Planning Division

PLANNING COMMISSION
STAFF REPORT

TO: Planning Commission

FROM: Stephanie Diaz, Contract Planner

DATE: February 21, 2008

SUBJECT: Planning and Zoning Permit No. 06-500-1 (Special Use Permit) and 06-510-07 (Special Use Permit) for redevelopment of property located at 1117 and 1205 S. Oxnard Boulevard, adjacent to the Five Points intersection.

1. **Recommendation:** That the Planning Commission:

   a) Adopt a resolution approving Planning and Zoning Permit No. 06-500-1 (Special Use Permit) to allow drive-through service for a pharmacy subject to certain findings and conditions.

   b) Adopt a resolution approving Planning and Zoning Permit No. 06-510-1 for alcohol sales subject to certain findings and conditions.

2. **Project Description and Applicant:** A request to construct a commercial shopping center on a 2.8-acre site consisting of three buildings totaling 28,732 square feet. Building A (14,870 square feet) is a proposed drugstore with alcohol sales and a drive-through pharmacy, Building B (4,642 square feet) is a proposed multi-tenant building and Building C (9,220 square feet) is a proposed multi-tenant building. The site is triangular in shape with Oxnard Boulevard on the north side and Saviers Road on the west side. Access to the site is proposed from two driveways on Oxnard Boulevard and one driveway on Saviers Road. Frontage improvements will be provided along Oxnard Boulevard and Saviers Road. The proposed pharmacy drive-through as well as off-site sales of alcohol at the drugstore require special use permits. The applicant requests 24-hour operation of the pharmacy. The project is in the Historic and Enhancement Redevelopment Oxnard (HERO) redevelopment area. The project site is located at 1117 and 1205 South Oxnard Boulevard (APN: 204-0-060-220 and 204-0-060-230), south of the Five Points

intersection, in the Cal-Gisler Neighborhood. Filed by Heritage Equities, LLC, 1517 South Sepulveda Blvd., Los Angeles CA 90025.

3. **Existing and Surrounding Land Use:** The subject site is now vacant but was formerly used by a florist and lumberyard. A billboard exists along the south property line at the southwest corner of the site.

Location		
North and East	C-2 PD M-1	Car wash, service station, motel (across Oxnard Blvd.)
South	C-M PD	Commercial/Industrial uses
West	C-2	Commercial and car sales (across Saviers Road)

4. **General Plan Policies and Land Use Designation:** The land use map of the General Plan designates the entire project site as "Commercial General" which allows various commercial uses. The project site is located on Oxnard Boulevard, which the General Plan designates as a scenic highway. The project will provide improvements along the Oxnard Boulevard frontage consistent with the existing plans for Oxnard Boulevard and those in the future when the roadway is taken over by the City.

5. **Environmental Determination:** On January 8, 2008, the City Council held a public hearing to review an appeal of the Planning Commission's denial of this project. At that time, the Council adopted Mitigated Negative Declaration (MND) No. 07-06 for the project. The MND determined that the project could result in potentially significant impacts for the following issue areas: aesthetics, air quality, cultural resources, geology/soils, hazards, hydrology/water quality, noise, public services, and traffic. Mitigation measures from MND 07-06 aree included in the proposed conditions of approval. An Addendum to the MND 07-06 has been prepared for the project revising the project description to remove the restaurant drive-through use and accommodate a slightly larger multi-tenant building (4,642 gross square feet). A traffic analysis conducted for the Addendum concluded the project traffic would be reduced and impacts to several intersections would have minor reductions. The MND Addendum is included in Attachment E.

Section 15164 of the California Environmental Quality Act (CEQA) Guidelines allows the adoption of an addendum to an adopted negative declaration (or mitigated negative declaration) where "minor technical changes or additions are necessary or none of the conditions described in Section 15162" have occurred. Staff has analyzed the proposed project with regard to Section 15162 of the CEQA Guidelines. The proposed modifications include a minor increase in the building size, removal of the drive-through use, and minor changes to the building elevations. As such, the proposal results in no new or expanded environmental impacts that were not previously

discussed in MND No. 07-06, and additional mitigation measures are not necessary for this Addendum.

6. **Analysis:**

a) ***General Discussion:*** On October 18, 2007, the Planning Commission considered the request for the CVS pharmacy shopping center with a zone change, two drive-through lanes, alcohol sales and a replacement billboard. The Planning Commission voted to deny the zone change and the special use permits stating concerns regarding the architecture, the two drive-through uses, the amount of traffic associated with the project, the number of billboards in the neighborhood and lack of pedestrian access across the Five Points intersection. The applicant appealed the Planning Commission's action.

On January 8, 2008, the City Council held a public hearing to review the applicant's appeal of the Planning Commission's denial of this project. Council members provided the following comments:

- The site is a City gateway and the architecture should be appropriate.
- There was general support for the architecture but the applicant should return to the Planning Commission with revised architectural elements.
- The billboard request should be removed from the project.
- One drive-through should be eliminated from the project.
- There was support for the SUP for alcohol sales due to the convenience.
- The Council also supported the zone change request to allow general commercial uses (C-2 PD) at this location and held the first reading of the zone change ordinance.

The applicant has revised the project to address concerns identified at the City council meeting. The drive-through use in Building B has been removed and replaced with a slightly larger multi-tenant building. The third loading zone has been increased in size to meet the 40 foot long standard, the replacement billboard request has been withdrawn and the on-site parking has been increased from 112 to 115 spaces to meet the code-required on-site parking needs. To address the architecture, design elements have been revised as discussed below.

b) ***Relevant Project and Property History:*** A service station was built on the property around 1940, and was demolished in the late 1970s. A second service station was developed on the subject site and operated until it was demolished in 1977. At that time, five underground fuel storage tanks were removed. The florist shop that most recently occupied the northern part of the site was built in 1981 and operated until mid-2006. Active environmental remediation occurred on the subject site since 2003, after it was discovered that a groundwater plume of gasoline from All American Car Wash (across Oxnard Boulevard) had migrated below this project

site. Discontinuation of active soil treatment on the project site has been approved by the Ventura County Environmental Health Division as of November 2005. However, monitoring wells continue to exist on the site for post-remediation sampling and monitoring (quarterly), and Environmental Health may require active treatment to be resumed if sampling shows that further clean-up is warranted. Certification that this site is remediated to meet the standards of the Ventura County Environmental Health Department must be submitted to the Planning Division prior to issuance of a grading permit for the portion of the property in the vicinity of the monitoring wells. This certification will be ensured through a condition on the project. The project applicant has verified that the project site is on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

c) ***Zoning Compliance:*** On January 8, 2008, the City Council held the first reading of the ordinance to approve a zone change of a portion of the site from C-M PD to C-2 PD (for APN 204-0-060-220). This change would be consistent with the General Plan designation (Commercial General) for the property.

The project's consistency with the C-2 PD standards is listed in the chart below:

C-2 GENERAL COMMERCIAL ZONE
(Division 9 Section 16-135 through16-144)

Maximum building height	2 stories, maximum 35 feet (more by SUP)	Building A: Max 30' Building B: 26' 9" (at tower) Building C: 29' 3" (at tower)	Yes
Front yard setback (Oxnard Blvd)	10 feet	Building A: 55 feet Building C: 10 feet	Yes
Front yard setback (Saviers Road)	10 feet	Building B: 22 feet Building C: 12 feet	Yes
Side yard setback	5 feet	N/A (no side yards)	N/A
Rear Yard (south property line)	15 feet	Building B: 15 feet	Yes
Parking lot landscaping	10 feet perimeter landscaping along streets	10 feet	Yes
	One 9' X 19' finger planter/ 10 parking spaces	1 finger planter per 8-9 spaces	Yes
	5% of parking area to be landscaped (in addition to street perimeter landscape)	22.6% of parking area landscaped	Yes
	5 ft wide landscape strip along interior property line; 1 tree/ 40 linear feet (12 trees)	5 feet minimum along south property line; 13 trees proposed	Yes

Parking Spaces	115	115	Yes
Loading Zones	1 per building (3) 12 ft by 40 ft	3	Yes
Trash enclosures & transformers	Trash enclosures required per City Standards; screen transformers with landscaping	Shown on site plan; condition transformers to be screened with landscaping	Yes

d) ***Site Design Analysis:*** The proposed site plan locates three new one-story buildings on the 2.8 acre site. In the center of the site, a CVS Pharmacy (Building A) is proposed with the main entrance facing south toward the adjacent property. A pharmacy drive-through is proposed along the north side of the building and a screened loading zone is proposed along the north-west side of the building. South of the pharmacy, adjacent to Saviers Road is a one-story multi-tenant building located in the southwest corner of the site. At the top of the triangular parcel, adjacent to the Five Points intersection is a multi-tenant structure (Building C) that faces out to Oxnard Boulevard and the Five Points intersection. See Attachment F.

e) ***Circulation and Parking:*** The project proposes vehicular access from Oxnard Boulevard and Saviers Road. There would be one main entrance with two-way traffic on Saviers Road and two driveways with two-way traffic on Oxnard Boulevard. The project curb cuts, driveways, interior circulation and site access are designed to meet City engineering standards and meet City Fire Department standards to ensure fire apparatus can reach all parts of the site, and no vehicle circulation safety issues have been identified. The City will require frontage improvements along Saviers Road and Oxnard Blvd. including a bike lane

The effect of the project on the surrounding intersections was analyzed in the adopted MND 07-06. The analysis also includes existing traffic and the addition of traffic generated by projects that have been approved or are pending within the study area ("pending projects"), as well as the proposed project. Mitigation measures identified in the MND include intersection improvements at Five Points and Wooley Rd/E Street as well as contributions to a signal at Saviers Rd/Hill Street. These measures are included as conditions of approval for the project.

