0 | 145 | 145 | 0.00 | 0.00 |
| N/S Critical Movements | | | | | 0.35 | 0.36 |
| E/W Critical Movements | | | | | 0.29 | 0.29 |
| Clearance Interval | | | | | 0.10 | 0.10 |
| ICU | | | | | 0.74 | 0.75 |
| Level of Service (LOS) | | | | | C | C |

Notes: V/C - Volume to Capacity Ratio

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 2
**NORTH/SOUTH STREET:** Victoria Ave
**EAST/WEST STREET:** Gonzales Rd
**SCENARIO:** Cumulative Conditions
**TIME PERIOD:** AM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| AM Peak | 54 | 1762 | 522 | 127 | 1068 | 15 | 28 | 76 | 14 | 259 | 157 | 478 |
| Project Trips | 0 | 36 | 3 | 0 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| GEOMETRY | L | TTT | R | LL | TT | R | L | T TR | | LL | TT | R |

| | Level of Service Calculations | | | | | |
|---|---|---|---|---|---|---|
| Move- | Lanes | | Volume | | V/C Ratio | |
| ment | Lane | Capacity | Cumulative | Project | Cumulative | Cumu+Project |
| NBL | 1.0 | 1,600 | 54 | 54 | 0.03 | 0.03 |
| NBT | 3.0 | 4,800 | 1,762 | 1,798 | 0.37 * | 0.37 * |
| NBR | 1.0 (a) | 1,600 | 393 | 395 | 0.25 | 0.25 |
| SBL | 2.0 | 3,200 | 127 | 127 | 0.05 * | 0.05 * |
| SBT | 2.0 | 3,200 | 1,068 | 1,076 | 0.33 | 0.34 |
| SBR | 1.0 | 1,600 | 15 | 15 | 0.01 | 0.01 |
| EBL | 1.0 | 1,600 | 28 | 28 | 0.05 * | 0.05 * |
| EBT | 2.0 | 3,200 | 76 | 76 | 0.03 | 0.03 |
| EBR | 0.0 | 0 | 14 | 14 | 0.00 | 0.00 |
| WBL | 2.0 | 3,200 | 259 | 260 | 0.08 | 0.08 |
| WBT | 2.0 | 3,200 | 157 | 157 | 0.05 | 0.05 |
| WBR | 1.0 (b) | 1,600 | 415 | 415 | 0.26 * | 0.26 * |
| N/S Critical Movements | | | | | 0.42 | 0.42 |
| E/W Critical Movements | | | | | 0.31 | 0.31 |
| Clearance Interval | | | | | 0.10 | 0.10 |
| ICU | | | | | 0.83 | 0.83 |
| Level of Service (LOS) | | | | | D | D |

Notes: V/C - Volume to Capacity Ratio
(a) 25% RTOR overlap w/WBL
(b) 13% RTOR overlap w/SBL

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 2
**NORTH/SOUTH STREET:** Victoria Ave
**EAST/WEST STREET:** Gonzales Rd
**SCENARIO:** Cumulative Conditions
**TIME PERIOD:** PM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| PM Peak | 30 | 1404 | 264 | 354 | 1788 | 25 | 23 | 197 | 57 | 258 | 127 | 236 |
| Project Trips | 0 | 13 | 1 | 0 | 29 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| GEOMETRY | L | TTT | R | LL | TT | R | L | T TR | | LL | TT | R |

| | Level of Service Calculations | | | | | |
|---|---|---|---|---|---|---|
| Move-ment | Lanes Lane | Capacity | Volume Cumulative | Project | V/C Ratio Cumulative | Cumu+Project |
| NBL | 1.0 | 1,600 | 30 | 30 | 0.05 * | 0.05 * |
| NBT | 3.0 | 4,800 | 1,404 | 1,417 | 0.29 | 0.30 |
| NBR | 1.0 | 1,600 | 264 | 265 | 0.17 | 0.17 |
| SBL | 2.0 | 3,200 | 354 | 354 | 0.11 | 0.11 |
| SBT | 2.0 | 3,200 | 1,788 | 1,817 | 0.56 * | 0.57 * |
| SBR | 1.0 | 1,600 | 25 | 25 | 0.02 | 0.02 |
| EBL | 1.0 | 1,600 | 23 | 23 | 0.01 | 0.01 |
| EBT | 2.0 | 3,200 | 197 | 197 | 0.08 * | 0.08 * |
| EBR | 0.0 | 0 | 57 | 57 | 0.00 | 0.00 |
| WBL | 2.0 | 3,200 | 258 | 260 | 0.08 * | 0.08 * |
| WBT | 2.0 | 3,200 | 127 | 127 | 0.04 | 0.04 |
| WBR | 1.0 (a) | 1,600 | 118 | 118 | 0.07 | 0.07 |
| N/S Critical Movements | | | | | 0.61 | 0.62 |
| E/W Critical Movements | | | | | 0.16 | 0.16 |
| Clearance Interval | | | | | 0.10 | 0.10 |
| ICU | | | | | 0.87 | 0.88 |
| Level of Service (LOS) | | | | | D | D |

Notes: V/C - Volume to Capacity Ratio
(a) 50% RTOR overlap w/WBL

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 3
**NORTH/SOUTH STREET:** Victoria Ave
**EAST/WEST STREET:** Doris Ave
**SCENARIO:** Cumulative Conditions
**TIME PERIOD:** AM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| AM Peak | 5 | 2043 | 102 | 52 | 1302 | 6 | 2 | 1 | 5 | 104 | 2 | 224 |
| Project Trips | 0 | 39 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| GEOMETRY | L | T TR | | L | T TR | | | LTR | | L | TR | |

| | Level of Service Calculations | | | | | |
|---|---|---|---|---|---|---|
| Move- | Lanes | | Volume | | V/C Ratio | |
| ment | Lane | Capacity | Cumulative | Project | Cumulative | Cumu+Project |
| NBL | 1.0 | 1,600 | 5 | 5 | 0.05 | 0.05 |
| NBT | 2.0 | 3,200 | 2,043 | 2,082 | 0.67 * | 0.68 * |
| NBR | 0.0 | 0 | 102 | 104 | 0.00 | 0.00 |
| SBL | 1.0 | 1,600 | 52 | 52 | 0.05 * | 0.05 * |
| SBT | 2.0 | 3,200 | 1,302 | 1,308 | 0.41 | 0.41 |
| SBR | 0.0 | 0 | 6 | 6 | 0.00 | 0.00 |
| EBL | 0.0 | 0 | 2 | 2 | 0.00 | 0.00 |
| EBT | 1.0 | 1,600 | 1 | 1 | 0.05 * | 0.05 * |
| EBR | 0.0 | 0 | 5 | 5 | 0.00 | 0.00 |
| WBL | 1.0 | 1,600 | 104 | 104 | 0.07 * | 0.07 * |
| WBT | 1.0 | 1,600 | 2 | 2 | 0.14 | 0.14 |
| WBR | 0.0 (a) | 0 | 224 | 224 | 0.00 | 0.00 |
| N/S Critical Movements | | | | | 0.72 | 0.73 |
| E/W Critical Movements | | | | | 0.12 | 0.12 |
| Clearance Interval | | | | | 0.00 | 0.00 |
| ICU | | | | | 0.84 | 0.85 |
| Level of Service (LOS) | | | | | D | D |

Notes: V/C - Volume to Capacity Ratio
(a) not critical due to RTOR

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 3
**NORTH/SOUTH STREET:** Victoria Ave
**EAST/WEST STREET:** Doris Ave
**SCENARIO:** Cumulative Conditions
**TIME PERIOD:** PM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| PM Peak | 3 | 1565 | 123 | 122 | 1947 | 5 | 8 | 23 | 13 | 92 | 2 | 123 |
| Project Trips | 0 | 14 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| GEOMETRY | L | T TR | | L | T TR | | | LTR | | L | TR | |

| Movement | Lanes | | Volume | | V/C Ratio | |
|---|---|---|---|---|---|---|
| | Lane | Capacity | Cumulative | Project | Cumulative | Cumu+Project |
| NBL | 1.0 | 1,600 | 3 | 3 | 0.05 * | 0.05 * |
| NBT | 2.0 | 3,200 | 1,565 | 1,579 | 0.53 | 0.53 |
| NBR | 0.0 | 0 | 123 | 123 | 0.00 | 0.00 |
| SBL | 1.0 | 1,600 | 122 | 122 | 0.08 | 0.08 |
| SBT | 2.0 | 3,200 | 1,947 | 1,978 | 0.61 * | 0.62 * |
| SBR | 0.0 | 0 | 5 | 5 | 0.00 | 0.00 |
| EBL | 0.0 | 0 | 8 | 8 | 0.00 | 0.00 |
| EBT | 1.0 | 1,600 | 23 | 23 | 0.07 * | 0.07 * |
| EBR | 0.0 | 0 | 13 | 13 | 0.00 | 0.00 |
| WBL | 1.0 | 1,600 | 92 | 93 | 0.06 * | 0.06 * |
| WBT | 1.0 | 1,600 | 2 | 2 | 0.08 | 0.08 |
| WBR | 0.0 | 0 | 123 | 123 | 0.00 | 0.00 |
| N/S Critical Movements | | | | | 0.66 | 0.67 |
| E/W Critical Movements | | | | | 0.13 | 0.13 |
| Clearance Interval | | | | | 0.00 | 0.00 |
| ICU | | | | | 0.79 | 0.80 |
| Level of Service (LOS) | | | | | C | C |

Level of Service Calculations

Notes: V/C - Volume to Capacity Ratio

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 4
**NORTH/SOUTH STREET:** Victoria Ave
**EAST/WEST STREET:** 5th St
**SCENARIO:** Cumulative Conditions
**TIME PERIOD:** AM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| AM Peak | 53 | 1758 | 134 | 186 | 1123 | 26 | 82 | 102 | 9 | 108 | 135 | 376 |
| Project Trips | 1 | 42 | 2 | 0 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| GEOMETRY | LL | TTT | R | LL | TT TR | | L | T TR | | LL | TT | R |

| Move-ment | Level of Service Calculations | | | | | |
|---|---|---|---|---|---|---|
| | Lanes | | Volume | | V/C Ratio | |
| | Lane | Capacity | Cumulative | Project | Cumulative | Cumu+Project |
| NBL | 2.0 | 3,200 | 53 | 54 | 0.05 | 0.05 |
| NBT | 3.0 | 4,800 | 1,758 | 1,800 | 0.37 * | 0.38 * |
| NBR | 1.0 | 1,600 | 134 | 136 | 0.08 | 0.09 |
| SBL | 2.0 | 3,200 | 186 | 186 | 0.06 * | 0.06 * |
| SBT | 3.0 | 4,800 | 1,123 | 1,132 | 0.24 | 0.24 |
| SBR | 0.0 | 0 | 26 | 26 | 0.00 | 0.00 |
| EBL | 1.0 | 1,600 | 82 | 82 | 0.05 * | 0.05 * |
| EBT | 2.0 | 3,200 | 102 | 102 | 0.07 | 0.07 |
| EBR | 0.0 | 0 | 9 | 9 | 0.00 | 0.00 |
| WBL | 2.0 | 3,200 | 108 | 109 | 0.05 | 0.05 |
| WBT | 2.0 | 3,200 | 135 | 135 | 0.07 | 0.07 |
| WBR | 1.0 | 1,600 | 283 | 283 | 0.18 * | 0.18 * |
| N/S Critical Movements | | | | | 0.43 | 0.44 |
| E/W Critical Movements | | | | | 0.23 | 0.23 |
| Clearance Interval | | | | | 0.10 | 0.10 |
| ICU | | | | | 0.76 | 0.77 |
| Level of Service (LOS) | | | | | C | C |

Notes: V/C - Volume to Capacity Ratio

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 4
**NORTH/SOUTH STREET:** Victoria Ave
**EAST/WEST STREET:** 5th St
**SCENARIO:** Cumulative Conditions
**TIME PERIOD:** PM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| PM Peak | 47 | 1372 | 120 | 322 | 1704 | 58 | 50 | 165 | 27 | 215 | 135 | 280 |
| Project Trips | 0 | 14 | 0 | 0 | 32 | 0 | 0 | 0 | 1 | 2 | 0 | 0 |
| GEOMETRY | LL | TTT | R | LL | TT TR | | L | T TR | | LL | TT | R |

| | Level of Service Calculations | | | | | |
|---|---|---|---|---|---|---|
| | Lanes | | Volume | | V/C Ratio | |
| Move-ment | Lane | Capacity | Cumulative | Project | Cumulative | Cumu+Project |
| NBL | 2.0 | 3,200 | 47 | 47 | 0.05 | 0.05 |
| NBT | 3.0 | 4,800 | 1,372 | 1,386 | 0.29 | 0.29 |
| NBR | 1.0 | 1,600 | 120 | 120 | 0.08 * | 0.08 * |
| SBL | 2.0 | 3,200 | 322 | 322 | 0.10 | 0.10 |
| SBT | 3.0 | 4,800 | 1,704 | 1,736 | 0.37 * | 0.37 * |
| SBR | 0.0 | 0 | 58 | 58 | 0.00 | 0.00 |
| EBL | 1.0 | 1,600 | 50 | 50 | 0.05 | 0.05 |
| EBT | 2.0 | 3,200 | 165 | 165 | 0.07 * | 0.07 * |
| EBR | 0.0 | 0 | 27 | 28 | 0.00 | 0.00 |
| WBL | 2.0 | 3,200 | 215 | 217 | 0.07 * | 0.07 * |
| WBT | 2.0 | 3,200 | 135 | 135 | 0.07 | 0.07 |
| WBR | 1.0 | 1,600 | 119 | 119 | 0.07 | 0.07 |
| N/S Critical Movements | | | | | 0.42 | 0.42 |
| E/W Critical Movements | | | | | 0.14 | 0.14 |
| Clearance Interval | | | | | 0.10 | 0.10 |
| ICU | | | | | 0.66 | 0.66 |
| Level of Service (LOS) | | | | | B | B |