On January 24, 2008 a traffic and circulation study was prepared for analysis in the MND Addendum. This study updated the revised project description that removed the drive-through use and replaced it with a slightly larger multi-tenant building. According to the updated traffic study, the revised project is anticipated to generate

1,889 average daily trips (ADT) compared to 2,717 ADT for the original project. As such, the change is considered minor and does not result in the need for further mitigation.

f) ***Building Design Analysis:*** The proposed buildings have similar architectural character, colors and materials. The CVS Pharmacy (Building A) design includes plaster walls, split face concrete block, metal panel systems, metal canopies, anodized aluminum storefront and trellises for vine screening. Building B on the south end of the project site also has plaster, an anodized aluminum store front, and decorative tile. Building C at the Five Points corner, uses elements found in Buildings A and B including plaster walls, anodized aluminum storefront and metal awnings. As a signature for the shopping center, each of the three buildings contains a round elevated element.

In response to City Council input, the applicant has enhanced the architectural design. Building C located at the Five Points intersection now has taller windows, metal awnings supported by brackets to provide a more traditional look, metal awnings that wrap around both sides of the building, cornice moulding along the top edge of the building that faces Saviers Road and Oxnard Blvd., recessed storefronts for greater relief and the addition of stone veneer on the building columns. Building B on Saviers Road has been redesigned with a front court yard and additional landscaping along the property lines. A three-foot high stone veneer wall has been added to the Oxnard Blvd side of the CVS building to screen the drive-through lane. The colors are gnerally earth tone: brown, peach, beige and gray with red store front trims. Attachment G illustrates the project elevations.

g) ***Master Sign Program:*** The project application includes a comprehensive sign program for the shopping center depicted in Attachment H. The program includes two free-standing pylon signs that are 22" 4" tall and list five tenants. One freestanding pylon sign is proposed for the Oxnard Boulevard frontage and one for the Saviers Road frontage. Colors and materials will match the shopping center buildings. Additionally, a small monument sign, 3' 6" in height, advertising two tenants is proposed for the Oxnard Boulevard frontage. Each building will have one or more attached signs on the building facades for each tenant, located on the main frontages. Signs are to be individual channel letters with major tenants using semi-individual channel letters consistent with their corporate identity. Letter heights for the CVS Pharmacy are permitted to be 48 inches high. Letter heights for Buildings B and C are limited to 24 inches in height. The total amount of signage proposed for each building in the shopping center conforms to the sign ordinance requirements. It should be noted that the proposed billboard is not included in the master sign program.

H) Billboard: An existing billboard (also known as an off-site advertising sign) is located in the southwest corner of the property. This billboard is 38 feet tall with a two-sided panel that is 13 feet by 26 feet. No City permits are on record for this sign. The applicant has revised the project to remove the request to replace this

billboard with a new billboard. A condition of approval requires removal of the existing billboard prior to issuance of building permits.

*I) **Landscaping and Open Space:*** The project site provides the required perimeter landscaping as well as the required parking lot finger planters. The city code requires 5% of the sit to be landscaped. The project proposes 22% landscaping which is more than required. The Code also requires 12 trees to be included in the landscaping; the project proposes 13 trees. The site plan meets or exceeds the landscaping and open space requirements.

*J) **Alcohol Sales:*** The applicant has requested a special use permit to allow the CVS Pharmacy an off-sale alcohol permit for the sale of beer, wine and distilled spirits. The applicant has indicated that alcohol is a small part of the pharmacy's inventory but it is an important part of providing a full service store. The Police Department had expressed concerns and stated that they are opposed to additional alcohol sales in this neighborhood due to the higher than average crime rate and the location of other stores selling alcohol in the immediate area. During the January 8, 2009 City Council appeal hearing on this project, the Council expressed support of the alcohol sales as it is a convenience for the neighborhood. The Police Department has provided additional conditions of approval for alcohol sales, if the special use permit is approved.

8. **Development Advisory Committee:** The DAC reviewed the proposal at two separate meetings; June 14, 2006 and January 3, 2007. The DAC commented on frontage improvements, loading zones, alcohol sales issues, billboard issues, and pedestrian circulation to the site. These items have been addressed through the revised site plan, the staff recommendations and the conditions of approval.

9. **Community Input:** The project was agendized for a Community Workshop on July 18, 2006. The applicant mailed notices to the Cal Giser neighborhood and posted the site for the Community workshop. Attendees spoke in favor of the project but expressed concerns for alcohol sales, pedestrian connections to the surrounding community and traffic trips. These items have been addressed through the revised site plan, the staff recommendations and the conditions of approval.

Attachments:

A. Planning Commission Resolutions
B. Vicinity Map
C. General Plan Map
D. Zone Map
E. Mitigated Negative Declaration and Addendum
F. Site Plan
G. Building Elevations
H. Sign Program

Prepared by: S. Diaz
SD

Approved by: SM
SM

ATTACHMENT A
PLANNING COMMISSION RESOLUTIONS

RESOLUTION NO. 2007 – (06-500-1)

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD APPROVING PLANNING AND ZONING PERMIT NO. 06-500-1 SPECIAL USE PERMIT TO ALLOW A SHOPPING CENTER WITH A PHARMACY DRIVE-THROUGH LOCATED AT 1117 AND 1205 SOUTH OXNARD BOULEVARD (APN 204-0-060-22 AND 204-0-060-23), SUBJECT TO CERTAIN FINDINGS AND CONDITIONS. FILED BY HERITAGE EQUITIES, LLC, 1517 SOUTH SEPULVEDA BOULEVARD, LOS ANGELES, CA 90025

WHEREAS, the Planning Commission of the City of Oxnard has considered an application for Planning and Zoning Permit No. 06-500-01, a special use permit for a pharmacy drive-through for the proposed CVS Pharmacy , filed by the Heritage Equities, in accordance with section 16-530 through 16-553 of the Oxnard City Code; and

WHEREAS, in accordance with the California Environmental Quality Act, the City Council adopted Mitigated Negative Declaration (MND) No. 07-05 on January 8, 2008 and to address changes in the project description, an Addendum to the MND was prepared per CEQA Section 15164 as only minor technical changes or additions are necessary and no new significant impacts are involved. The Planning Commission considered the Addendum and finds on the basis of the whole record before it that with the imposition of mitigation measures as conditions of approval, there is no substantial evidence that the project will have a significant effect on the environment, further finds that the MND Addendum reflects the independent judgment of the City; and

WHEREAS, the documents and other materials that constitute the record of proceedings upon which the decision to adopt the MND Addendum is based is located in the Planning and Environmental Services Division of the City of Oxnard, and the custodian of the record is the Planning and Environmental Services Manager; and

WHEREAS, the Planning Commission finds, after due study, deliberation and public hearing, that the following circumstances exist:

1. That the proposed use is in conformance with the General Plan and other adopted policies of the City of Oxnard.

2. That the proposed use will not adversely affect or be materially detrimental to the adjacent uses, buildings or structures or to the public health, safety or general welfare.

3. That the site for the proposed project is adequate in size and shape to accommodate the setbacks, parking, landscaping, and other City standards except as may be specifically excepted by the special findings and conditions of this resolution.

4. That the site for the proposed use will be served by streets and highways adequate in width and structure to carry the kind and quantity of traffic such use will generate.

5. That the site for the proposed use will be provided with adequate sewerage, water, fire protection and storm drainage facilities.

6. That a variation in zone standards is appropriate for the site and the proposed use.

7. A substantial improvement of the use of the land will be thereby effected, and there will not be any detrimental effect upon the surrounding area.

8. The retail use proposed is permitted with the zone change.

9. Buildings will substantially conform with plot plans and elevations submitted in support of the special use permit.

WHEREAS, the Planning Commission finds that the Applicant agrees with the necessity of and accepts all elements, requirements, and conditions of this resolution as being reasonable manner of preserving, protecting, providing for, and fostering the health, safety and welfare of the citizenry in general and the persons who work, visit or live in this development in particular.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Oxnard hereby approves this permit, subject to the following conditions. The decision of the Planning Commission is final unless appealed in accordance with the provisions of Section 16-545 of the Oxnard City Code.

STANDARD CONDITIONS OF APPROVAL FOR LAND USE PERMITS

Note: The abbreviations below identify the City department or division responsible for determining compliance with these standard conditions. The first department or division listed has responsibility for compliance at plan check, the second during inspection and the third at final inspection, prior to issuance of a certificate of occupancy, or at a later date, as specified in the condition. If more than one department or division is listed, the first will check the plans or inspect the project before the second confirms compliance with the condition. The italicized code at the end of each condition provides internal information on the source of each condition: Some are standard permit conditions (e.g. *G-1*) while some are taken from environmental documents (e.g. *MND-S2*).

DEPARTMENTS AND DIVISIONS			
CA	City Attorney	PL	Planning Division
DS	Dev Services/Eng Dev/Inspectors	TR	Traffic Division
PD	Police Department	B	Building Plan Checker
SC	Source Control	FD	Fire Department
PK	Public Works, Landscape Design	CE	Code Compliance

GENERAL PROJECT CONDITIONS

1. This permit is granted for the property described in the application on file with the Planning and Environmental Services Division ("Planning Division"), and may not be transferred from one property to another. (PL, *G-1*).

2. This permit is granted for the plans dated February 21, 2008, ("the plans") on file with the Planning Division. The project shall conform to the plans, except as otherwise specified in these conditions, or unless a minor modification to the plans is approved by the Planning and Environmental Services Manager ("Planning Manager") or a major modification to the plans is approved by the Planning Commission. A minor modification may be granted for minimal changes or increases in the extent of use or size of structures or of the design, materials or colors of structures or masonry walls. A major modification shall be required for substantial changes or increases in such items. (PL, *G-2*)

3. This permit shall automatically become null and void 24 months from the date of its issuance, unless Developer has diligently developed the proposed project, as shown by the issuance of a grading, foundation, or building permit and the construction of substantial improvements, or the beginning of the proposed use. (PL, *G-3*)

4. All required off-site and on-site improvements for the project, including structures, paving, and landscaping, shall be completed prior to occupancy unless the Development Services Manager allows Developer to provide security or an executed agreement approved by the City Attorney to ensure completion of such improvements. (DS, *G-4*)

5. By commencing any activity related to the project or using any structure authorized by this permit, Developer accepts all of the conditions and obligations imposed by this permit and waives any challenge to the validity of the conditions and obligations stated therein. (CA, *G-5*)

6. Developer agrees, as a condition of adoption of this resolution, at Developer's own expense, to indemnify, defend and hold harmless the City and its agents, officers and employees from and against any claim, action or proceeding to attack, review, set aside, void or annul the approval of the resolution or any condition attached thereto or any proceedings, acts or determinations taken, done or made prior to the approval of such

resolution that were part of the approval process. Developer's commencement of construction or operations pursuant to the resolution shall be deemed to be an acceptance of all conditions thereof. (CA, *G-6*)

7. Any covenants, conditions, and restrictions (CC&Rs) applicable to the project property shall be consistent with the terms of this permit and the City Code. If there is a conflict between the CC&Rs and the City Code or this permit, the City Code or this permit shall prevail. (CA, *G-7*)

8. Developer shall complete the "Notice of Land Use Restrictions and Conditions" form, using the form provided by the City, for recording with the Ventura County Recorder. Before the City issues building permits, Developer shall submit the original completed, signed and notarized document, together with the required fees to the Planning Manager. (PL, *G-8*)

9. Developer shall provide off-street parking for the project, including the number of spaces, stall size, paving, striping, location, and access, as required by the City Code. (PL/B, *G-9*)

10. Before placing or constructing any signs on the project property, Developer shall obtain a sign permit from the City. Except as provided in the sign permit, Developer may not change any signs on the project property. (PL/B, *G-10*)

11. Developer shall obtain a building permit for any new construction or modifications to structures, including interior modifications, authorized by this permit. (B, *G-11*)

12. Developer shall not permit any combustible refuse or other flammable materials to be burned on the project property. (FD, *G-12*)

13. Developer shall not permit any materials classified as flammable, combustible, radioactive, carcinogenic or otherwise potentially hazardous to human health to be handled, stored or used on the project property, except as provided in a permit issued by the Fire Chief. (FD, *G-13*)

14. If Developer, owner or tenant fails to comply with any of the conditions of this permit, the Developer, owner or tenant shall be subject to a civil fine pursuant to the City Code. (CA, *G-14*)

15. Prior to issuance of building permits, Developer shall correct all violations of the City Code existing on the project property. (PL, *G-15*).

LANDSCAPE STANDARD CONDITIONS

16. Before submitting landscape and irrigation plans, Developer shall obtain approval of the Parks and Facilities Superintendent or designee ("Superintendent") of a plan showing on the project property all existing trees and identifying the trees to be saved, transplanted or removed. (PK, *PK-1*)

17. Before the City issues building permits or the proposed use is initiated, Developer shall submit two copies of landscape and irrigation plans, along with the appropriate permit application and fees, to the Development Services Division and obtain approval of such plans. (PK/DS, *PK-2*)

18. Before the City issues a certificate of occupancy, Developer shall install landscape and automatic irrigation systems that have been approved by Parks and Facilities Superintendent. (PK, *PK-3*)

19. Developer shall maintain landscape planting and all irrigation systems as required by the City Code and as specified by this permit. Failure of Developer to do so will result in the revocation of this permit and initiation of legal proceedings against Developer. (PK, *PK-4*)

20. Before the City issues a certificate of occupancy, Developer shall provide a watering schedule to the building owner or manager and to the Parks and Facilities Superintendent. The irrigation system shall include automatic rain shut-off devices, or instructions on how to override the irrigation system during rainy periods. (PK, *PK-5*)

21. All trees planted or placed on the project property by Developer shall be at least 24-inch-box size. All shrubs and vines shall be at least five-gallon size, except as otherwise specified by this permit. (PK, *PK-6*)

22. Developer shall provide an automatic irrigation controller and a written seasonal watering schedule for all front yard and street side yard landscaping. The watering schedule shall include variations for seasonal changes, sun and shade exposure of plants, type of plants, duration and frequency of irrigation, and suggestions as to how to conserve water. As part of the landscape plan check submittal process, the Parks and Facilities Superintendent shall review the sufficiency of instructions for the operation of the irrigation controller and the watering schedule cycles. (PK, *PK-11*)

23. At the close of escrow or at the time of occupancy of each dwelling unit, Developer shall review with and provide instructions to each buyer concerning the irrigation controller operation and the watering schedules. (PK, *PK-12*)

24. Developer shall submit four sets of median and parkway landscape and irrigation plans with the first submittal of public improvement plans. The City shall approve median and parkway landscape and irrigation plans when the City approves public improvement plans. Before the City issues a building permit, the irrigation plans must be approved for proper meter size, backflow prevention device, and cross connection control by the Water Production Supervisor or designee. (DS/ PK, *PK-14*)

25. Before the City accepts medians and parkways from Developer, the landscaping thereon must complete a plant establishment period of 90 days or such other time as specified in this permit. (PK/DS, *PK-15*)

26. After Developer installs irrigation and landscape improvements on the project property or on Caltrans freeway right-of-way, but before the City's final acceptance thereof, Developer

shall provide the Parks and Facilities Superintendent with one set of mylar (minimum 3 mil) original drawings, which shall accurately reflect all "as-built" conditions. (PK, *PK-16*)

27. Developer agrees that the project has aesthetic impacts arising from conversion of undeveloped land to developed land, which the landscaping improvements for the project are intended to mitigate. Developer further agrees that the landscaping improvements must be maintained in order to continue to mitigate such impacts. In order to provide for such maintenance, Developer has agreed to enter into an agreement with the City to cast a ballot in favor of formation of an assessment district to fund such maintenance and in favor of assessments on the project property. In the event that such an assessment district is not formed, Developer agrees to establish a homeowners' association for the project as directed by the City, to fund such maintenance. Before or during escrow for the sale of property within the project, Developer shall provide each buyer with a document disclosing, in large type, that the project property is subject to annual assessments for landscape maintenance, and stating the probable range of dollar amounts of such assessments for the next fiscal year. To confirm that the buyer has read the document, Developer shall require the buyer to sign the document. Developer shall retain all such documents for at least three years and shall allow the City to inspect and copy all such documents upon reasonable request. (PK, *PK-18*)

28. Developer shall provide to the Parks and Facilities Superintendent ("Superintendent") a landscape maintenance district master plan drawn at an approved scale, clearly designating areas of maintenance responsibility assumed by: (a) a landscape maintenance district; (b) a homeowners association; and/or (c) the City. After Superintendent approves such plan, Developer shall provide to Superintendent a mylar (minimum 3 mil) original drawing of the maintenance district master plan. (PK, *PK-19*)

29. Within sixty days of approval of the project, Developer shall provide the Parks and Facilities Superintendent with a complete, detailed landscape maintenance district master plan for all phases of the project and shall deposit $13,700.00 to pay for staff time, attorney time and the engineer's report necessary to prepare all documents and hold hearings to form an assessment district and impose an assessment formula and assessments on property within the project to pay the costs of maintaining the landscaping in the district. (PK, *PK-20*)

30. Developer shall provide to the Parks and Facilities Superintendent a copy of the document entitled "Agreement" containing Developer's agreement to vote in favor of a landscape maintenance assessment district for the project, bearing the Ventura County Recorder's stamp, confirming that the document has been recorded in the Ventura County Recorder's Office. (PK, *PK-21*)

31. Developer shall install an irrigation system that includes a water sensor shut off device as a water conservation measure. (PK, *PK-22*)

LANDSCAPE SPECIAL CONDITIONS

32. Staff concurs with the arborist's report, dated March 10, 2006, and the economic appraisal value of the trees removed of $46,143.00. This value is to be put back into new tree sizes for the project and shall be in addition to meeting the City's minimum tree size of 24" box. Plans to be approved prior to issuance of building permits.

33. The Landscape Plans shall contain a Tree Tabulation Chart that clearly illustrates the value of the trees removed and how and where that value was used to increase the tree sizes for the project in addition to meeting the minimum tree size of 24" box. Plans to be approved prior to issuance of building permit.