Notes: V/C - Volume to Capacity Ratio

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 5
**NORTH/SOUTH STREET:** Victoria Ave
**EAST/WEST STREET:** Wooley Rd
**SCENARIO:** Cumulative Conditions
**TIME PERIOD:** AM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| AM Peak | 88 | 1285 | 62 | 120 | 997 | 82 | 155 | 167 | 64 | 83 | 188 | 354 |
| Project Trips | 1 | 47 | 4 | 0 | 10 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| GEOMETRY | L | TT | TR | L | TTT | R | L | TT | R | L | TT | R |

| | Level of Service Calculations | | | | | |
|---|---|---|---|---|---|---|
| Move- | Lanes | | Volume | | V/C Ratio | |
| ment | Lane | Capacity | Cumulative | Project | Cumulative | Cumu+Project |
| NBL | 1.0 | 1,600 | 88 | 89 | 0.06 | 0.06 |
| NBT | 3.0 | 4,800 | 1,285 | 1,332 | 0.28 * | 0.29 * |
| NBR | 0.0 | 0 | 62 | 66 | 0.00 | 0.00 |
| SBL | 1.0 | 1,600 | 120 | 120 | 0.08 * | 0.08 * |
| SBT | 3.0 | 4,800 | 997 | 1,007 | 0.21 | 0.21 |
| SBR | 1.0 | 1,600 | 82 | 82 | 0.05 | 0.05 |
| EBL | 1.0 | 1,600 | 155 | 155 | 0.10 * | 0.10 * |
| EBT | 2.0 | 3,200 | 167 | 167 | 0.07 | 0.07 |
| EBR | 1.0 | 1,600 | 64 | 64 | 0.04 | 0.04 |
| WBL | 1.0 | 1,600 | 83 | 84 | 0.05 | 0.05 |
| WBT | 2.0 | 3,200 | 188 | 188 | 0.06 | 0.06 |
| WBR | 1.0 (a) | 1,600 | 234 | 234 | 0.15 * | 0.15 * |
| N/S Critical Movements | | | | | 0.36 | 0.37 |
| E/W Critical Movements | | | | | 0.25 | 0.25 |
| Clearance Interval | | | | | 0.10 | 0.10 |
| ICU | | | | | 0.71 | 0.72 |
| Level of Service (LOS) | | | | | C | C |

Notes: V/C - Volume to Capacity Ratio

(a) 34% RTOR overlap w/SBL

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 5
**NORTH/SOUTH STREET:** Victoria Ave
**EAST/WEST STREET:** Wooley Rd
**SCENARIO:** Cumulative Conditions
**TIME PERIOD:** PM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| PM Peak | 83 | 1136 | 103 | 240 | 1460 | 171 | 177 | 248 | 113 | 156 | 182 | 197 |
| Project Trips | 0 | 15 | 1 | 0 | 33 | 0 | 0 | 0 | 1 | 3 | 0 | 0 |
| GEOMETRY | L | TT | TR | L | TTT | R | L | TT | R | L | TT | R |

| | Level of Service Calculations | | | | | |
|---|---|---|---|---|---|---|
| Move-ment | Lanes Lane | Capacity | Volume Cumulative | Project | V/C Ratio Cumulative | Cumu+Project |
| NBL | 1.0 | 1,600 | 83 | 83 | 0.05 | 0.05 |
| NBT | 3.0 | 4,800 | 1,136 | 1,151 | 0.26 * | 0.26 * |
| NBR | 0.0 | 0 | 103 | 104 | 0.00 | 0.00 |
| SBL | 1.0 | 1,600 | 240 | 240 | 0.15 * | 0.15 * |
| SBT | 3.0 | 4,800 | 1,460 | 1,493 | 0.30 | 0.31 |
| SBR | 1.0 | 1,600 | 171 | 171 | 0.11 | 0.11 |
| EBL | 1.0 | 1,600 | 177 | 177 | 0.11 * | 0.11 * |
| EBT | 2.0 | 3,200 | 248 | 248 | 0.08 | 0.08 |
| EBR | 1.0 | 1,600 | 113 | 114 | 0.00 | 0.00 |
| WBL | 1.0 | 1,600 | 156 | 159 | 0.10 | 0.10 |
| WBT | 2.0 | 3,200 | 182 | 182 | 0.07 * | 0.07 |
| WBR | 1.0 (a) | 1,600 | 197 | 197 | 0.12 | 0.12 |
| N/S Critical Movements | | | | | 0.41 | 0.41 |
| E/W Critical Movements | | | | | 0.18 | 0.18 |
| Clearance Interval | | | | | 0.10 | 0.10 |
| ICU | | | | | 0.69 | 0.69 |
| Level of Service (LOS) | | | | | B | B |

Notes: V/C - Volume to Capacity Ratio

(a) not critical due to RTOR

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 6
**NORTH/SOUTH STREET:** Victoria Ave
**EAST/WEST STREET:** Hemlock St
**SCENARIO:** Cumulative Conditions
**TIME PERIOD:** AM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| AM Peak | 8 | 874 | 44 | 100 | 987 | 9 | 26 | 0 | 13 | 64 | 2 | 336 |
| Project Trips | 0 | 53 | 2 | 0 | 11 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| GEOMETRY | L | TT | TR | L | TT | TR | L | TR | | L | T | R |

| Movement | Lanes | | Capacity | Volume | | V/C Ratio | |
|---|---|---|---|---|---|---|---|
| | Lane | | | Cumulative | Project | Cumulative | Cumu+Project |
| | | | Level of Service Calculations | | | | |
| NBL | 1.0 | | 1,600 | 8 | 8 | 0.05 * | 0.05 * |
| NBT | 3.0 | | 4,800 | 874 | 927 | 0.19 | 0.20 |
| NBR | 0.0 | | 0 | 44 | 46 | 0.00 | 0.00 |
| SBL | 1.0 | | 1,600 | 100 | 100 | 0.06 | 0.06 |
| SBT | 3.0 | | 4,800 | 987 | 998 | 0.21 * | 0.21 * |
| SBR | 0.0 | | 0 | 9 | 9 | 0.00 | 0.00 |
| EBL | 1.0 | | 1,600 | 26 | 26 | 0.05 * | 0.05 * |
| EBT | 1.0 | | 1,600 | 0 | 0 | 0.01 | 0.01 |
| EBR | 0.0 | | 0 | 13 | 13 | 0.00 | 0.00 |
| WBL | 1.0 | | 1,600 | 64 | 65 | 0.05 | 0.05 |
| WBT | 1.0 | | 1,600 | 2 | 2 | 0.00 | 0.00 |
| WBR | 1.0 | (a) | 1,600 | 236 | 236 | 0.15 * | 0.15 * |
| N/S Critical Movements | | | | | | 0.26 | 0.26 |
| E/W Critical Movements | | | | | | 0.20 | 0.20 |
| Clearance Interval | | | | | | 0.10 | 0.10 |
| ICU | | | | | | 0.56 | 0.56 |
| Level of Service (LOS) | | | | | | A | A |

Notes: V/C - Volume to Capacity Ratio

(a) 29% RTOR overlap w/SBL

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 6
**NORTH/SOUTH STREET:** Victoria Ave
**EAST/WEST STREET:** Hemlock St
**SCENARIO:** Cumulative Conditions
**TIME PERIOD:** PM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| PM Peak | 8 | 1148 | 128 | 264 | 1197 | 32 | 25 | 5 | 7 | 91 | 5 | 168 |
| Project Trips | 0 | 17 | 1 | 0 | 39 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| GEOMETRY | L | TT | TR | L | TT | TR | L | TR | | L | T | R |

| Move-ment | Lanes Lane | | Capacity | Volume Cumulative | Volume Project | V/C Ratio Cumulative | V/C Ratio Cumu+Project |
|---|---|---|---|---|---|---|---|
| | | | | Level of Service Calculations | | | |
| NBL | 1.0 | | 1,600 | 8 | 8 | 0.05 | 0.01 |
| NBT | 3.0 | | 4,800 | 1,148 | 1,165 | 0.27 * | 0.27 * |
| NBR | 0.0 | | 0 | 128 | 129 | 0.00 | 0.00 |
| SBL | 1.0 | | 1,600 | 264 | 264 | 0.17 * | 0.17 * |
| SBT | 3.0 | | 4,800 | 1,197 | 1,236 | 0.26 | 0.26 |
| SBR | 0.0 | | 0 | 32 | 32 | 0.00 | 0.00 |
| EBL | 1.0 | | 1,600 | 25 | 25 | 0.05 | 0.05 |
| EBT | 1.0 | | 1,600 | 5 | 5 | 0.07 * | 0.07 * |
| EBR | 0.0 | | 0 | 7 | 7 | 0.00 | 0.00 |
| WBL | 1.0 | | 1,600 | 91 | 93 | 0.05 * | 0.05 * |
| WBT | 1.0 | | 1,600 | 5 | 5 | 0.00 | 0.00 |
| WBR | 1.0 | (a) | 1,600 | 168 | 168 | 0.11 | 0.11 |
| N/S Critical Movements | | | | | | 0.44 | 0.44 |
| E/W Critical Movements | | | | | | 0.12 | 0.12 |
| Clearance Interval | | | | | | 0.10 | 0.10 |
| ICU | | | | | | 0.66 | 0.66 |
| Level of Service (LOS) | | | | | | B | B |

Notes: V/C - Volume to Capacity Ratio

(a) not critical due to RTOR

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 7
**NORTH/SOUTH STREET:** Victoria Ave
**EAST/WEST STREET:** Monaco Dr
**SCENARIO:** Cumulative Conditions
**TIME PERIOD:** AM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| AM Peak | 6 | 795 | 34 | 57 | 943 | 3 | 2 | 1 | 5 | 47 | 0 | 18 |
| Project Trips | 0 | 56 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| GEOMETRY | L | TT | TR | L | T | TR | | LTR | | | LTR | |

| | Level of Service Calculations | | | | | |
|---|---|---|---|---|---|---|
| | Lanes | | Volume | | V/C Ratio | |
| Move-ment | Lane | Capacity | Cumulative | Project | Cumulative | Cumu+Project |
| NBL | 1.0 | 1,600 | 6 | 6 | 0.05 * | 0.05 * |
| NBT | 3.0 | 4,800 | 795 | 851 | 0.17 | 0.18 |
| NBR | 0.0 | 0 | 34 | 34 | 0.00 | 0.00 |
| SBL | 1.0 | 1,600 | 57 | 57 | 0.05 | 0.05 |
| SBT | 2.0 | 3,200 | 943 | 955 | 0.30 * | 0.30 * |
| SBR | 0.0 | 0 | 3 | 3 | 0.00 | 0.00 |
| EBL | 0.0 | 0 | 2 | 2 | 0.00 | 0.00 |
| EBT | 1.0 | 1,600 | 1 | 1 | 0.07 * | 0.07 * |
| EBR | 0.0 | 0 | 5 | 5 | 0.00 | 0.00 |
| WBL | 0.0 | 0 | 47 | 47 | 0.00 | 0.00 |
| WBT | 1.0 | 1,600 | 0 | 0 | 0.07 * | 0.07 * |
| WBR | 0.0 | 0 | 18 | 18 | 0.00 | 0.00 |
| N/S Critical Movements | | | | | 0.35 | 0.35 |
| E/W Critical Movements | | | | | 0.14 | 0.14 |
| Clearance Interval | | | | | 0.00 | 0.00 |
| ICU | | | | | 0.49 | 0.49 |
| Level of Service (LOS) | | | | | A | A |