34. Applicant to be responsible for the purchase and the installation of street trees for frontage of Oxnard Blvd. adjacent to project once the City receives jurisdiction over the roadway.

35. Proposed median landscape improvements on Saviers Rd. (including a small triangular median at Saviers and Oxnard Blvd) shall be consistent with the city landscape median standards. Contact staff Landscape Architect, Larry Thompson (805-385-7949), for design direction and plant materials required for these areas. Plans to be approved prior to issuance of building permit.

36. Areas to be included in the Landscape Maintenance District are the median adjacent to the project on Saviers Rd. and the small triangular median at the intersection of Oxnard Blvd. and Saviors Rd.

FIRE DEPARTMENT STANDARD CONDITIONS

37. Developer shall construct all vehicle access driveways on the project property to be at least 25 feet wide. Developer shall mark curbs adjacent to designated fire lanes in parking lots to prohibit stopping and parking in the fire lanes. Developer shall mark all designated fire lanes in accordance with the California Vehicle Code. (FD/B, *F-1*)

38. All roof covering materials on the project property shall be of non-combustible or fire retardant materials approved by the Fire Chief and in compliance with the City Code. (FD, *F-2*)

39. Before the City issues building permits, Developer shall obtain the Fire Chief's approval of a plan to ensure fire equipment access and the availability of water for fire combat operations to all areas of the project property. The Fire Chief shall determine whether or not the plan provides adequate fire protection. (FD/DS, *F-3*)

40. At Developer's expense, Developer shall obtain two certified fire flow tests for the project property. The first test shall be completed before City approval of building plans and the second shall be completed after construction and prior to the issuance of a certificate of

occupancy. A mechanical, civil, or fire protection engineer must certify the tests. Developer shall obtain permits for the tests from the Engineering Division. Developer shall send the results of the tests to the Fire Chief and the City Engineer. (FD/DS, *F-4*)

41. All structures on the project property shall conform to the minimum standards prescribed in Title 19 of the California Code of Regulations. (FD, *F-5*)

42. The project shall meet the minimum requirements of the "Fire Protection Planning Guide" published by the Fire Department. (FD, *F-6*)

43. At all times during construction, developer shall maintain paved surfaces capable of handling loads of 46,000 pounds which will provide access for fire fighting apparatus to all parts of the project property. (FD/DS, *F-7*)

44. Developer shall identify all hydrants, standpipes and other fire protection equipment on the project property as required by the Fire Chief. (FD, *F-8*)

45. Developer shall provide central station monitoring of the fire sprinkler system and all control valves. (FD, *F-10*)

46. The turning radius of all project property driveways and turnaround areas used for emergency access shall be a minimum of 48 feet outside diameter for a semi-trailer. (FD, *F-11*)

47. Developer shall provide automatic fire sprinklers as required by the City Code and shall contact the Fire Chief to ascertain the location of all connections. (FD, *F-12*)

48. Developer shall install in each structure in the project a detection/alarm system with a central station monitor that will automatically notify the Fire Department in the event of a fire in the structure. The alarm system shall include a UL or State Fire Marshal approved device, which shall not exceed design specifications, that reports the location of the fire and allows the central station monitor to inform the Fire Department of the point of entry into the structure that is nearest the fire. (FD, *F-13*)

49. Developer shall comply with Certified Unified Program Agency (CUPA) requirements regarding the storage, handling and generation of hazardous materials or waste. Prior to the issuance of building permits, Developer shall contact the CUPA division of the Fire Department to ensure that such requirements are followed. (FD, *F-16*)

FIRE DEPARTMENT SPECIAL CONDITIONS

50. Before the City issues a certificate of occupancy, the Developer shall install a Knox Box key vault at a location on the building to be determined by the Fire Department.

51. Fire Department connections for the fire sprinkler systems of Buildings A & C will be located near Oxnard Blvd. Building B FDC will be located near Saviers Road.

PLANNING DIVISION STANDARD CONDITIONS

52. The final building plans submitted by Developer with the building permit application shall depict on the building elevation sheets all building materials and colors to be used in construction. (PL/B, *PL-1*)

53. Any application for a minor modification to the project shall be accompanied by four copies of plans reflecting the requested modification, together with applicable processing fees. (PL, *PL-2*)

54. Before the City issues building permits, Developer shall include a reproduction of all conditions of this permit as adopted by resolution of the Planning Commission and/or the City Council in all sets of construction documents and specifications for the project. (PL, *PL-3*)

55. Before the City issues building permits, Developer shall provide to the Planning Division Manager color photographic reductions (8 1\2" by 11") of full-size colored elevations and any other colored exhibit approved by the Planning Commission. Developer may retain the full-size colored elevations after the reductions are so provided. (PL, *PL-4*)

56. Developer acknowledges that because of population limitations placed on the City by the Air Quality Management Program, approval of this permit does not guarantee that the City will issue building permits. The City's issuance of building permits may be delayed as a result of implementation of an air quality plan. (PL, *PL-5*)

57. Developer may not modify any use approved by this permit unless the Planning Division Manager determines that Developer has provided the parking required by the City Code for the modified use. (PL, *PL-7*)

58. During the plan check review process, the Developer shall provide a lighting plan that provides design details (light standards, bollards, wall mounted packs, etc.) and illumination site information within alleyways, pathways, streetscapes, and open spaces proposed throughout the development. An electrical engineer shall prepare the site lighting plan demonstrating that adequate lighting ranges will be provided throughout the development without creating light spillover, light pollution, or conflicts with surrounding factors such as tree locations, off-site or adjacent lighting. (PL)

59. Prior to issuance of building permits, Developer shall demonstrate that light standards illustrated on conceptual lighting plan do not conflict with tree locations. Developer shall submit a plan showing both the lighting and landscape on the same sheet.

60. Project on-site lighting shall be of a type and in a location that does not constitute a hazard to vehicular traffic, either on private property or on adjoining streets. To prevent damage

from vehicles, standards in parking areas shall be mounted on reinforced concrete pedestals or otherwise protected. Developer shall recess or conceal under-canopy lighting elements so as not to be directly visible from a public street. Developer shall submit a lighting plan showing standard heights and light materials for design review and approval of the Planning Division Manager. (PL/B, *PL-8*)

61. In order to minimize light and glare on the project property, all parking lot and exterior structure light fixtures shall be high cut-off type that divert lighting downward onto the property and shall not cast light on any adjacent property or roadway. (PL, *PL-9*)

62. Developer shall provide for dust control at all times during project property preparation and construction activities. (B/DS, *PL-13*)

63. Developer agrees to participate in a water conservation program that includes refitting water fixtures existing on the project property with water conserving devices within residences or businesses in the City's water service area, if such a program is in effect when building permits are issued for this project. Among the requirements of such a program might be refitting existing toilets, faucets, shower heads, landscaping irrigation or other fixtures and items that consume water within the structure. (PL, *PL-14*)

64. Because of water limitations placed upon the City by its water providers, approval of this permit does not guarantee that the City will issue building permits. Issuance of building permits may be delayed as a result of implementation of a water conservation or allocation plan. (PL, *PL-15*)

65. Prior to issuance of building permits, Developer shall pay a document imaging fee for the planning files in an amount calculated by planning staff at the time of building permit review based on fees then in effect. (PL/B, *PL-16*).

66. Before the City issues building permits, Developer shall provide to the Planning Division Manager a disk in DWG format of a 100-foot scale site plan of the project as approved. (PL, *PL-50*)

67. Developer shall recess or screen roof heating and cooling systems and other exterior mechanical equipment from adjoining property and public streets, as required by this permit. Plumbing vents, ducts and other appurtenances protruding from the roof of structures shall be placed so that they will not be visible from the front of the property or other major public vantage points. Developer shall include a note on the construction plumbing drawings of exterior elevations to indicate to contractors that roof features shall be grouped and located in the described manner. Roof vents shall be shown on construction drawings and painted to match roof material color. (PL/B, *PL-41*)

68. Developer shall install all roof and building drainpipes and downspouts inside building elements. These items shall not be visible on any exterior building elevations. (PL, *PL-42*)

69. For any exterior utility meter panels, Developer shall paint such panels to match the structure upon which it is located. Such panels shall be located to take advantage of screening (e.g. landscaping or other building elements) from public right-of-ways, to the maximum extent feasible. (PL, *PL-43*)

70. Developer shall install toilets that have automatic flush sensors in all public restrooms. Such toilets shall be included on the plans submitted for a building permit and shall be maintained and in working order at all times. (PL, *PL-44*)

71. Developer shall install individual mirrors above each sink in a public restroom to the satisfaction of the Planning Division Manager. The details of such mirrors shall be approved prior to issuance of a building permit. Developer shall remove graffiti from the mirrors or replace the mirrors within 24 hours of graffiti appearance. (PL, *PL-45*)

72. Before the City issues building permits, Developer shall submit and obtain approval from the Planning Manager of a final master sign program for the project, which shall indicate on the size, placement, materials, and color of all proposed free-standing and building signs as well as the method of sign area calculation for each tenant. The square footage of all signs for the project shall not exceed the amount allowed by the Sign Ordinance, calculated in accordance with the City Code. (PL/ B, *PL-46*)

73. Prior to issuance of a certificate of occupancy, Developer shall remove all construction materials and vehicles from the subject property. (PL/B, *PL-47*)

74. Developer shall limit outdoor storage of materials to the locations shown on the project plans. Developer shall screen storage areas from adjacent properties and streets by a wall or similar screening. All fence and wall materials shall match the predominant design and materials of the main structure on the project property. (PL/B, *PL-48*)

75. Developer shall stripe loading zones placed partly or wholly within a structure for loading and unloading activities only and post to prohibit storage or other non-loading activity within the loading zone. (PL/B, *PL-49*)

PLANNING DIVISION SPECIAL CONDITIONS

76. Developer shall remove any and all graffiti from the project premises, including but not limited to graffiti within the building, such as in restrooms or fitting rooms, within 24 hours of its appearance. The surface of such affected areas shall be matched to blend in with the underlying colors and/or design, and shall not look like a paint patch. (PL)

77. Before the City issues building permits, Developer shall provide a Graffiti Deterrent Plan, subject to the approval the Planning Division Manager. Such plan shall include such elements as clear film on windows and/or mirrors, as well as washable paint and sealers on the building and perimeter walls. (PL)

78. This permit is granted subject to the approval of a zone change for the project property. (PL)

79. A reciprocal access and parking easement as well as maintenance agreement shall be recorded between the project parcels.