Notes: V/C - Volume to Capacity Ratio

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 7
**NORTH/SOUTH STREET:** Victoria Ave
**EAST/WEST STREET:** Monaco Dr
**SCENARIO:** Cumulative Conditions
**TIME PERIOD:** PM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| PM Peak | 10 | 1207 | 83 | 142 | 1013 | 8 | 1 | 0 | 9 | 78 | 0 | 76 |
| Project Trips | 0 | 19 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| GEOMETRY | L | TT | TR | L | T | TR | | LTR | | | LTR | |

| | Level of Service Calculations | | | | | |
|---|---|---|---|---|---|---|
| Move-ment | Lanes | | Volume | | V/C Ratio | |
| | Lane | Capacity | Cumulative | Project | Cumulative | Cumu+Project |
| NBL | 1.0 | 1,600 | 10 | 10 | 0.05 * | 0.05 * |
| NBT | 3.0 | 4,800 | 1,207 | 1,226 | 0.27 | 0.27 |
| NBR | 0.0 | 0 | 83 | 83 | 0.00 | 0.00 |
| SBL | 1.0 | 1,600 | 142 | 142 | 0.09 | 0.09 |
| SBT | 2.0 | 3,200 | 1,013 | 1,056 | 0.32 * | 0.33 * |
| SBR | 0.0 | 0 | 8 | 8 | 0.00 | 0.00 |
| EBL | 0.0 | 0 | 1 | 1 | 0.00 | 0.00 |
| EBT | 1.0 | 1,600 | 0 | 0 | 0.07 * | 0.07 * |
| EBR | 0.0 | 0 | 9 | 9 | 0.00 | 0.00 |
| WBL | 0.0 | 0 | 78 | 78 | 0.00 | 0.00 |
| WBT | 1.0 | 1,600 | 0 | 0 | 0.10 * | 0.10 * |
| WBR | 0.0 | 0 | 76 | 76 | 0.00 | 0.00 |
| N/S Critical Movements | | | | | 0.37 | 0.38 |
| E/W Critical Movements | | | | | 0.17 | 0.17 |
| Clearance Interval | | | | | 0.00 | 0.00 |
| ICU | | | | | 0.54 | 0.55 |
| Level of Service (LOS) | | | | | A | A |

Notes: V/C - Volume to Capacity Ratio

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 8
**NORTH/SOUTH STREET:** Harbor Blvd
**EAST/WEST STREET:** Channel Islands Blvd
**SCENARIO:** Cumulative Conditions
**TIME PERIOD:** AM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| AM Peak | 114 | 0 | 235 | 0 | 0 | 0 | 0 | 424 | 95 | 259 | 521 | 0 |
| Project Trips | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 23 | 0 |
| GEOMETRY | LL | | R | | | | | TT | R | LL | TT | |

| | Level of Service Calculations | | | | | | |
|---|---|---|---|---|---|---|---|
| Move-ment | Lanes Lane | | Capacity | Volume Cumulative | Project | V/C Ratio Cumulative | Cumu+Project |
| NBL | 2.0 | | 3,200 | 114 | 114 | 0.05 * | 0.05 * |
| NBT | 0.0 | | 0 | 0 | 0 | 0.00 | 0.00 |
| NBR | 1.0 | (a) | 1,600 | 235 | 236 | 0.00 | 0.00 |
| SBL | 0.0 | | 0 | 0 | 0 | 0.00 | 0.00 * |
| SBT | 0.0 | | 0 | 0 | 0 | 0.00 | 0.00 |
| SBR | 0.0 | | 0 | 0 | 0 | 0.00 | 0.00 |
| EBL | 0.0 | | 0 | 0 | 0 | 0.00 | 0.00 |
| EBT | 2.0 | | 3,200 | 424 | 429 | 0.13 * | 0.13 * |
| EBR | 1.0 | (a) | 1,600 | 95 | 95 | 0.00 | 0.00 |
| WBL | 2.0 | | 3,200 | 259 | 262 | 0.08 * | 0.08 * |
| WBT | 2.0 | | 3,200 | 521 | 544 | 0.16 | 0.17 |
| WBR | 0.0 | | 0 | 0 | 0 | 0.00 | 0.00 |
| N/S Critical Movements | | | | | | 0.05 | 0.05 |
| E/W Critical Movements | | | | | | 0.21 | 0.21 |
| Clearance Interval | | | | | | 0.10 | 0.10 |
| ICU | | | | | | 0.36 | 0.36 |
| Level of Service (LOS) | | | | | | A | A |

Notes: V/C - Volume to Capacity Ratio

(a) Right-turn controlled by yield sign.

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 8
**NORTH/SOUTH STREET:** Harbor Blvd
**EAST/WEST STREET:** Channel Islands Blvd
**SCENARIO:** Cumulative Conditions
**TIME PERIOD:** PM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| PM Peak | 99 | 0 | 235 | 0 | 0 | 0 | 0 | 707 | 138 | 258 | 589 | 0 |
| Project Trips | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 17 | 0 | 1 | 7 | 0 |
| GEOMETRY | LL | | R | | | | | TT | R | LL | TT | |

| Move-ment | Lanes Lane | | Capacity | Volume Cumulative | Volume Project | V/C Ratio Cumulative | V/C Ratio Cumu+Project |
|---|---|---|---|---|---|---|---|
| | Level of Service Calculations | | | | | | |
| NBL | 2.0 | | 3,200 | 99 | 99 | 0.05 * | 0.05 * |
| NBT | 0.0 | | 0 | 0 | 0 | 0.00 | 0.00 |
| NBR | 1.0 | (a) | 1,600 | 235 | 237 | 0.00 | 0.00 |
| SBL | 0.0 | | 0 | 0 | 0 | 0.00 | 0.00 * |
| SBT | 0.0 | | 0 | 0 | 0 | 0.00 | 0.00 |
| SBR | 0.0 | | 0 | 0 | 0 | 0.00 | 0.00 |
| EBL | 0.0 | | 0 | 0 | 0 | 0.00 | 0.00 |
| EBT | 2.0 | | 3,200 | 707 | 724 | 0.22 * | 0.23 * |
| EBR | 1.0 | (a) | 1,600 | 138 | 138 | 0.00 | 0.00 |
| WBL | 2.0 | | 3,200 | 258 | 259 | 0.08 * | 0.08 * |
| WBT | 2.0 | | 3,200 | 589 | 596 | 0.18 | 0.19 |
| WBR | 0.0 | | 0 | 0 | 0 | 0.00 | 0.00 |
| N/S Critical Movements | | | | | | 0.05 | 0.05 |
| E/W Critical Movements | | | | | | 0.30 | 0.31 |
| Clearance Interval | | | | | | 0.10 | 0.10 |
| ICU | | | | | | 0.45 | 0.46 |
| Level of Service (LOS) | | | | | | A | A |

Notes: V/C - Volume to Capacity Ratio

(a) Right-turn controlled by yield sign.

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 9
**NORTH/SOUTH STREET:** Peninsula Rd
**EAST/WEST STREET:** Channel Islands Blvd
**SCENARIO:** Cumulative Conditions
**TIME PERIOD:** AM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| AM Peak | 86 | 0 | 214 | 14 | 0 | 7 | 6 | 610 | 44 | 138 | 693 | 14 |
| Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 26 | 1 |
| GEOMETRY | L | T | R | LTR | | | L | TT | R | L | TT | R |

| | Level of Service Calculations | | | | | |
|---|---|---|---|---|---|---|
| Move- | Lanes | | Volume | | V/C Ratio | |
| ment | Lane | Capacity | Cumulative | Project | Cumulative | Cumu+Project |
| NBL | 1.0 | 1,600 | 86 | 86 | 0.05 * | 0.05 * |
| NBT | 1.0 | 1,600 | 0 | 0 | 0.00 | 0.00 |
| NBR | 1.0 (a) | 1,600 | 214 | 214 | 0.13 | 0.13 |
| SBL | 0.0 | 0 | 14 | 14 | 0.00 | 0.00 |
| SBT | 1.0 | 1,600 | 0 | 0 | 0.07 * | 0.07 * |
| SBR | 0.0 | 0 | 7 | 7 | 0.00 | 0.00 |
| EBL | 1.0 | 1,600 | 6 | 6 | 0.05 * | 0.05 * |
| EBT | 2.0 | 3,200 | 610 | 616 | 0.19 | 0.19 |
| EBR | 1.0 | 1,600 | 44 | 44 | 0.03 | 0.03 |
| WBL | 1.0 | 1,600 | 138 | 139 | 0.05 | 0.09 |
| WBT | 2.0 | 3,200 | 693 | 719 | 0.22 * | 0.22 * |
| WBR | 1.0 | 1,600 | 14 | 15 | 0.01 | 0.01 |
| N/S Critical Movements | | | | | 0.12 | 0.12 |
| E/W Critical Movements | | | | | 0.27 | 0.28 |
| Clearance Interval | | | | | 0.10 | 0.10 |
| ICU | | | | | 0.49 | 0.50 |
| Level of Service (LOS) | | | | | A | A |

Notes: V/C - Volume to Capacity Ratio

(a) not critical due to RTOR

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 9
**NORTH/SOUTH STREET:** Peninsula Rd
**EAST/WEST STREET:** Channel Islands Blvd
**SCENARIO:** Cumulative Conditions
**TIME PERIOD:** PM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| PM Peak | 63 | 1 | 240 | 20 | 1 | 7 | 11 | 831 | 90 | 296 | 742 | 24 |
| Project Trips | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 19 | 0 | 0 | 8 | 0 |
| GEOMETRY | L | T | R | LTR | | | L | TT | R | L | TT | R |

| | Level of Service Calculations | | | | | |
|---|---|---|---|---|---|---|
| Move-ment | Lanes Lane | Capacity | Volume Cumulative | Project | V/C Ratio Cumulative | Cumu+Project |
| NBL | 1.0 | 1,600 | 63 | 63 | 0.05 * | 0.05 * |
| NBT | 1.0 | 1,600 | 1 | 1 | 0.00 | 0.00 |
| NBR | 1.0 (a) | 1,600 | 240 | 241 | 0.15 | 0.15 |
| SBL | 0.0 | 0 | 20 | 21 | 0.00 | 0.00 |
| SBT | 1.0 | 1,600 | 1 | 1 | 0.07 * | 0.07 * |
| SBR | 0.0 | 0 | 7 | 7 | 0.00 | 0.00 |
| EBL | 1.0 | 1,600 | 11 | 11 | 0.05 | 0.05 |
| EBT | 2.0 | 3,200 | 831 | 850 | 0.26 * | 0.27 * |
| EBR | 1.0 | 1,600 | 90 | 90 | 0.06 | 0.06 |
| WBL | 1.0 | 1,600 | 296 | 296 | 0.19 * | 0.19 * |
| WBT | 2.0 | 3,200 | 742 | 750 | 0.23 | 0.23 |
| WBR | 1.0 | 1,600 | 24 | 24 | 0.02 | 0.02 |
| N/S Critical Movements | | | | | 0.12 | 0.12 |
| E/W Critical Movements | | | | | 0.45 | 0.46 |
| Clearance Interval | | | | | 0.10 | 0.10 |
| ICU | | | | | 0.67 | 0.68 |
| Level of Service (LOS) | | | | | B | B |

Notes: V/C - Volume to Capacity Ratio

(a) not critical due to RTOR

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 10
**NORTH/SOUTH STREET:** Victoria Ave
**EAST/WEST STREET:** Channel Islands Blvd
**SCENARIO:** Cumulative Conditions
**TIME PERIOD:** AM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| AM Peak | 144 | 203 | 136 | 316 | 397 | 179 | 211 | 486 | 166 | 118 | 527 | 462 |
| Project Trips | 28 | 36 | 25 | 0 | 12 | 0 | 20 | 38 | 0 | 14 | 0 | 0 |
| GEOMETRY | LL | T TR | | LL | TT | R | LL | T TR | | L | TT | R |

| | Level of Service Calculations | | | | | |
|---|---|---|---|---|---|---|
| Move- | Lanes | | Volume | | V/C Ratio | |
| ment | Lane | Capacity | Cumulative | Project | Cumulative | Cumu+Project |
| NBL | 2.0 | 3,200 | 144 | 172 | 0.05 | 0.05 |
| NBT | 2.0 | 3,200 | 203 | 239 | 0.11 * | 0.13 * |
| NBR | 0.0 | 0 | 136 | 161 | 0.00 | 0.00 |
| SBL | 2.0 | 3,200 | 316 | 316 | 0.10 * | 0.10 * |
| SBT | 2.0 | 3,200 | 397 | 409 | 0.12 | 0.13 |
| SBR | 1.0 | 1,600 | 179 | 179 | 0.11 | 0.11 |
| EBL | 2.0 | 3,200 | 211 | 231 | 0.07 | 0.07 |
| EBT | 2.0 | 3,200 | 486 | 524 | 0.20 * | 0.22 * |
| EBR | 0.0 | 0 | 166 | 166 | 0.00 | 0.00 |
| WBL | 1.0 | 1,600 | 118 | 132 | 0.07 * | 0.08 * |
| WBT | 2.0 | 3,200 | 527 | 527 | 0.16 | 0.16 |
| WBR | 1.0 (a) | 1,600 | 304 | 304 | 0.19 | 0.19 |
| N/S Critical Movements | | | | | 0.21 | 0.23 |
| E/W Critical Movements | | | | | 0.27 | 0.30 |
| Clearance Interval | | | | | 0.00 | 0.00 |
| ICU | | | | | 0.48 | 0.53 |
| Level of Service (LOS) | | | | | A | A |

Notes: V/C - Volume to Capacity Ratio

(a) 31% RTOR overlap w/SBL

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 10
**NORTH/SOUTH STREET:** Victoria Ave
**EAST/WEST STREET:** Channel Islands Blvd
**SCENARIO:** Cumulative Conditions
**TIME PERIOD:** AM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

**MITIGATED - OPTION B**

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| AM Peak | 144 | 203 | 136 | 316 | 397 | 179 | 211 | 486 | 166 | 118 | 527 | 462 |
| Project Trips | 28 | 36 | 25 | 0 | 12 | 0 | 20 | 38 | 0 | 14 | 0 | 0 |
| GEOMETRY | LL | T TR | | LL | TT | R | LL | T TR | | LL | TT | R |

| Move-ment | Lanes Lane | | Capacity | Volume Cumulative | Volume Project | V/C Ratio Cumulative | V/C Ratio Cumu+Project |
|---|---|---|---|---|---|---|---|
| | | | | Level of Service Calculations | | | |
| NBL | 2.0 | | 3,200 | 144 | 172 | 0.05 | 0.05 |
| NBT | 2.0 | | 3,200 | 203 | 239 | 0.11 * | 0.13 * |
| NBR | 0.0 | | 0 | 136 | 161 | 0.00 | 0.00 |
| SBL | 2.0 | | 3,200 | 316 | 316 | 0.10 * | 0.10 * |
| SBT | 2.0 | | 3,200 | 397 | 409 | 0.12 | 0.13 |
| SBR | 1.0 | | 1,600 | 179 | 179 | 0.11 | 0.11 |
| EBL | 2.0 | | 3,200 | 211 | 231 | 0.07 | 0.07 |
| EBT | 2.0 | | 3,200 | 486 | 524 | 0.20 * | 0.22 * |
| EBR | 0.0 | | 0 | 166 | 166 | 0.00 | 0.00 |
| WBL | **2.0** | | 3,200 | 118 | 132 | 0.04 * | 0.04 * |
| WBT | 2.0 | | 3,200 | 527 | 527 | 0.16 | 0.16 |
| WBR | 1.0 | (a) | 1,600 | 304 | 304 | 0.19 | 0.19 |
| N/S Critical Movements | | | | | | 0.21 | 0.23 |
| E/W Critical Movements | | | | | | 0.24 | 0.26 |
| Clearance Interval | | | | | | 0.00 | 0.00 |
| ICU | | | | | | 0.45 | 0.49 |
| Level of Service (LOS) | | | | | | A | A |

Notes: V/C - Volume to Capacity Ratio

(a) 31% RTOR overlap w/SBL

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 10
**NORTH/SOUTH STREET:** Victoria Ave
**EAST/WEST STREET:** Channel Islands Blvd
**SCENARIO:** Cumulative Conditions
**TIME PERIOD:** AM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

**MITIGATED - OPTION A**

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| AM Peak | 144 | 203 | 136 | 316 | 397 | 179 | 211 | 486 | 166 | 118 | 527 | 462 |
| Project Trips | 28 | 36 | 25 | 0 | 12 | 0 | 20 | 38 | 0 | 14 | 0 | 0 |
| GEOMETRY | LL | TT | R | LL | TT | R | LL | T TR | | L | TT | R |

| Move-ment | Lanes Lane | | Capacity | Volume Cumulative | Volume Project | V/C Ratio Cumulative | V/C Ratio Cumu+Project |
|---|---|---|---|---|---|---|---|
| | **Level of Service Calculations** | | | | | | |
| NBL | 2.0 | | 3,200 | 144 | 172 | 0.05 * | 0.05 * |
| NBT | 2.0 | | 3,200 | 203 | 239 | 0.06 | 0.07 |
| NBR | 1.0 | | 1,600 | 136 | 161 | 0.09 | 0.10 |
| SBL | 2.0 | | 3,200 | 316 | 316 | 0.10 | 0.10 |
| SBT | 2.0 | | 3,200 | 397 | 409 | 0.12 * | 0.13 * |
| SBR | 1.0 | | 1,600 | 179 | 179 | 0.11 | 0.11 |
| EBL | 2.0 | | 3,200 | 211 | 231 | 0.07 | 0.07 |
| EBT | 2.0 | | 3,200 | 486 | 524 | 0.20 * | 0.22 * |
| EBR | 0.0 | | 0 | 166 | 166 | 0.00 | 0.00 |
| WBL | 1.0 | | 1,600 | 118 | 132 | 0.07 * | 0.08 * |
| WBT | 2.0 | | 3,200 | 527 | 527 | 0.16 | 0.16 |
| WBR | 1.0 | (a) | 1,600 | 304 | 304 | 0.19 | 0.19 |
| N/S Critical Movements | | | | | | 0.17 | 0.18 |
| E/W Critical Movements | | | | | | 0.27 | 0.30 |
| Clearance Interval | | | | | | 0.00 | 0.00 |
| ICU | | | | | | 0.44 | 0.48 |
| Level of Service (LOS) | | | | | | A | A |

Notes: V/C - Volume to Capacity Ratio

(a) 31% RTOR overlap w/SBL

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 10
**NORTH/SOUTH STREET:** Victoria Ave
**EAST/WEST STREET:** Channel Islands Blvd
**SCENARIO:** Cumulative Conditions
**TIME PERIOD:** PM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| PM Peak | 211 | 562 | 136 | 700 | 194 | 296 | 275 | 699 | 84 | 175 | 546 | 460 |
| Project Trips | 28 | 36 | 25 | 0 | 12 | 0 | 20 | 38 | 0 | 14 | 0 | 0 |
| GEOMETRY | LL | T TR | | LL | TT | R | LL | T TR | | L | TT | R |

| Movement | Lanes Lane | | Capacity | Volume Cumulative | Volume Project | V/C Ratio Cumulative | V/C Ratio Cumu+Project |
|---|---|---|---|---|---|---|---|
| | | | Level of Service Calculations | | | | |
| NBL | 2.0 | | 3,200 | 211 | 239 | 0.07 | 0.07 |
| NBT | 2.0 | | 3,200 | 562 | 598 | 0.22 * | 0.24 * |
| NBR | 0.0 | | 0 | 136 | 161 | 0.00 | 0.00 |
| SBL | 2.0 | | 3,200 | 700 | 700 | 0.22 * | 0.22 * |
| SBT | 2.0 | | 3,200 | 194 | 206 | 0.07 | 0.06 |
| SBR | 1.0 | | 1,600 | 296 | 296 | 0.19 | 0.19 |
| EBL | 2.0 | | 3,200 | 275 | 295 | 0.09 | 0.09 |
| EBT | 2.0 | | 3,200 | 699 | 737 | 0.24 * | 0.26 * |
| EBR | 0.0 | | 0 | 84 | 84 | 0.00 | 0.00 |
| WBL | 1.0 | | 1,600 | 175 | 189 | 0.11 * | 0.12 * |
| WBT | 2.0 | | 3,200 | 546 | 546 | 0.17 | 0.17 |
| WBR | 1.0 | (a) | 1,600 | 230 | 230 | 0.14 | 0.14 |
| N/S Critical Movements | | | | | | 0.44 | 0.46 |
| E/W Critical Movements | | | | | | 0.35 | 0.38 |
| Clearance Interval | | | | | | 0.00 | 0.00 |
| ICU | | | | | | 0.79 | 0.84 |
| Level of Service (LOS) | | | | | | C | D |

Notes: V/C - Volume to Capacity Ratio

(a) 50% RTOR overlap w/SBL

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 10 **MITIGATED - OPTION B**
**NORTH/SOUTH STREET:** Victoria Ave
**EAST/WEST STREET:** Channel Islands Blvd
**SCENARIO:** Cumulative Conditions
**TIME PERIOD:** PM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| PM Peak | 211 | 562 | 136 | 700 | 194 | 296 | 275 | 699 | 84 | 175 | 546 | 460 |
| Project Trips | 28 | 36 | 25 | 0 | 12 | 0 | 20 | 38 | 0 | 14 | 0 | 0 |
| GEOMETRY | LL | T TR | | LL | TT | R | LL | T TR | | LL | TT | R |

| Move-ment | Lanes Lane | Capacity | Volume Cumulative | Project | V/C Ratio Cumulative | Cumu+Project |
|---|---|---|---|---|---|---|
| | **Level of Service Calculations** | | | | | |
| NBL | 2.0 | 3,200 | 211 | 239 | 0.07 | 0.07 |
| NBT | 2.0 | 3,200 | 562 | 598 | 0.22 * | 0.24 * |
| NBR | 0.0 | 0 | 136 | 161 | 0.00 | 0.00 |
| SBL | 2.0 | 3,200 | 700 | 700 | 0.22 * | 0.22 * |
| SBT | 2.0 | 3,200 | 194 | 206 | 0.07 | 0.06 |
| SBR | 1.0 | 1,600 | 296 | 296 | 0.19 | 0.19 |
| EBL | 2.0 | 3,200 | 275 | 295 | 0.09 | 0.09 |
| EBT | 2.0 | 3,200 | 699 | 737 | 0.24 * | 0.26 * |
| EBR | 0.0 | 0 | 84 | 84 | 0.00 | 0.00 |
| WBL | 2.0 | 3,200 | 175 | 189 | 0.05 * | 0.06 * |
| WBT | 2.0 | 3,200 | 546 | 546 | 0.17 | 0.17 |
| WBR | 1.0 (a) | 1,600 | 230 | 230 | 0.14 | 0.14 |
| N/S Critical Movements | | | | | 0.44 | 0.46 |
| E/W Critical Movements | | | | | 0.29 | 0.32 |
| Clearance Interval | | | | | 0.00 | 0.00 |
| ICU | | | | | 0.73 | 0.78 |
| Level of Service (LOS) | | | | | C | C |

Notes: V/C - Volume to Capacity Ratio

(a) 50% RTOR overlap w/SBL

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 10 **MITIGATED - OPTION A**
**NORTH/SOUTH STREET:** Victoria Ave
**EAST/WEST STREET:** Channel Islands Blvd
**SCENARIO:** Cumulative Conditions
**TIME PERIOD:** PM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| PM Peak | 211 | 562 | 136 | 700 | 194 | 296 | 275 | 699 | 84 | 175 | 546 | 460 |
| Project Trips | 28 | 36 | 25 | 0 | 12 | 0 | 20 | 38 | 0 | 14 | 0 | 0 |
| GEOMETRY | LL | TT | R | LL | TT | R | LL | T TR | | L | TT | R |

| | Level of Service Calculations | | | | | |
|---|---|---|---|---|---|---|
| Move- | Lanes | | Volume | | V/C Ratio | |
| ment | Lane | Capacity | Cumulative | Project | Cumulative | Cumu+Project |
| NBL | 2.0 | 3,200 | 211 | 239 | 0.07 | 0.07 |
| NBT | 2.0 | 3,200 | 562 | 598 | 0.18 * | 0.19 * |
| NBR | 1.0 | 1,600 | 136 | 161 | 0.09 | 0.10 |
| SBL | 2.0 | 3,200 | 700 | 700 | 0.22 * | 0.22 * |
| SBT | 2.0 | 3,200 | 194 | 206 | 0.07 | 0.06 |
| SBR | 1.0 | 1,600 | 296 | 296 | 0.19 | 0.19 |
| EBL | 2.0 | 3,200 | 275 | 295 | 0.09 | 0.09 |
| EBT | 2.0 | 3,200 | 699 | 737 | 0.24 * | 0.26 * |
| EBR | 0.0 | 0 | 84 | 84 | 0.00 | 0.00 |
| WBL | 1.0 | 1,600 | 175 | 189 | 0.11 * | 0.12 * |
| WBT | 2.0 | 3,200 | 546 | 546 | 0.17 | 0.17 |
| WBR | 1.0 (a) | 1,600 | 230 | 230 | 0.14 | 0.14 |
| N/S Critical Movements | | | | | 0.40 | 0.41 |
| E/W Critical Movements | | | | | 0.35 | 0.38 |
| Clearance Interval | | | | | 0.00 | 0.00 |
| ICU | | | | | 0.75 | 0.79 |
| Level of Service (LOS) | | | | | C | C |