80. General condition (for all new construction and additions):
    a. Developer shall participate in the City's Art in Public Places Program by paying the Public Art fee prior to issuance of building permits, in accordance with City Council Resolution No. 13,103.

    OR

    b. Developer shall participate in the City's Art in Public Places Program, in accordance with City Council Resolution No. 13,103 by installing artwork on the project site prior to occupancy of the project. Design and final location of artwork shall be approved by the Art in Public Places Committee. Artwork location(s) shall be as shown on the approved site plan and artwork shall be installed prior to occupancy of the project. The artwork shall become a permanent part of this project. Relocation of or changes to the artwork require the approval of the Planning Division Manager and Art in Public Places Committee. Developer shall maintain the artwork in good condition. (PL)

81. Developer shall ensure that all construction equipment is maintained and tuned to meet applicable Environmental Protection Agency (EPA) and California Air Resources Board (CARB) emission requirements. At such time as new emission control devices or operational modifications are found to be effective, Developer shall immediately implement such devices or operational modifications on all construction equipment. (MND, C-1)

82. During smog season (May through October), Developer shall lengthen the construction period so as to minimize the number of vehicles and equipment operating at the same time. (MND, C-2)

83. At all times during construction activities, Developer shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust. (MND, C-3)

84. During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall penetrate sufficiently to minimize fugitive dust during grading activities. (MND, C-4)

85. During construction, Developer shall control dust by the following activities:
    a. All trucks hauling graded or excavated material offsite shall be required to cover their loads as required by California Vehicle Code §23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.

b. All graded and excavated material, exposed soils areas, and active portions of the construction site, including unpaved onsite roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible. (MND, C-5)

86. During construction, Developer shall post and maintain onsite signs, in highly visible areas, restricting all vehicular traffic to 15 miles per hour or less. (MND, C-6)

87. During periods of high winds (i.e. wind speed sufficient to cause fugitive dust to impact adjacent properties), Developer shall cease all clearing, grading, earth moving, and excavation operations to prevent fugitive dust from being a nuisance or creating a hazard, either onsite or offsite. (MND, C-7)

88. Throughout construction, Developer shall sweep adjacent streets and roads at least once per day, preferably at the end of the day, so that any visible soil material and debris from the construction site is removed from the adjacent roadways. (MND, C-8)

89. Developer shall mitigate air quality emissions associated with development of the subject site through a contribution to the City's Transportation Demand Management (TDM) program. Such fee shall be calculated at the time of building permit issuance in accordance with the Ventura County Air Quality Assessment Guidelines, as amended. Such fee shall be collected in full prior to building permit issuance. (MND, C-9)

90. Prior to grading permit approval, Developer shall include on the grading plans a reproduction of all conditions of this permit pertaining to dust control requirements. (PL)

91. Based on the recognized sensitivity for the occurrence of buried sites and artifacts and as mandated by the City of Oxnard archaeological guidelines, Developer shall pay for monitoring by a qualified archaeologist and Native American monitor (specifically a qualified Ventureno Chumash descendant). A contract with the monitor shall be presented to the City prior to issuance of grading permits. Monitoring shall be required during all soil disturbances including grading (cut and fill) or other excavation (e.g., trenching). Should movement of soils during grading for recompaction activities show no evidence of an archaeological site or artifacts and with the agreement of the City of Oxnard, Planning and Environmental Services Division and onsite Native American consultant, further monitoring at this location by the archaeologist shall no longer be required. In the event that a prehistoric site or historic remains older than 50-years is identified during monitoring, the Archaeologist and/or Native American monitor shall be empowered to stop all construction activities in the vicinity of the find. The archaeologist shall document, identify, and evaluate the potential significance of the find. Such evaluation may require Phase 2 site subsurface excavation and evaluation program. Should remains prove to be significant, avoidance of the resource is the preferred mitigation. If avoidance through project redesign is not feasible, further investigations in the form of a Phase 3 data recovery

program will be implemented to mitigate impacts to the identified resource. The Native American monitor shall remain on site throughout any necessary site documentation, evaluation, and mitigation processes. (MND, E-1)

92. Prior to Building Permit issuance, Developer shall provide a photometric plan prepared by an electrical engineer. The plan shall ensure that all new lighting is shielded from off-site views and designed to provide on-site safety. (MND, A-1)

93. The applicant shall submit a site-specific soils investigation prepared by a licensed geotechnical engineer. At a minimum, the study shall include liquefaction and compressible soils characteristics on-site and shall identify any necessary construction techniques or other mitigation measures to prevent significant liquefaction/compressible soils impacts on the proposed project. All recommendations of said report shall be incorporated into the project. Developer shall submit the report to the Building Official for review and approval prior to issuance of building permits. (MND, F-1)

94. Prior to issuance of a grading permit, provide certification to the Planning Division that this site is remediated to meet the standards of the Ventura County Environmental Health Department for the portion of the property in the vicinity of the monitoring wells (MND, G-1)

95. Developer shall submit a SWPPP to verify compliance with NPDES requirements prior to issuance of a Building Permit. (MND, H-1)

96. During all excavation and grading on site, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. (MND, K-1)

97. Construction times shall be limited to 7 a.m. to 7 p.m. daily or in accordance with City Ordinances restricting construction times at the time of construction, whichever is more restrictive. (MND, K-2)

98. Developer shall make improvements to convert westbound Wooley Road No. 2 lane from a through lane to a shared left/through lane at Oxnard Boulevard, prior to issuance of C of O. (MND, 0-1)

99. Developer shall re-stripe and provide signs to restrict left turns on the southbound leg of E street at Wooley Road prior to issuance of C of O. (MND, 0-2)

100. Developer shall provide evidence of payment of the County Traffic Impact Mitigation Fee to address the cumulative impacts of this project on the County Regional Road Network, prior to issuance of building permit. (MND, 0-3)

101. Developer shall not provide a crosswalk with imbedded lights on Saviers Road at Wolff Street. (MND, O-4 & O-5)

102. Developer shall provide frontage improvements on Oxnard Blvd and Saviers Road, prior to issuance of C of O. The developer will be required to obtain permits from Caltrans for the Oxnard Boulevard driveways prior to issuance of building permits. (MND, 0-6)

103. Developer shall contribute to the installation of the Saviers/Hill Street traffic signal, prior to issuance of building permits. (MND, 0-7)

104. Developer shall provide a bicycle lane along Saviers Road between the Five Points intersection and the south boundary of the project site prior to issuance of C of O. (MND, 0-8)

105. Building B and C shall not be occupied solely by restaurant uses unless additional parking is provided to meet parking ordinance standards.

106. The existing on-site billboard shall be removed prior to issuance of first building permit for the project.

ENVIRONMENTAL RESOURCES DIVISION

107. To ensure that solid waste generated by the project is diverted from the landfill and reduced, reused or recycled, Developer shall complete and submit a "City of Oxnard C&D Environmental Resources Management & Recycling Plan" ("Plan") to the City for review and approval. The Plan shall provide that at least 50% of the waste generated on the project be diverted from the landfill. The Plan shall include the entire project area, even if tenants are pursuing or will pursue independent programs. The Plan shall be submitted to and approved by the Environmental Resources Division prior to issuance of a building permit. The Plan shall include the following information: material type to be recycled, reused, salvaged or disposed; estimated quantities to be processed; management method used; destination of material including the hauler name and facility location. Developer shall use the Plan form.

108. Developer shall follow the approved "City of Oxnard C&D Environmental Resources Management & Recycling Plan" and provide for the collection, recycling, and/or reuse of materials (i.e., concrete, wood, metal, cardboard, green waste, etc.) and document results during construction and/or demolition of the proposed project. After completion of demolition and/or construction, Developer shall complete and submit the "City of Oxnard C&D Environmental Resources Management & Recycling Report For Work Completed" ("Work Completed Report") and provide legible copies of weight tickets, receipts, or invoices for materials sent to disposal or reuse/recycling facilities. For other discarded or salvaged materials, Developer shall provide documentation, on the disposal facility's letterhead, identifying where the materials were taken, type of materials, and tons or cubic yards disposed, recycled or reused, and the project generating the discarded materials. Developer shall submit and obtain approval of the Work Completed Report prior to issuance of a certificate of occupancy.

109. Developer shall arrange for materials collection during construction, demolition, and occupancy with the City's Environmental Resources Division or Developer shall arrange for self-hauling to an authorized facility.

110. Developer shall make provisions to divert at least 50% of the waste material generated during occupancy through source reduction, recycling, reuse, and green waste programs. Developer shall complete and submit a "City of Oxnard C&D Environmental Resources Management & Recycling Occupancy Plan" ("Occupancy Plan") to the City's Environmental Resources Division. An Occupancy Plan must be submitted and approved prior to issuance of a certificate of occupancy. A "City of Oxnard C&D Environmental Resources Management & Recycling Occupancy Report" shall be submitted to the Environmental Resources Division annually on the anniversary date of the certificate of occupancy for approval.

111. Developer shall dispose of sewage and solid waste from the project by City's wastewater and solid waste systems in a manner approved by the City Engineer.

112. Developer shall construct double-bin trash enclosures (one bin for recycle use) with a solid non-combustible roof (8-foot minimum clearance) that prevents stormwater from entering the refuse bins. Developer shall construct all other components of the trash enclosure in accordance with the approved City Standard Plan on file with the Development Services Division. Developer shall finish the trash enclosure to match the major design elements of the main structure. The finish and roof appearance shall be indicated on the building plans and are subject to approval by the Planning Division . The location and configuration of trash enclosures shall be reviewed and approved by the Environmental Resources Division. All refuse bins on the site shall be stored in an approved trash enclosure. No objects other than refuse bins may be stored in the trash enclosure without the written permission of the Environmental Resources Division.

113. Developer shall construct double-bin trash enclosures (one bin for recycle use) with a solid non-combustible roof (8-foot minimum clearance) that prevents stormwater from entering the refuse bins. Developer shall provide a traffic rated, grated trench drain (or other approved drain) along the inside front edge of the trash enclosure to catch all wash water from the trash enclosure. This drain shall connect to the sanitary sewer system via a grease interceptor. Developer shall construct all other components of the trash enclosure in accordance with the approved City Standard Plan on file with the Development Services Division. Developer shall finish the trash enclosure to match the major design elements of the main structure. The finish and roof appearance shall be indicated on the building plans and are subject to approval by the Planning Division. The location and configuration of trash enclosures shall be reviewed and approved by the Environmental Resources Division. All refuse bins on the site shall be stored in an approved trash enclosure. No objects other than refuse bins may be stored in the trash enclosure without the written permission of the Environmental Resources Division.

114. Developer shall provide storage areas for City sized trash enclosures within garage, patio, yard or storage areas. (PL/B, *PL-23*)

DEVELOPMENT SERVICES DIVISION STANDARD CONDITIONS

115. Developer shall pay plan check and processing fees in effect at the time of construction plan submittal and shall pay development fees, encroachment permit fees, and other applicable fees in effect at the time the City issues building permits. (DS-1)

116. Developer's Engineer shall design parking lot structural sections based on an analysis of the soils R-value and a traffic index (T.I.) approved by the City Engineer. The minimum structural section for parking lots is two inches of asphalt on four inches of base material. Developer shall show the proposed structural section on the site improvement plans. (DS-2)

117. Developer shall have the site improvement plans prepared on standard Development Services Division mylars by a civil engineer licensed in the State of California. The plans shall incorporate recommendations from soil engineering and geology reports. Prior to issuance of a grading permit, improvement plans must be approved by the City Engineer and the original ink-on-mylar plans filed with the Development Services Division. (DS-3)

118. Developer shall submit improvement plans and drainage calculations that demonstrate that storm drainage from the project property and all upstream areas will be safely conveyed to an approved drainage facility. The design and conveyance route shall be compatible with the City's Master Plan of Drainage and shall be approved by the City Engineer prior to approval of improvement plans. (DS-4)

119. Developer shall protect building pads from inundation during a 100-year storm. (DS-5)

120. Developer shall remove and replace all improvements that are damaged during construction. (DS-6)

121. Before connecting the project to existing sewer and water service laterals, Developer shall arrange for City staff to inspect such facilities. Developer shall make such repairs to such facilities as City staff determines to be necessary. Developer shall bring all existing water services into compliance with City standards. (DS-7)

122. Curb cut widths and design shall conform to City ordinances, standards, and policies in effect at the time City issues an encroachment permit. (DS-9)

123. If the existing sewer lateral is larger than four inches in diameter, Developer's site improvement plans shall include an on-site sewer plan. (DS-10)

124. Where a separate loop or terminal line is required for water mains, fire hydrants or fire sprinkler systems, Developer's site improvement plans shall include an on-site water plan. (DS-11)

125. Developer shall enter into an agreement, approved as to form by the City Attorney, to install and construct all public improvements required by this permit and by the City Code and shall post security satisfactory to the Finance Director, guaranteeing the installation and construction of all required improvements within the time period specified in the agreement or any approved time extension. (DS-14)

126. A civil engineer licensed in the State of California shall prepare the public improvement plans and documents for this project in accordance with City standards and shall submit all such plans to the City Engineer. Such plans and documents shall include, but not be limited to, grading, street, drainage, sewer, water and other appurtenant improvement plans; a master utility plan showing the layout and location of all on-site and off-site utility improvements that serve the project; construction cost estimates, soils reports, and all pertinent engineering design calculations. City will not accept an application for the final map or parcel map for the project or issue a grading, site improvement or building permit until the City Engineer has approved all improvement plans. (DS-15)

127. Developer shall process permanent master planned improvements that are eligible for reimbursement in accordance with City policies, resolutions, and ordinances in effect at the time of recordation of the final map or parcel map or if there is no such map, then at the time of public improvement plan approval. (DS-17)

128. Developer shall provide all necessary easements for streets, highways, alleys, sidewalks, breezeways, parkways, landscaping, utilities, drainage facilities, and other improvements as required by City. If such easements cannot be obtained from the property owner by negotiation, City may acquire them at the expense of Developer by exercise of the power of eminent domain. Developer shall bear all costs of eminent domain proceedings, including appraisal, acquisition, attorney's fees, and court costs. Before City issues a site improvement permit, Developer shall dedicate all required easements to City. (DS-19)

129. Developer shall remove graffiti from the project, including graffiti on offsite public infrastructure under construction by Developer, within 24 hours of its appearance. If Developer fails to remove graffiti in accordance with this condition, the City may at the discretion of the Development Services Manager issue a stop work order until such time as the graffiti is removed. (DS-20)

130. The conditions of this resolution shall prevail over all omissions, conflicting notations, specifications, dimensions, typical sections, and the like, that may or may not be shown on the improvement plans. (DS-21)

131. Developer shall pay the cost of all inspections of on-site and off-site improvements. (DS-22)

132. Developer shall be responsible for all project-related actions of Developer's employees, contractors, subcontractors, and agents until City accepts the improvements. (DS-23)

133. Prior to beginning construction, Developer shall designate in writing an authorized agent who shall have complete authority to represent and to act for Developer. The authorized agent shall be present at the work site whenever work is in progress. Developer or the authorized agent shall make arrangements acceptable to City for any emergency work. When City gives orders to the authorized agent to do work required for the convenience and safety of the general public because of inclement weather or any other cause, and the orders are not immediately acted upon by the authorized agent, City may do or have such work done by others at Developer's expense. (DS-24)

134. "Standard Specifications for Public Works Construction," latest edition, and any modifications thereto by City, and City of Oxnard Standard Land Development Specifications and all applicable City Standard Plans, shall be the project specifications, except as noted otherwise on the approved improvement plans. City reserves the right to upgrade, add to, or revise these specifications and plans and all other City ordinances, policies, and standards. If the improvements required of this project are not completed within 12 months from the date of City's approval of the improvement plans, Developer shall comply with and conform to any and all upgraded, additional or revised specifications, plans, ordinances, policies and standards. (DS-27)

135. Developer shall retain a Civil Engineer licensed in the State of California to ensure that the construction work conforms to the approved improvement plans and specifications and to provide certified "as-built" plans after project completion. Developer's submittal of the certified "as-built" plans is a condition of City's final acceptance of the project. (DS-29)

136. All grading shall conform to City's grading ordinance and any recommendations of Developer's soils engineer that have been approved by the City Engineer. Developer shall conform to all applicable notes specified on the site improvement/grading plan cover sheet and grading permit. (DS-30)

137. In order to mitigate any potential flooding or erosion affecting adjacent properties and public rights-of-way, Developer shall construct required drainage facilities concurrently with the rough grading operations, or with prior approval of the City Engineer, provide interim drainage improvements on a temporary basis. (DS-31)

138. Storm drain, sewer and water facilities shall conform to applicable City Master Plans. Developer shall prepare plans for these facilities in accordance with City's engineering design criteria in effect at the time of improvement plan submittal. Developer shall submit plans with pertinent engineering analyses and design calculations for review and approval by the City Engineer prior to issuance of a site improvement permit. (DS-34)

139. Each lot shall drain into a street, alley, or approved drain so that there will be no undrained depressions. (DS-35)

140. Prior to issuance of a site improvement permit, Developer shall provide to the City Engineer easements or written consents from all affected landowners for any diversion of historical

flows or change in drainage conditions caused by the project, as evidence that such landowners accept any additional water flowing over their property. (DS-36)

141. Developer shall dispose of sewage and solid waste from the project by City's wastewater and solid waste systems in a manner approved by the City Engineer. (DS-38)