Notes: V/C - Volume to Capacity Ratio

(a) 50% RTOR overlap w/SBL

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 11
**NORTH/SOUTH STREET:** Wheelhouse Ave
**EAST/WEST STREET:** Channel Islands Blvd
**SCENARIO:** Cumulative Conditions
**TIME PERIOD:** AM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| AM Peak | 0 | 0 | 0 | 138 | 0 | 33 | 15 | 991 | 0 | 6 | 1121 | 74 |
| Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 62 | 0 | 0 | 13 | 0 |
| GEOMETRY | | | | L | LR | | L | TT | | L | TT | R |

| | Level of Service Calculations | | | | | |
|---|---|---|---|---|---|---|
| Move- | Lanes | | Volume | | V/C Ratio | |
| ment | Lane | Capacity | Cumulative | Project | Cumulative | Cumu+Project |
| NBL | 0.0 | 0 | 0 | 0 | 0.00 * | 0.00 * |
| NBT | 0.0 | 0 | 0 | 0 | 0.00 | 0.00 |
| NBR | 0.0 | 0 | 0 | 0 | 0.00 | 0.00 |
| SBL | 0.0 | 0 | 138 | 138 | 0.00 | 0.00 |
| SBT | 2.0 | 3,200 | 0 | 0 | 0.05 * | 0.05 * |
| SBR | 0.0 | 0 | 33 | 33 | 0.00 | 0.00 |
| EBL | 1.0 | 1,600 | 15 | 18 | 0.01 * | 0.01 * |
| EBT | 2.0 | 3,200 | 991 | 1,053 | 0.31 | 0.33 |
| EBR | 0.0 | 0 | 0 | 0 | 0.00 | 0.00 |
| WBL | 1.0 | 1,600 | 6 | 6 | 0.00 | 0.00 |
| WBT | 2.0 | 3,200 | 1,121 | 1,134 | 0.35 * | 0.35 * |
| WBR | 1.0 | 1,600 | 74 | 74 | 0.05 | 0.05 |
| N/S Critical Movements | | | | | 0.05 | 0.05 |
| E/W Critical Movements | | | | | 0.36 | 0.36 |
| Clearance Interval | | | | | 0.10 | 0.10 |
| ICU | | | | | 0.51 | 0.51 |
| Level of Service (LOS) | | | | | A | A |

Notes: V/C - Volume to Capacity Ratio

(a)

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 11
**NORTH/SOUTH STREET:** Wheelhouse Ave
**EAST/WEST STREET:** Channel Islands Blvd
**SCENARIO:** Cumulative Conditions
**TIME PERIOD:** PM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| PM Peak | 0 | 0 | 0 | 224 | 0 | 48 | 41 | 1428 | 0 | 25 | 1301 | 198 |
| Project Trips | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 23 | 0 | 0 | 50 | 0 |
| GEOMETRY | | | | L | LR | | L | TT | | L | TT | R |

| | Level of Service Calculations | | | | | |
|---|---|---|---|---|---|---|
| Move- | Lanes | | Volume | | V/C Ratio | |
| ment | Lane | Capacity | Cumulative | Project | Cumulative | Cumu+Project |
| NBL | 0.0 | 0 | 0 | 0 | 0.00 * | 0.00 * |
| NBT | 0.0 | 0 | 0 | 0 | 0.00 | 0.00 |
| NBR | 0.0 | 0 | 0 | 0 | 0.00 | 0.00 |
| SBL | 0.0 | 0 | 224 | 224 | 0.00 | 0.00 |
| SBT | 2.0 | 3,200 | 0 | 0 | 0.09 * | 0.09 * |
| SBR | 0.0 | 0 | 48 | 50 | 0.00 | 0.00 |
| EBL | 1.0 | 1,600 | 41 | 41 | 0.03 | 0.03 |
| EBT | 2.0 | 3,200 | 1,428 | 1,451 | 0.45 * | 0.45 * |
| EBR | 0.0 | 0 | 0 | 0 | 0.00 | 0.00 |
| WBL | 1.0 | 1,600 | 25 | 25 | 0.02 * | 0.02 * |
| WBT | 2.0 | 3,200 | 1,301 | 1,351 | 0.41 | 0.42 |
| WBR | 1.0 | 1,600 | 198 | 198 | 0.12 | 0.12 |
| N/S Critical Movements | | | | | 0.09 | 0.09 |
| E/W Critical Movements | | | | | 0.47 | 0.47 |
| Clearance Interval | | | | | 0.10 | 0.10 |
| ICU | | | | | 0.66 | 0.66 |
| Level of Service (LOS) | | | | | B | B |

Notes: V/C - Volume to Capacity Ratio

(a)

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 12
**NORTH/SOUTH STREET:** Patterson Rd **Split Phased**
**EAST/WEST STREET:** Channel Islands Blvd
**SCENARIO:** Cumulative Conditions
**TIME PERIOD:** AM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| AM Peak | 15 | 8 | 4 | 200 | 164 | 55 | 20 | 891 | 231 | 116 | 1126 | 189 |
| Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 62 | 0 | 0 | 13 | 0 |
| GEOMETRY | | LT | T R | L | LT | R | L | TT | R | L | TT | R |

| Move-ment | Lanes | | Volume | | V/C Ratio | |
|---|---|---|---|---|---|---|
| | Lane | Capacity | Cumulative | Project | Cumulative | Cumu+Project |
| | Level of Service Calculations | | | | | |
| NBL | 0.0 | 0 | 15 | 15 | 0.00 | 0.00 |
| NBT | 2.0 | 3,200 | 8 | 8 | 0.07 * | 0.07 * |
| NBR | 1.0 | 1,600 | 4 | 4 | 0.00 | 0.00 |
| SBL | 0.0 | 0 | 200 | 200 | 0.00 | 0.00 |
| SBT | 2.0 | 3,200 | 164 | 164 | 0.11 * | 0.11 * |
| SBR | 1.0 | 1,600 | 55 | 55 | 0.03 | 0.03 |
| EBL | 1.0 | 1,600 | 20 | 23 | 0.05 * | 0.05 * |
| EBT | 2.0 | 3,200 | 891 | 953 | 0.28 | 0.30 |
| EBR | 1.0 | 1,600 | 231 | 231 | 0.14 | 0.14 |
| WBL | 1.0 | 1,600 | 116 | 116 | 0.07 | 0.07 |
| WBT | 2.0 | 3,200 | 1,126 | 1,139 | 0.35 * | 0.36 * |
| WBR | 1.0 | 1,600 | 189 | 189 | 0.12 | 0.12 |
| N/S Critical Movements | | | | | 0.18 | 0.18 |
| E/W Critical Movements | | | | | 0.40 | 0.41 |
| Clearance Interval | | | | | 0.10 | 0.10 |
| ICU | | | | | 0.68 | 0.69 |
| Level of Service (LOS) | | | | | B | B |

Notes: V/C - Volume to Capacity Ratio

(a)

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 12
**NORTH/SOUTH STREET:** Patterson Rd
**EAST/WEST STREET:** Channel Islands Blvd
**SCENARIO:** Cumulative Conditions
**TIME PERIOD:** PM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| PM Peak | 62 | 98 | 43 | 169 | 20 | 126 | 51 | 1571 | 41 | 12 | 1349 | 211 |
| Project Trips | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 19 | 0 | 0 | 41 | 0 |
| GEOMETRY | | LT | T R | L | LT | R | L | TT | R | L | TT | R |

| Move-ment | Lanes Lane | | Capacity | Volume Cumulative | Volume Project | V/C Ratio Cumulative | V/C Ratio Cumu+Project |
|---|---|---|---|---|---|---|---|
| | | | Level of Service Calculations | | | | |
| NBL | 0.0 | | 0 | 62 | 62 | 0.00 | 0.00 |
| NBT | 2.0 | | 3,200 | 98 | 98 | 0.07 * | 0.07 * |
| NBR | 1.0 | | 1,600 | 43 | 43 | 0.03 | 0.03 |
| SBL | 0.0 | | 0 | 169 | 169 | 0.00 | 0.00 |
| SBT | 2.0 | | 3,200 | 20 | 20 | 0.07 * | 0.07 * |
| SBR | 1.0 | (a) | 1,600 | 126 | 133 | 0.08 | 0.08 |
| EBL | 1.0 | | 1,600 | 51 | 54 | 0.03 | 0.03 |
| EBT | 2.0 | | 3,200 | 1,571 | 1,590 | 0.49 * | 0.50 * |
| EBR | 1.0 | | 1,600 | 41 | 41 | 0.03 | 0.03 |
| WBL | 1.0 | | 1,600 | 12 | 12 | 0.01 * | 0.01 * |
| WBT | 2.0 | | 3,200 | 1,349 | 1,390 | 0.42 | 0.43 |
| WBR | 1.0 | | 1,600 | 211 | 211 | 0.13 | 0.13 |
| N/S Critical Movements | | | | | | 0.14 | 0.14 |
| E/W Critical Movements | | | | | | 0.50 | 0.51 |
| Clearance Interval | | | | | | 0.10 | 0.10 |
| ICU | | | | | | 0.74 | 0.75 |
| Level of Service (LOS) | | | | | | C | C |

Notes: V/C - Volume to Capacity Ratio

(a) Not critical due to RTOR

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 13
**NORTH/SOUTH STREET:** Ventura Rd
**EAST/WEST STREET:** Channel Islands Blvd
**SCENARIO:** Cumulative Conditions
**TIME PERIOD:** AM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| AM Peak | 691 | 698 | 138 | 273 | 691 | 66 | 57 | 503 | 574 | 176 | 639 | 222 |
| Project Trips | 3 | 0 | 0 | 0 | 0 | 2 | 11 | 22 | 15 | 0 | 5 | 0 |
| GEOMETRY | LL | TT | R | LL | TT | R | L | TT | R | L | TT | R |

| | Level of Service Calculations | | | | | |
|---|---|---|---|---|---|---|
| Move-ment | Lanes Lane | | Capacity | Volume Cumulative | Project | V/C Ratio Cumulative | Cumu+Project |
| NBL | 2.0 | | 3,200 | 691 | 694 | 0.22 * | 0.22 * |
| NBT | 2.0 | | 3,200 | 698 | 698 | 0.22 | 0.22 |
| NBR | 1.0 | | 1,600 | 138 | 138 | 0.09 | 0.09 |
| SBL | 2.0 | | 3,200 | 273 | 273 | 0.09 | 0.09 |
| SBT | 2.0 | | 3,200 | 691 | 691 | 0.22 * | 0.22 * |
| SBR | 1.0 | | 1,600 | 66 | 68 | 0.04 | 0.04 |
| EBL | 1.0 | | 1,600 | 57 | 68 | 0.04 | 0.04 |
| EBT | 2.0 | | 3,200 | 503 | 525 | 0.16 * | 0.16 * |
| EBR | 1.0 | (a) | 1,600 | 574 | 589 | 0.00 | 0.00 |
| WBL | 1.0 | | 1,600 | 176 | 176 | 0.11 * | 0.11 * |
| WBT | 2.0 | | 3,200 | 639 | 644 | 0.20 | 0.20 |
| WBR | 1.0 | (b) | 1,600 | 222 | 222 | 0.14 | 0.14 |
| N/S Critical Movements | | | | | | 0.44 | 0.44 |
| E/W Critical Movements | | | | | | 0.27 | 0.27 |
| Clearance Interval | | | | | | 0.10 | 0.10 |
| ICU | | | | | | 0.81 | 0.81 |
| Level of Service (LOS) | | | | | | D | D |

Notes: V/C - Volume to Capacity Ratio

(a) Free right turn
(a) Not critical due to RTOR

## INTERSECTION CAPACITY UTILIZATION

**INTERSECTION NUMBER:** 13
**NORTH/SOUTH STREET:** Ventura Rd
**EAST/WEST STREET:** Channel Islands Blvd
**SCENARIO:** Cumulative Conditions
**TIME PERIOD:** PM Peak Hour
**COUNT DATE:** 04/21/2016
**WORK ORDER #:** 2064132900

| VOLUMES | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| PM Peak | 728 | 794 | 138 | 379 | 721 | 129 | 147 | 633 | 884 | 147 | 706 | 211 |
| Project Trips | 12 | 0 | 0 | 0 | 0 | 8 | 4 | 8 | 5 | 0 | 18 | 0 |
| GEOMETRY | LL | TT | R | LL | TT | R | L | TT | R | L | TT | R |

| | Level of Service Calculations | | | | | |
|---|---|---|---|---|---|---|
| Move-ment | Lanes Lane | Capacity | Volume Cumulative | Project | V/C Ratio Cumulative | Cumu+Project |
| NBL | 2.0 | 3,200 | 728 | 740 | 0.23 * | 0.23 * |
| NBT | 2.0 | 3,200 | 794 | 794 | 0.25 | 0.25 |
| NBR | 1.0 | 1,600 | 138 | 138 | 0.09 | 0.09 * |
| SBL | 2.0 | 3,200 | 379 | 379 | 0.12 * | 0.12 * |
| SBT | 2.0 | 3,200 | 721 | 721 | 0.23 | 0.23 |
| SBR | 1.0 | 1,600 | 129 | 137 | 0.08 | 0.09 |
| EBL | 1.0 | 1,600 | 147 | 151 | 0.09 * | 0.09 * |
| EBT | 2.0 | 3,200 | 633 | 641 | 0.20 | 0.20 |
| EBR | 1.0 (a) | 1,600 | 884 | 889 | 0.00 | 0.00 |
| WBL | 1.0 | 1,600 | 147 | 147 | 0.09 | 0.09 |
| WBT | 2.0 | 3,200 | 706 | 724 | 0.22 * | 0.23 * |
| WBR | 1.0 | 1,600 | 211 | 211 | 0.13 | 0.13 |
| N/S Critical Movements | | | | | 0.46 | 0.46 |
| E/W Critical Movements | | | | | 0.31 | 0.32 |
| Clearance Interval | | | | | 0.10 | 0.10 |
| ICU | | | | | 0.87 | 0.88 |
| Level of Service (LOS) | | | | | D | D |