142. Developer shall install water mains, fire hydrants and water services in conformance with City Standard Plans and specifications as directed by the City Engineer. (DS-41)

143. Developer shall install adequately sized water services and meters to each lot or unit in accordance with City standards in effect at the time City issues building permits. There shall be no interconnections between structures. (DS-42)

144. Prior to issuance of building permits, Developer shall present to the City Engineer a "Proof of Payment - Authorization for Building Permits" form issued by the Calleguas Municipal Water District. (DS-44)

145. Developer shall install City approved backflow prevention devices for water connections if so ordered by the City Engineer. (DS-45)

146. Prior to designing the water system for the project, Developer shall have a certified fire flow test performed to determine existing water pressure and flow characteristics. The water system shall be designed to allow for a 10 psi drop in the static water pressure measured during the fire flow test. After construction and before City issues a certificate of occupancy, the City Engineer may require a second test. Before performing the tests, Developer shall obtain permits from the City Engineer. Developer shall have all tests certified by a mechanical, civil, or fire protection engineer and provide written results of all tests to the City Engineer. (DS-47)

147. Developer shall construct all street and road improvements in conformance with the City Code, the City's 2020 General Plan, and any applicable specific plan. (DS-48)

148. Developer shall dedicate and improve to City standards all sidewalks, parkways, streets, alleys, and street appurtenances. City will name all streets in accordance with adopted City guidelines. (DS-49)

149. Street and road improvements shall conform to City standards and policies. Improvements shall include upgrading of existing pavement along the project frontage to City standards by removing and replacing or overlaying, as directed by the City Engineer. (DS-51)

150. Developer shall improve all streets, alleys, sidewalks, curbs, and gutters adjacent to the project in accordance with City standards, as necessary to provide safe vertical and horizontal transitions. (DS-52)

151. Developer shall provide soils reports, "R" value tests, and compaction tests for all streets. Determination of the actual structural sections shall be based on City's design procedure, applying the appropriate traffic index specified in City standards. (DS-53)

152. Developer shall submit a landscape irrigation plan prepared by a licensed professional, showing proper water meter size, backflow prevention devices, and cross-connection control. (DS-59)

153. As part of the master utility plans, Developer shall submit a street lighting plan. On City's approval of the plan, Developer shall install streetlights in accordance with the plan. (DS-60)

154. Developer shall be responsible for and bear the cost of replacement of all existing survey monumentation (e.g., property corners) disturbed or destroyed during construction, and shall file appropriate records with the Ventura County Surveyor's Office. (DS-64)

155. Developer shall provide adequate vehicle sight distance as specified by CalTrans specifications at all driveways and intersections. (TR-71)

156. Developer shall install bike racks in accordance with City standards at locations approved by City Traffic Engineer. (TR-73)

157. Prior to issuance of a building permit, all traffic signal, pavement marking and sign plans shall be prepared by a registered California traffic engineer and approved by the City Engineer prior to issuance of a grading, site improvement or a building permit. (TR-74)

158. Prior to issuance of an encroachment permit, Developer's shall obtain City's approval of a contractor qualified to install traffic signals, pavement markings and signs. (TR-76)

STORMWATER QUALITY CONDITIONS

159. Developer shall comply with all National Pollutant Discharge Elimination System (NPDES) permit Best Management Practice (BMP) requirements in effect at the time of grading or building permit issuance. Requirements shall include, but not be limited to, compliance with the Ventura Countywide Stormwater Quality Urban Impact Mitigation Plan (SQUIMP). (DS-78)

160. Developer shall construct double-bin trash enclosures (one bin for recycle use) with a solid non-combustible roof (8-foot minimum clearance) that prevents stormwater from entering the refuse bins. Developer shall construct all other components of the trash enclosure in accordance with the approved City Standard Plan on file with the Development Services Division. Developer shall finish the trash enclosure to match the major design elements of the main structure. The finish and roof appearance shall be indicated on the building plans and are subject to approval by the Planning Division. The location and configuration of trash enclosures shall be reviewed and approved by the Solid Waste Collection Division. All refuse bins on the site shall be stored in an approved trash enclosure. No objects other than refuse bins may be stored in the trash enclosure without the written permission of the Solid Waste Collection Division. (DS-79)

161. Developer shall design parking lot and other drive areas to minimize degradation of stormwater quality. Using Best Management Practices (BMPs), such as oil and water separators, sand filters, landscaped areas for infiltration, basins or approved equals, Developer shall intercept and effectively prevent pollutants from discharging to the storm drain system. The stormwater quality system design shall be approved by the City Engineer prior to the issuance of a site improvement permit. (DS-81)

162. Using forms provided by the Development Services Division, Developer shall submit a stormwater quality control measures maintenance program ("the Program") for this project. If the BMPs implemented with this project include proprietary products that require regular replacement and/or cleaning, Developer shall provide proof of a contract with an entity qualified to provide such periodic maintenance. The property owner is responsible for the long-term maintenance and operation of all BMPs included in the project design. Upon request by City, property owner shall provide written proof of ongoing BMP maintenance operations. No grading or building permit shall be issued until the Development Services Manager approves the Program and Developer provides an executed copy for recordation. (DS-82)

163. Developer shall clean on-site storm drains at least twice a year; once immediately before the first of October (the beginning of the rainy season) and once in January. The City Engineer may require additional cleaning. (DS-83)

164. Developer shall maintain parking lots free of litter and debris. Developer shall sweep sidewalks, drive aisles, and parking lots regularly to prevent the accumulation of litter and debris. When swept or cleaned, debris must be trapped and collected to prevent entry into the storm drain system. Developer may not discharge any cleaning agent into the storm drain system. (DS-84)

165. Prior to issuance of a certificate of occupancy, on-site storm drain inlets shall be labeled "Don't Dump - Drains to Ocean" in accordance with City standards. Before City issues a site improvement permit, the requirement to label storm drain inlets shall be shown on the civil engineering plans. (DS-85)

166. Prior to issuance of a grading permit or commencement of any clearing, grading or excavation, Developer shall provide the City Engineer with a copy of a letter from the California State Water Resources Control Board, Storm Water Permit Unit assigning a permit identification number to the Notice of Intent (NOI) submitted by Developer in accordance with the NPDES Construction General Permit. Developer shall comply with all additional requirements of the General Permit, including preparation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP shall identify potential pollutant sources that may affect the quality of discharges to stormwater and shall include the design and placement of recommended Best Management Practices (BMPs) to effectively prohibit pollutants from the construction site entering the storm drain system. Developer shall keep the SWPPP updated to reflect current site conditions at all times and shall keep a copy of the SWPPP and the NOI on the site and make them available for City or designated representative to review upon request. (DS-86)

DEVELOPMENT SERVICES DIVISION SPECIAL CONDITIONS

167. Prior to issuance of a site improvement permit, Developer shall provide to the Development Services Division a compact Disc (CD) containing digital copies of the final subdivision map, address map, and civil improvements drawings in DWG format. Prior to improvement bond release, Developer shall provide an updated CD containing all changes that occur during construction. (DS-101)

168. Developer shall pay to the County of Ventura a road mitigation fee in accordance with the agreement between the City and the County of Ventura. Proof of payment shall be provided to the Development Services Division prior to issuance of a building permit. (DS-105)

169. Developer shall locate walls and/or fences in excess of 30" tall, a minimum of 12" (horizontally) from any public sidewalk. (DS)

170. Developer shall construct a minimum 7-foot wide sidewalk at all locations where the sidewalk is constructed adjacent to the front of parking spaces. (DS)

171. Prior to issuance of a site improvement permit, Developer shall dedicate a sidewalk easement to City that encompasses all portions of the proposed or existing sidewalk not within an existing City easement. (DS)

172. Developer shall construct proposed walkways that cross vehicular drive aisles of enhanced concrete. The concrete color shall contrast with the parking lot asphalt to clearly identify pedestrian areas. (DS)

173. Developer shall repair and/or replace any existing broken or damaged curb, gutter or asphalt paving adjacent to property as directed by the Construction Services Inspector. (DS)

174. Developer shall provide onsite fire hydrants such that all points of all structures are within one hundred fifty (150) feet of a fire hydrant, or as otherwise approved by the Fire Department. Fire hydrant line improvements shall be designed in accordance with City standards and shown on the civil engineer's improvement plans prior to issuance of a site improvement/grading permit. Developer shall provide the City with an easement over the waterline using standard City format. (DS)

175. Developer shall locate all fire sprinkler backflow devices on private property in a location approved by the Fire Department and Water Department. (DS)

176. Developer shall construct all under sidewalk drains in accordance with City standard plate 124. (DS)

177. Developer shall design the grass swale filters and detention basins in accordance with the Technical Guidance Manual for Stormwater Quality Control Measures. Design calculations shall be included in the project drainage report. (DS)

178. Developer's engineer and project landscape architect shall provide City with written confirmation that they have reviewed the landscape construction drawings within the NPDES grass swale filter areas and that the proposed landscaping conforms to SQUIMP standards for grass swale filters. (DS)

179. Developer shall provide a 6-inch minimum vertical drop between the flow line of the parking lot concrete gutter and the flow line of the filter swale or basin at each location where stormwater enters the filter swale or basin. The transition between gutter flow line and filter swale or basin flow line shall be constructed similar to a concrete ribbon gutter. (DS)

180. Developer shall provide a minimum 24-inch wide level (2% maximum cross-fall) area between the top or bottom of a slope steeper than 5'(H) to 1'(V) and any sidewalk, curb, fence, wall or similar improvement. (DS)