Notes: V/C - Volume to Capacity Ratio

(a) Free right turn

# Planning Division Quarterly Project List

*April 2016*

## - 2016 -
## Planning Division Quarterly Project List
*Updated April 2016*

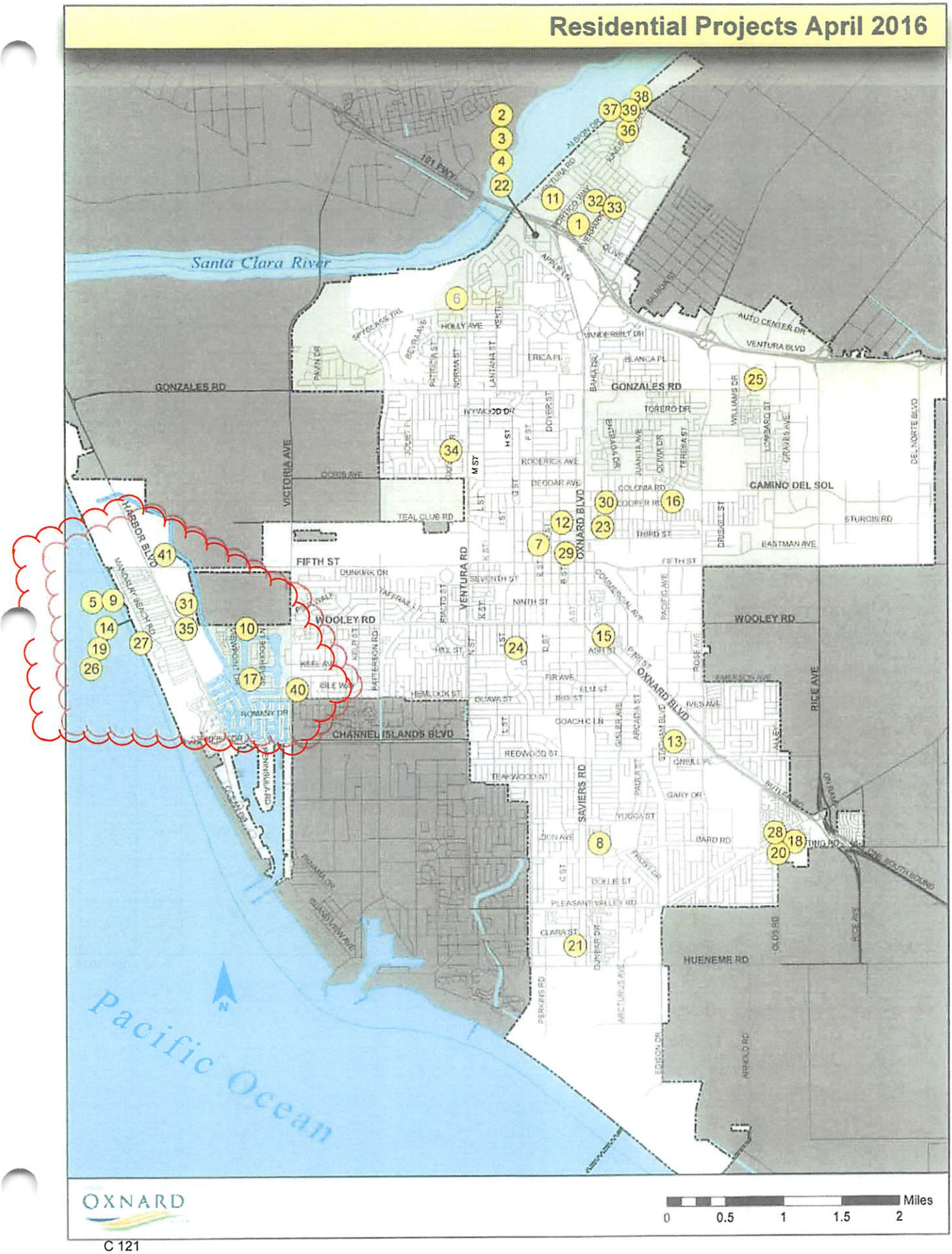
This quarterly update provides a general summary of proposed developments within the City of Oxnard. The development summary tables are divided by residential, commercial, industrial, and community plan project types.

The City's staff planner for each project is identified by their initials on each project uder the (PLNR) column.

Please contact the developer directly for up-to-date project details such as construction timing, cost, and availability. The staff planner can assist with inquiries related to the planning process, including any public meetings scheduled for projects.

| Planner Initials | Planner Name | Phone Number |
|---|---|---|
| AG | Ashley Golden | 805-385-7882 |
| CW | Chris Williamson | 805-385-8156 |
| DS | Doug Spondello | 805-385-3919 |
| JC | James Combs | 805-385-7952 |
| JM | Juan Martinez | 805-385-7556 |
| JK | John Kessler | 805-385-7863 |
| KM | Kathleen Mallory | 805-385-8370 |
| VA | Vincent Acuna | 805-385-3923 |

# Residential Projects April 2016




C 121

City of Oxnard

# Residential Project List

Planning Division

| ID | DEVELOPER | PROJECT | LOCATION | STATUS | PZ Permit No. | PLNR | DESCRIPTION | Total Units | Affordable | Live/Work |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | James Lawson<br>16511 Scientific Way, Suite 100<br>Irvine, CA 92618 | Oakmont Senior Living | 861 Town Center Drive | 1 | 16-200-05 | DS | Two-story, 85-unit senior care facility | 85 | 0 | 0 |
| 2 | Oakwood Communities, Inc.<br>V.P of Construction<br>886 Wagon Wheel Rd.<br>Oxnard, CA 93036<br>Office 805-278-4999 Cell 619-726-2819 | "The Village" Wagon Wheel Development Project (PA 4) | Southwest of the intersection of N Oxnard Blvd and the US-101 Freeway | 1 | 16-200-02 | KM | Propsoed construction of 88 condominium dwelling units (57 2-bdrm., 29 3-bdrm., and 2 4-bdrm. units) in 6, three-story residential buildings on 4.03 acres within the Village Specific Plan area. | 88 | 0 | 0 |
| 3 | Oakwood Communities, Inc.<br>V.P of Construction<br>886 Wagon Wheel Rd.<br>Oxnard, CA 93036<br>Office 805-278-4999 Cell 619-726-2819 | "The Village" Wagon Wheel Development Projects (PA5 & PA11) | Southwest of the intersection of N Oxnard Blvd and the US-101 Freeway | 1 | 16-200-01 | KM | Propsoed construction of 78 condominium dwelling units (52 3-bdrm., and 26 4-bdrm. units) in 26, four-story residential buildings on 4.34 acres within the Village Specific Plan area. | 78 | 0 | 0 |
| 4 | Oakwood Communities, Inc.<br>V.P of Construction<br>886 Wagon Wheel Rd.<br>Oxnard, CA 93036<br>Office 805-278-4999 Cell 619-726-2819 | "The Village" Wagon Wheel Development Projects (PA 7, 9, 10 & a portion of 8) | Southwest of the intersection of N Oxnard Blvd and the US-101 Freeway | 1 | 15-200-07 | KM | Propsoed construction of 144 condominium dwelling units (36 2-bdrm., and 108 3-bdrm. units) in 12, four-story residential buildings on 6.51 acres within the Village Specific Plan area. | 144 | 0 | 0 |
| 5 | Rosy Hernandez<br>418 W Third St. Oxnard, CA 93030<br>(805) 407-8473 | Single - Family Beachfront House | 703 Mandalay Beach Road | 1 | 15-400-04 | JK | Demolish one exsiting multi-family building and construct one three-story, 4,020 square-foot beachfront home with an attached garage and decks. | 1 | 0 | 0 |
| 6 | Ravello Holdings/Devco<br>211 Village Commons, Ste 11<br>Camarillo, CA 93012<br>(805) 987-2700 | Ventura/Vineyard Homes | NW Vineyard Av and Ventura Rd. | 3 | 06-540-01<br>15-300-07<br>15-670-01 | KM | 152 residential dwelling units. | 152 | 0 | 0 |
| 7 | Eddie Alvarado<br>Dimensions Drafting<br>229 E Birch St. Oxnard, CA 93033<br>(805) 223-9142 | Two Single-Family Residences | 316 S "D" St | 1 | 15-200-06 | VA | Two 1,026 square-foot, single-family residences with detatched garages on a 7,000 sq. ft. lot. | 2 | 0 | 0 |
| 8 | Mike Sanchez<br>Coastal Architects<br>505 S A St. #200 Oxnard, CA 93030<br>(805) 985-7554 | Oxnard Johnson Apartments | 234 Johnson Rd | 1 | 15-200-08 | VA | 19 affordable apartments on a .79 acre site. | 19 | 19 | 0 |
| 9 | Rosy Hernandez<br>418 W Third St. Oxnard, CA 93030<br>(805) 407-8473 | Single-Family Beachfront House | 701 Mandalay Beach Road | 1 | 15-400-03 | VA | One three-story, 4,020 square-foot beachfront home with an attached garage. | 1 | 0 | 0 |
| 10 | Tom Comber, Port 121 LLC<br>tom@riverrangellc.com<br>661-433-8062 | Marluna Condominiums Seabridge | Tradewinds and Seabridge Drive | 3 | 05-140-10 | CW | 42 attached condominiums | 42 | 0 | 0 |

**Residential Project Status:** 1- Proposed 2- Approved 3- Plan Check 4- Under Construction

April 2016

City of Oxnard **Residential Project List** Planning Division

| ID | DEVELOPER | PROJECT | LOCATION | STATUS | PZ Permit No. | PLNR | DESCRIPTION | Total Units | Affordable | Live/Work |
|---|---|---|---|---|---|---|---|---|---|---|
| 11 | Daniel Nethercott, The Wolff Company 6710 East Camelback Road, Suite 100 Scottsdale, AZ 85251 (916) 531-3366 | RiverPark Senior | SE Corner of Ventura Rd. & Clyde River Dr | 3 | 15-200-03 | DS | A four-story, 166,000 square-foot, 136-unit independent senior living facility with three guest rooms and associated site improvements | 136 | 0 | 0 |
| 12 | Eddie Alvarado Dimensions Drafting 229 E Birch St Oxnard, CA 93033 (805) 223-9142 | Two Single-Family Residences | 126 South B St | 1 | 15-500-04 | VA | Two 1,026 square-foot, single-family residences with detatched garages on a 7,000 sq. ft. lot. | 2 | 0 | 0 |
| 13 | Mark Pettit, Lauterbach & Associates 300 Montgomery Av , Oxnard, CA 933036 (805) 988-0912 mark.pettit@la-arch.com | Channel Islands Apartments | Vacant property at northeast corner of Statham and Channel Islands | 1 | 15-500-03 15-535-01 15-570-03 | DS | Two and three-story, 72-unit multi-family apartments and associated site improvements | 72 | 6 | 0 |
| 14 | Mark Shellnut (805)649-2056 shellnut@sbcglobal.net | Single-Family Beachfront House | 855 Mandalay Beach Road | 3 | 15-400-01 | JC | A 6,997 square-foot, single-family house and garage on a 3,744 sq ft lot | 1 | 0 | 0 |
| 15 | Jan K. Hochhauser, Architect Jan@hbarchitects.com (805) 962-2748 x102 | Skyview Apartment Complex | 1250 South Oxnard Blvd | 1 | 15-200-02 | JM | 240-unit affordable apartment housing complex on 12 acre drive-in site | 240 | 240 | 0 |
| 16 | John Bigley, UHC LLC 2000 East Fourth Street, No. 205 Santa Ana, CA 92705 (714) 835-3955 | Las Cortes Phase I | Northeast Corner of E First Street and Marquita Street | 3 | 14-200-10 | DS | 144 multi-family apartments (142-affordable) within 10 buildings and a 2,500 square-foot community center on three lots. | 144 | 142 | 0 |
| 17 | Tom Comber, Port 121 LLC tom@riverrangellc.com (661)-433-8062 | Port 121 / The Reserve at Seabridge | 3851 Harbor Island Lane | 3 | 15-140-45 | CW | 75 condominiums with 15 live-work units (completion of DR Horton building) | 75 | 0 | 15 |
| 18 | Mark Pettit, Lauterbach & Associates 300 Montgomery Av , Oxnard, CA 933036 (805) 988-0912 mark.pettit@la-arch.com | 101 Apartment Units | N/W (Corner of Pleasant Valley Rd, SW of Hwy 1) | 3 | 14-535-01 14-540-01 14-570-02 14-310-05 14-587-01 | KM | Construction of approximately 101 apartments units. Required approval of PRG; ZC; DB; LLA; and cultural review | 101 | 15 | 0 |
| 19 | James Sandefer (805) 207-4894 | Single-Family Beach Front Home | 861 Mandalay Beach Rd | 4 | 14-400-03 | VA | New two-story 3,376 square foot beachfront home with an attached garage | 3 | 0 | 0 |
| 20 | Mark Pettit, Lauterbach & Associates 300 Montgomery Av , Oxnard, CA 933036 (805) 988-0912 mark.pettit@la-arch.com | 70 Senior Housing Units | Northwest corner of Pleasant Valley Rd., Southwest of Hwy 1) | 2 | 14-500-04 14-580-01 14-570-02 14-310-05 14-570-02 | KM | Construction of approximately 70 unit senior living units. 14-500-04 (SUP); 14-580-01 (ZTA); 14-570-02 (ZC) | 70 | 0 | 0 |

**Residential Project Status:** **1- Proposed 2- Approved 3- Plan Check 4- Under Construction** **April 2016**

City of Oxnard **Residential Project List** Planning Division

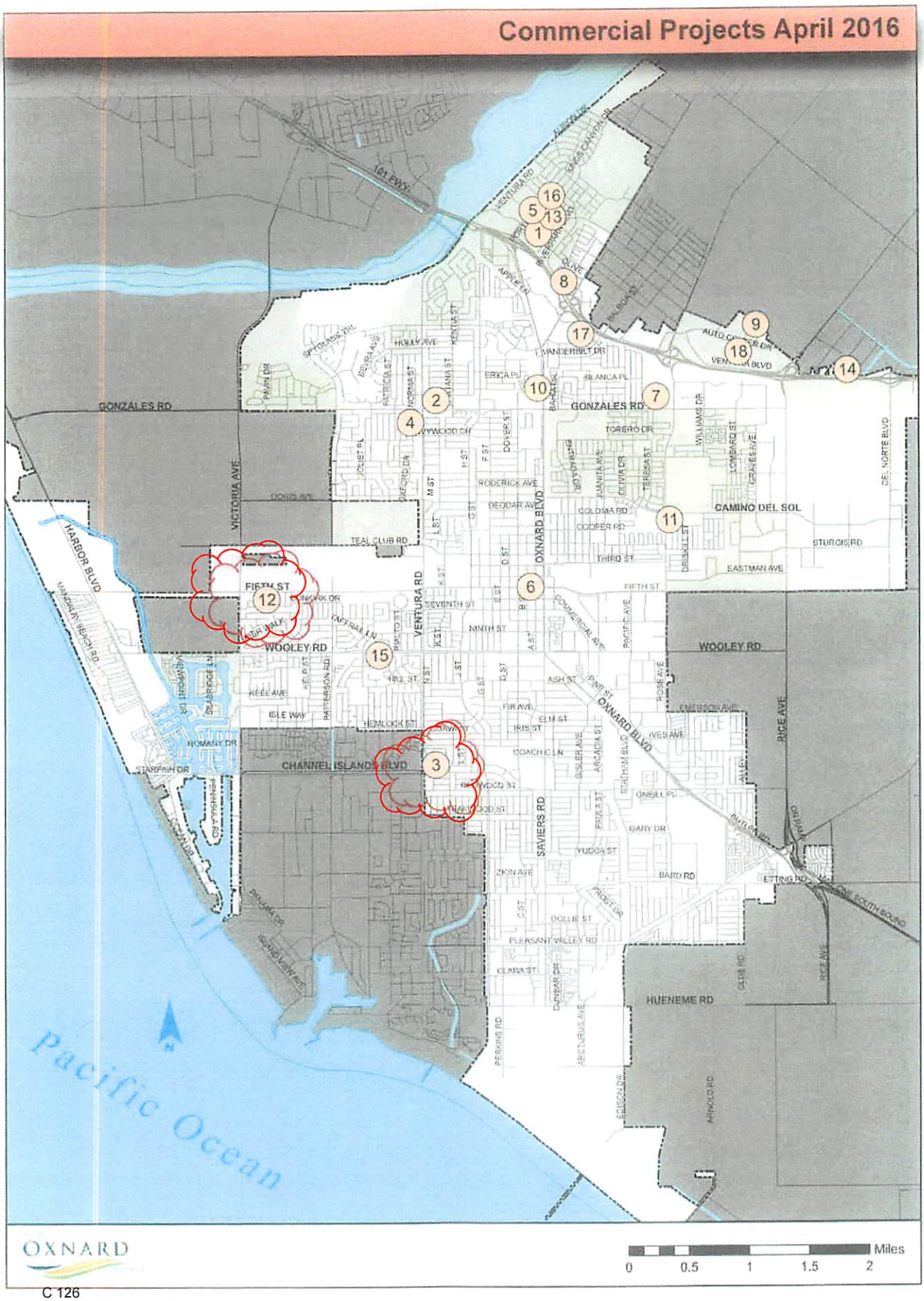
| ID | DEVELOPER | PROJECT | LOCATION | STATUS | PZ Permit No. | PLNR | DESCRIPTION | Total Units | Affordable | Live/Work |
|---|---|---|---|---|---|---|---|---|---|---|
| 21 | Steve Topor<br>Apchanco 18, LLC<br>(909) 988-9000 | Vista Pacifica | 5557 & 5527 Saviers Rd | 2 | 14-300-04<br>14-300-03 | STAFF | Multi-family condominium complex with 40 units in 5 buildings with community park. 14-300-03 (Special Use Permit and Density Bonus); 14-300-004 (Tentative Tentative Tract Map). | 40 | 8 | 0 |
| 22 | Doug Brooks, Oakwood Development, Inc 16331 Scientific Way, Suite 250,Irvine, CA 92618 (949) 719-9040 | "The Village" Wagon Wheel Development Projects (PA 18 & 19) | Southwest of the intersection of N Oxnard Blvd and the US-101 Freeway | 3 | 14-140-08 | KM | 219 market rate apartments (1, 2 & 3 bedrooms), recreation/meeting room, tot lot, and landscaped paseos and 16,303 square-feet of commercial. | 219 | 0 | Yes |
| 23 | Alejo Barragan<br>(805)766-0110<br>alejobarragan@verizon.net | Garcia Property | 144 & 146 S Hayes Ave | 4 | 14-200-05 | JK | One 1,208 square-foot, single-family home with a detached 2-car garage. | 1 | 0 | 0 |
| 24 | Alejandro Mendoza<br>(805) 217-6003 | Single-Family Home | 1256 South I St | 4 | 14-200-03 | JC | One 2,317 square-foot, single-family house and garage. | 1 | 0 | 0 |
| 25 | Colby Young<br>Pacifica L 32, LLC<br>cyoung@pacificacompanies.com<br>(619) 296-9000 ext 219 | Pacifica Senior Living at East Village | 2211 East Gonzales Rd | 4 | 13-500-24 | JM | Convert existing 57-room hotel to 80 Assisted Living and Memory Care senior living facility | 80 | | |
| 26 | Roy Milbrandt<br>(805) 218-1540 | Single-Family Beachfront Home | 935 Mandalay Beach Rd | 4 | 13-400-04 | JC | One 4,500 square-foot, single-family beachfront house on piles. | 1 | 0 | 0 |
| 27 | Roy Milbrandt<br>(805) 218-1540 | Single-Family Beachfront Home | 1131 Capri Wy | 4 | 13-400-05 | JC | One 5,240 square-foot, single-family beachfront house on piles. | 1 | 0 | 0 |
| 28 | Mark Petit, Lauterbach & Associates<br>300 Montgomery Av., Oxnard, CA 93036<br>(805) 988-0912<br>mark.pettit@la-arch.com | Multi-Family Affordable | Etting Road and Pleasant Valley | 1 | 13-540-01 | KM | 42 affordable farmworker rental units on 2 acres | 42 | 42 | 0 |
| 29 | Matt Mansi<br>Aldersgate Investments<br>Press Courier Lofts, LLC,<br>(805)-820-8863 | The Lofts Affordable Senior Apartments | 300 W Ninth St | 3 | 12-500-06<br>12-535-01<br>15-550-03 | JC | Conversion of existing 52,000 square-foot industrial building into 115 affordable senior apartments | 115 | 115 | 0 |
| 30 | Eddie Alvarado,<br>Dimensions Drafting<br>(805) 223-9142 | Las Palmas | 161 Garfield Av | 3 | 11-500-06 | JM | Four 1,350 square-foot, two-story homes on a 9,615 square-foot lot | 4 | 0 | 0 |

**Residential Project Status:** **1- Proposed 2- Approved 3- Plan Check 4- Under Construction** **April 2016**

City of Oxnard **Residential Project List** Planning Division

| ID | DEVELOPER | PROJECT | LOCATION | STATUS | PZ Permit No. | PLNR | DESCRIPTION | Total Units | Affordable | Live/Work |
|---|---|---|---|---|---|---|---|---|---|---|
| 31 | Mike Marlow, Oxnard Shores Development Co<br>(805) 985-1557 | Avalon Homes Subdivision | Between Dunes and Canal Streets, north of Catamaran Street | 1 | 11-400-01<br>11-300-01 | KM | 64 single-family homes and a tentative tract map for 16 parcels (4 houses per parcel) on an 8.1-acre property. | 64 | 7 | 0 |
| 32 | Ron White, Patrinely Group, LLC<br>rwhite@patrinely.com<br>(720) 259-9920 | RiverPark: Tempo Apartments | SE corner Moonlight Park Av & Forest Park Bl | 4 | 10-200-13 | JM | 235 apartments (three-story buildings) with garages & recreation facilities. | 235 | 0 | 0 |
| 33 | Chris Kanstrup<br>Sonata at RiverPark RHF Partners<br>(656) 257-5146 | RiverPark: Sonata Apartments | NW RiverPark Blvd and Danvers Rivers Drive | 4 | 10-200-11 | JM | 53 affordable apartments (three-story buildings) with garages & recreation facilities. | 53 | 53 | 0 |
| 34 | Raul Orozco<br>(805)-207-4669 | Oneida Court | 1071 N Ventura Rd / Oneida Place | 4 | 09-500-05<br>09-300-05 | DS | Subdivide 1 acre into 4 lots and construct 4 detached single-family homes. | 4 | 0 | 0 |
| 35 | Oxnard Shores Development Co., Mike Marlow<br>(805) 985-1557 | Anacapa Townhomes | 5001 W Wooley Rd | 3 | 08-400-04<br>09-300-01<br>13-420-02 | DS | 70 condominiums in 5 buildings on a 3.5 acre property. | 70 | 0 | 0 |
| 36 | Chris Kanstrup<br>Sonata at RiverPark RHF Partners<br>(656) 257-5146 | The District (Morning View)<br>RiverPark Dist H-4 | South of Tiber Way at N Oxnard Blvd | 4 | 06-200-16 | JM | 113 single-family homes | 113 | 0 | 0 |
| 37 | Mark Rosene<br>K. Hovanian Companies of CA<br>mrosene@khov.com<br>(714) 368-4500 | Veranda<br>RiverPark Dist H-3 | Northeast corner of Owens River Drive and Albion Drive | 4 | 06-200-16 | JM | 95 single-family homes | 95 | 0 | 0 |
| 38 | Jeff Malone<br>Comstock Homes<br>jmalone@comstock-homes.com<br>(310) 546-5781 x 226 | The Axis (Sienna)<br>RiverPark Dist H-5 | North of Tiber River Way at N Oxnard Blvd | 4 | 06-200-16 | JM | 91 single-family homes | 91 | 0 | 0 |
| 39 | Todd Temanson<br>Todd@HarlynHomes.com<br>(805) 604-0640 | Shorewalk<br>RiverPark Dist H-2 | N Oxnard Blvd and Nile River Drive | 4 | 06-200-01 | JM | 69 single-family homes | 69 | 0 | 0 |
| 40 | Greg Mendoza<br>Tri Pointe Homes<br>949-478-8645 | Victoria/Hemlock | 1830 S Victoria Av | 4 | 05-500-06 | KM | 116 multi-family condominiums | 116 | 0 | 0 |
| 41 | John Mellon<br>MPL Property Holdings, LLC<br>(805) 984-2301 | North Shore Subdivision | Northeast corner of W Fifth Street and Harbor Blvd | 3 | 05-300-08<br>05-500-04 | JM | 183 single-family homes and 109 detached condominiums | 292 | 0 | 0 |

**Residential Project Status:** **1- Proposed 2- Approved 3- Plan Check 4- Under Construction** **April 2016**


Commercial Projects April 2016
GONZALES RD
VICTORIA AVE
HARBOR BLVD
FIFTH ST
WOOLEY RD
TEAL CLUB RD
VENTURA RD
OXNARD BLVD
CHANNEL ISLANDS BLVD
SAVIERS RD
CAMINO DEL SOL
RICE AVE
HUENEME RD
Pacific Ocean
OXNARD
0
0.5
1
1.5
2
Miles

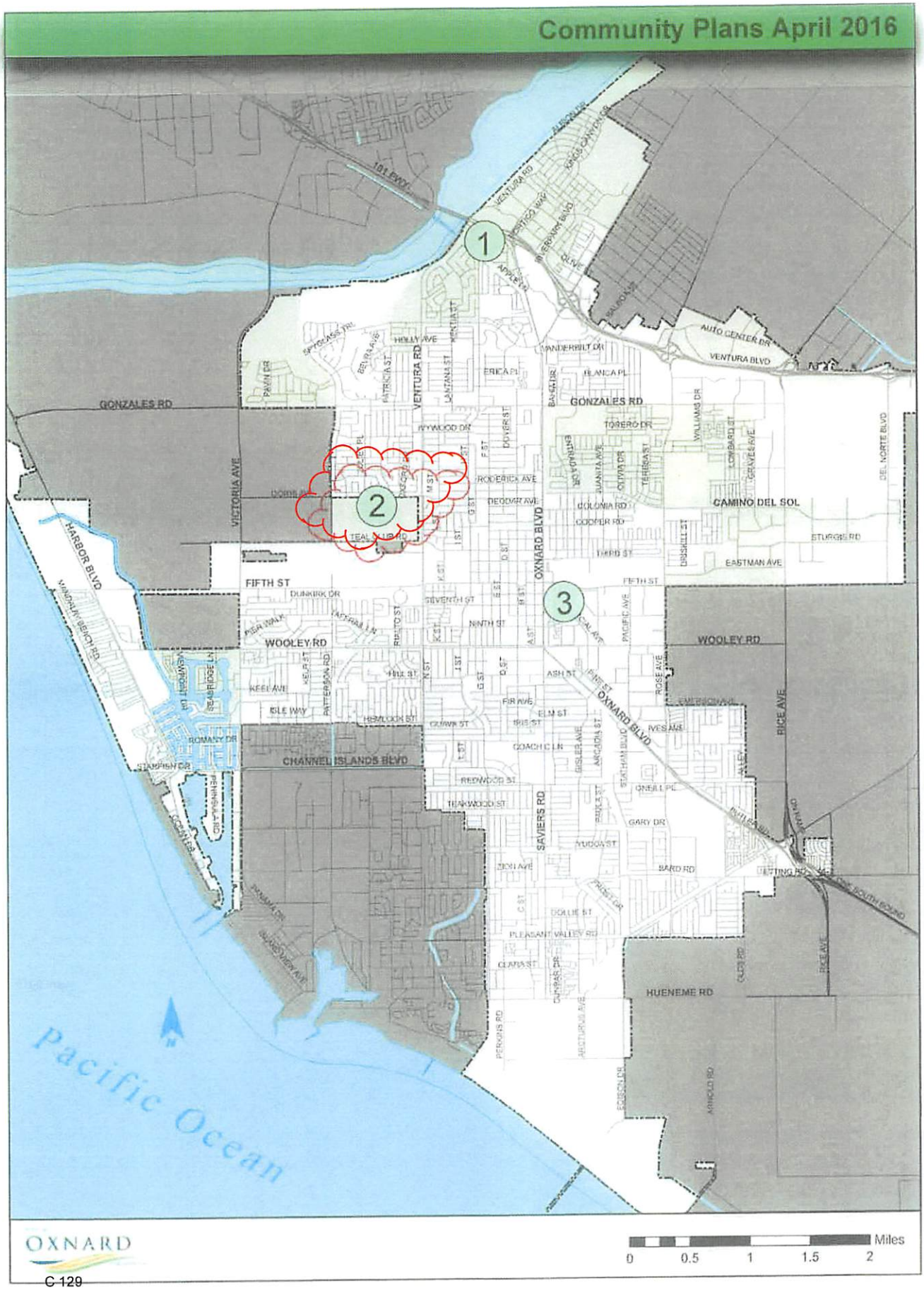
City of Oxnard

## Commercial Projects List

Planning Division

| ID | DEVELOPER | PROJECT | ADDRESS | STATUS | PZ Permit No(s) | PLNR | DESCRIPTION | SQF (000) |
|---|---|---|---|---|---|---|---|---|
| 1 | Patrick Sende, Integrated Builders Group, 1264 Hawks Flight Court, Suite S 290, El Dorado Hills, CA 95762 (916) 933-8401 | Ventura County Credit Union | 691 Town Center Drive | 1 | 15-140-51 | DS | A one-story, 3,391 square-foot bank featuring a drive-thru and associated site improvements on a vacant pad within The Collection Shopping Center. | 3,391 |
| 2 | Scott Boydston Rasmussen & Assoc 21 S Callfornia Street Ventura, CA 93001 sboydstun@rasmussenandassociates.com (805) 648-1234 | Waterdrops #2 | 1401 W Gonzales Rd | 2 | 15-500-02 | KM | Automated carwash with 26 canopy covered vacuum stations on former "Monday Club". | 5,522 |
| 3 | David Webber, Red Mountain Group 5670 Wilshire Blvd , #1800 Los Angeles, CA 90036 (323) 648-6686 | Renovation of Old Kmart Shoping Center | NE Corner of Ventura Rd and Channel Islands Blvd | 3 | 15-140-30 | VA | Renovation of an existing shopping center (Kmart), which involves a full façade upgrade, repaving of parking lot, installation of new loading zone, curb cut, trash enclosures, and the establishment of an upgraded sign program. | 133,075 |
| 4 | SeanNourani, Architect Seannourani@yahoo.com (424) 365-2020 | 76 Gas Station Car Wash | 1861 N Ventura Rd | 1 | 15-550-02 | JM | Automated car wash (1,005 square feet) and addition to the exsiting convenience store (614 square feet) at existing gas station | 1,619 |
| 5 | Steve Pappa, Red Robin (303) 846-6000 | Red Robin | 681 Town Center Drive | 4 | 14-140-26 | DS | A single-story, 5,670 square-foot restaurant with an oudoor patio and associated site improvements | 5,670 |
| 6 | Michael Sanchez Coastal Architects (805) 985-7654 | 5th Street Banquet Hall | 141 W Fifth St | 2 | 13-500-04 | JC | Convert a portion of an existing office building to an assembly hall and event facility and construct a 2,274 square-foot addition. | 2,274 |
| 7 | Rothbart Development Corporation Stan Rothbart (310) 277-6288 | Starbucks Drive Thru | 1921 N Rose Ave | 4 | 15-500-01 | VA | A single-story Starbucks coffee shop with a drive thru on a 20,603 square-foot lot | 1,836 |
| 8 | Ann Walsh, Shea Properties, LLC (805) 988-7884 | RiverPark Retail | Southeast corner of Riverpark Bl and Vineyard Av | 4 | 14-200-09 | DS | A single-story, multi-tenant commercial building featuring a drive thru anticipated for Krispy Kreme Doughnuts and WSS Shoe Warehouse. | 17,400 |
| 9 | Reed Caldwell, Gold Coast Transit (805) 483-3959 | Gold Coast Maintenance Facility | Northwest corner of Auto Center Drive and Paseo Mercado | 3 | 14-200-07 | KM | Construction of an operations and maintenance facility: construct a 49,533 square foot facility - 17,935 sf office building; a 24,330 sqft maintenance building; a 2,105 sf fuel service station with fueling bays; and a 5,163 sf. wash building The project includes outdoor parking for 125 buses along with landscaping and parking improvements to serve employees and visitors. | 53,950 |

| ID | DEVELOPER | PROJECT | ADDRESS | STATUS | APN | RUNS | DESCRIPTION | SQR FEET |
|---|---|---|---|---|---|---|---|---|
| 10 | Robert Vermetfoort<br>Upside Oxnard LP<br>(818) 224-1544 x118 | Surf Thru Carwash | 1971 N Oxnard Bl | 4 | 14-550-02 | STAFF | A 3,831 square-foot automated car wash building, 591 square-foot pay building, self-service vaccum stations, and associated site improvements on a 1.57 acre lot within the Carriage Square Shopping Center. | 4,422 |
| 11 | Tom Davis<br>tdavies@cardlffdp.com<br>(805) 496-6449 | Trinity Plaza | 1800 Camino Del Sol<br>450 N Rose Ave | 4 | 14-500-05<br>14-500-06 | JM | A commercial center including a 7,400 square-foot church, a 2,999 square-foot fast food (Carl's Jr) restaurant with a drive thru and a 6,100 square-foot, multi-tenant retail building. | 16,499 |
| 12 | Mark Pettit, Lauterbach & Associates<br>mark.pettit@la-arch.com<br>(805) 988-0912 | Rancho Victoria Plaza Shopping Center | 3600 & 3700 W Fifth St | 2 | 13-550-01 13-300-02 | JM | Major modification to revise the site plan and architecture for an approved shopping center, and a revision to the approved tentative subdivision map to create and accommodate 11 commerical buildings on 11 separate parcels. | 53,950 |
| 13 | Nils Johnson<br>Johnson & Muller Architects<br>(805) 983-7411 | Leasing Corp. of America | 2121 N Oxnard Blvd | 4 | 12-500-07 | JC | Outdoor RV and vehicle storage facility on 3 acres behind an existing automobile dealership. | 3-acres |
| 14 | Heady Design & Associates<br>(909) 215-6079 | Dewey Pest Control | 2991 Ventura Blvd | 3 | 11-540-02 | DS | A 5,700 square-foot office building and associated site improvements. | 5,700 |
| 15 | Jaime Parga<br>805-290-5952Jaime Parga<br>(805) 290-5952 | Oralia's Bakery | 942 W Wooley Rd | 3 | 11-500-01 | DS | An 1,825 square-foot addition to existing bakery including landscaping and site improvements | 7,000 |
| 16 | Ann Walsh, Shea Properties, LLC<br>(805) 988-7641 | Buildings 1100A and B The Collection at RiverPark | 601-691 Collection Boulevard | 4 | 06-200-15 | DS | 40,000 square-foot, single-story, multi-tenant commercial within The Collection at RiverPark Shopping Center | 40,000 |
| 17 | Duesenberg Investment Company<br>Paul Geinger, 1800 Avenue of The Stars, Suite 140, LA CA 90036 | Third Tower | E Esplanade Drive | 2 | 02-670-01 | KM | Proposed 300,000 square-foot, 15-story office tower at Esplanade Financial Square | 300,000 |
| 18 | Costco Wholesale c/o Jennifer Murillo<br>999 Lake Drive, Issaquah, WA 98072 | Costco Fuel Facility | 2100 Ventura Rd | 1 | 16-630-01 16-310-01 16-140-10 | JC | Amend the Rose Santa Clara Specific Plan to allow the merger of two lots and the relocation of gas station associated with the existing Costco | 7,702 |


Community Plans April 2016
1
2
3
GONZALES RD
VENTURA RD
VICTORIA AVE
HARBOR BLVD
FIFTH ST
WOOLEY RD
OXNARD BLVD
SAVIERS RD
CHANNEL ISLANDS BLVD
HUENEME RD
CAMINO DEL SOL
RICE AVE
VENTURA BLVD
AUTO CENTER DR
Pacific Ocean
OXNARD
0
0.5
1
1.5
2
Miles

| ID | DEVELOPER | PROJECT | STATUS | PZ Permit No(s) | PLNR | DESCRIPTION | UNITS | COMMERCIAL | INDUSTRIAL | PUBLIC (Acres) | PARKS (Acres) | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Oakwood Communities Inc.<br>64 Maxwell<br>Irvine, CA 92618<br>(949) 719 9040 | Village Specific Plan Amendment | Approved | 15-630-02 | KM | Specific plan amendment to create a transit center overlay for transit support uses on PA 19, 20, & 21 | 0 | 0 | 0 | 0 | 0 | SPA |
| 2 | Borchard Teal Club Ranch<br>Dennis Hardgrave<br>(805) 484-8993 | Teal Club Specific Plan | Preparing Final EIR leading to Initial Planning Commission review for mid-2016 | 11-600-01 | KM | 990 residential units of varying density, single-family, townhomes, condominium, and apartment units; 24 acres, community park; 8 acres public/semi public use; 4 acres of mixed use, retail, commercial; 10 acres of Business/Research Park. 60,000 s.f. mixed use and retail; 1 ac. fire station site. | 990 | 60,000 | 10 acres | 31.0 | 24.0 | Fire station |
| 3 | City of Oxnard Planning Division & Community Development Department<br>(805)-385-7858 | Meta District Plan | Plan Development | 06-700-01 | AG | Land use, streetscape, infrastructure, and circulation plan for the 14 acre area bounded by Fifth Street to the north, Seventh to the south, Oxnard Blvd. to the West, and the railroad track to the east. | - | - | - | - | - | - |