181. Developer shall install a perforated underdrain below all grass-filter swales constructed with a longitudinal slope of less than 1%. Underdrain shall connect to a point of safe discharge as approved by the Development Services Manager. (DS)

182. Developer shall provide proof of recordation of a document that holds all property owners subject to this permit equally responsible for implementation and perpetual maintenance of all proposed long-term post-construction BMPs within this project. (DS)

183. All restaurant or food preparation tenants within the project shall provide and maintain an area within the tenant space for the washing/steam cleaning of equipment, floor mats and accessories. This area shall be self-contained and connected to the project grease interceptor. (DS)

184. Within all trash enclosures serving restaurants or other food preparation tenants, Developer shall construct double-bin trash enclosures with a traffic rated drain (or other approved drain) centered in the trash enclosure to catch all wash water from the trash enclosure. This drain shall connect to the sanitary sewer system via a grease interceptor. (DS)

185. Developer shall construct a concrete apron along the length of each trash enclosure opening that extends a minimum of 15 feet from the face of the enclosure. (DS)

186. Developer shall obtain Refuse Department approval of the manufacturer and model for proposed trash compactor(s). (DS)

187. Developer shall size all trash enclosures in accordance with City standard plates. All enclosures shall be provided with a pedestrian entrance separate from the main front doors. (DS)

188. Developer shall minimize the number of street cuts within Saviers Road right-of-way by constructing a single connection to the Saviers sewer main and providing an onsite sewer

collection system. In addition, Developer shall minimize the number of water line trenches by co-locating multiple pipes within a single trench. If an onsite sewer collection system or co-location of waterlines is deemed impractical by the Development Services Manager, Developer shall construct a minimum 0.13 foot thick grind and overlay along the Saviers Road frontage of the project that extends from median curb to the easterly curb and gutter as directed by the Development Services Manager after all street trenches have been repaired. (DS)

189. Developer shall provide proof of issuance of a CalTrans encroachment permit for all work within CalTrans right-of-way (Oxnard Boulevard) prior to issuance of a site improvement permit. (DS)

190. Developer shall dedicate right-of-way for Oxnard Boulevard (approximately 1 foot) and Saviers Road (approximately 15 feet) as indicated on the architectural site plan. Dedication shall be provided prior to issuance of a site improvement permit. (DS)

191. Developer shall process and record proposed lot line adjustment prior to issuance of a site improvement permit. (DS)

192. Prior to issuance of a site improvement permit, Developer shall provide proof of recordation of reciprocal access, parking, and utility covenant (or similar document) between the multiple parcels of this project. (DS)

POLICE SPECIAL CONDITIONS

193. Outdoor lighting shall comply with Title 24, Part 6, of the California Code of Regulations: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, to be specified on plans prior to issuance of building permit.

194. Unless approved as a specific exception to this guideline, all outdoor lighting shall be flat lens, full cut-off fixtures with the light source fully shielded with the following exceptions:
a. Luminaires with a maximum output of 260 lumens per fixture, regardless of number of bulbs (equal to one 20-watt incandescent light), may be left unshielded provided the fixture has an opaque top to keep light from shining directly up.
b. Luminaires that have a maximum output of 1,000 lumens per fixture, regardless of number of bulbs (equal to one 60-watt incandescent light) may be partially shielded provided the bulb is not visible, and the fixture has an opaque top to keep light from shining directly up.

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

196. Sodium lighting instruments and wall packs shall not be used.

197. The Saviers Road median shall be designed to inhibit pedestrian crossings and signage shall be installed in the median and/or sidewalk area on the Saviers Road side of the development that prohibits pedestrian crossing.

198. Landscape features shall be maintained to provide clear views throughout the property. Hedges and groundcovers shall be maintained no higher than 36" above grade. Mature trees shall be maintained so that canopies do not fall below 96" above grade.

199. Any electronic security system must comply with Oxnard City Ordinance No. 2601 and must be permitted by the City of Oxnard.

200. Post all vehicle entrances in compliance with California Vehicle Code §22658(a)(1). Persons in lawful possession of the property may then cause the removal of a vehicle parked on the property to the nearest public garage if parked without the owner's permission.

201. Developer shall submit and the Police Chief or designee shall approve a security and lighting plan prior to the issuance of a building permit.

202. Future tenant uses which include: banks, ATMs, and check cashing businesses will require specific approval by the Police Chief or designee.

PASSED AND ADOPTED by the Planning Commission of the City of Oxnard on this 21st day of February, 2008, by the following vote:

AYES: Commissioners

NOES: Commissioners

ABSENT: Commissioners

_____
Michael Sanchez, Chairman

ATTEST: _____
Susan L. Martin, Secretary

RESOLUTION NO. 2008 – [PZ 06-510-07]

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD APPROVING PLANNING AND ZONING PERMIT NO. 06-510-07 (SPECIAL USE PERMIT FOR ALCOHOL SALES), TO ALLOW THE SALE OF ALCOHOL AT THE CVS PHARMACY, LOCATED AT OXNARD BOULEVARD AND SAVIERS ROAD (APN 204-0-060-22 AND 204-0-060-23), SUBJECT TO CERTAIN FINDINGS AND CONDITIONS. FILED BY HERITAGE EQUITIES, LLC, 1517 SOUTH SEPULVEDA BOULEVARD, LOS ANGELES, CA 90025

WHEREAS, the Planning Commission of the City of Oxnard has considered an application for Planning and Zoning Permit No.06-510-07, filed by Heritage Equities in accordance with Section 16-530 through 16-553 of the Oxnard City Code; and

WHEREAS, in accordance with the California Environmental Quality Act, the City Council adopted Mitigated Negative Declaration (MND) No. 07-05 on January 8, 2008 and to address changes in the project description, an Addendum to the MND was prepared per CEQA Section 15164 as only minor technical changes or additions are necessary and no new significant impacts are involved. The Planning Commission considered the Addendum and finds on the basis of the whole record before it that with the imposition of mitigation measures as conditions of approval, there is no substantial evidence that the project will have a significant effect on the environment, further finds that the MND Addendum reflects the independent judgment of the City; and

WHEREAS, the Planning Commission finds, after due study, deliberation and public hearing, that the following circumstances exist:

1. The proposed use is in conformance with the General Plan and other adopted policies of the City of Oxnard.

2. The proposed use will not adversely affect or be materially detrimental to the adjacent uses, buildings or structures or to the public health, safety or general welfare.

3. The site for the proposed use is adequate in size and shape to accommodate the setbacks, parking, landscaping, and other City standards except as may be specifically excepted by the special findings and conditions of this resolution.

4. The site for the proposed use will be served by streets and highways adequate in width and structure to carry the kind and quantity of traffic such use will generate.

5. The site for the proposed use will be provided with adequate sewerage, water, fire protection and storm drainage facilities.

6. The presumption of undue concentration has been rebutted by a preponderance of evidence, which shows that the establishment is in a retail center and the selling of alcoholic beverages for consumption off-site is appropriate.

7. The proposed use is not likely to create or significantly aggravate police problems within 1,000 feet of the location for which the special use permit is applied.

WHEREAS, the Planning Commission finds that the applicant agrees with the necessity of and accepts all elements, requirements, and conditions of this resolution as being a reasonable manner of preserving, protecting, providing for, and fostering the health, safety, and welfare of the citizenry in general and the persons who work, visit or live in this development in particular.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Oxnard hereby approves this permit subject to the following conditions. The decision of the Planning Commission is final unless appealed in accordance with the provisions of Section 16-545 of the Oxnard City Code.

STANDARD CONDITIONS OF APPROVAL FOR LAND USE PERMITS

Note: The abbreviations below identify the City department or division responsible for determining compliance with these standard conditions. The first department or division listed has responsibility for compliance at plan check, the second during inspection and the third at final inspection, prior to issuance of a certificate of occupancy, or at a later date, as specified in the condition. If more than one department or division is listed, the first will check the plans or inspect the project before the second confirms compliance with the condition. The italicized code at the end of each condition provides internal information on the source of each condition: Some are standard permit conditions (e.g. *G-1*) while some are taken from environmental documents (e.g. *MND-S2*).

DEPARTMENTS AND DIVISIONS			
CA	City Attorney	PL	Planning Division
DS	Dev Services/Eng Dev/Inspectors	TR	Traffic Division
PD	Police Department	B	Building Plan Checker
SC	Source Control	FD	Fire Department
PK	Public Works, Landscape Design	CE	Code Compliance

GENERAL PROJECT CONDITIONS

1. This permit is granted for the property described in the application on file with the Planning and Environmental Services Division ("Planning Division"), and may not be transferred from one property to another. (PL, *G-1*).

2. This permit is granted for the plans dated February 21, 2008, ("the plans") on file with the Planning Division. The project shall conform to the plans, except as otherwise specified in these conditions, or unless a minor modification to the plans is approved by the Planning and Environmental Services Manager ("Planning Manager") or a major modification to the plans is approved by the Planning Commission. A minor modification may be granted for minimal changes or increases in the extent of use or size of structures or of the design, materials or colors of structures or masonry walls. A major modification shall be required for substantial changes or increases in such items. (PL, *G-2*)

3. This permit shall automatically become null and void 24 months from the date of its issuance, unless Developer has diligently developed the proposed project, as shown by the issuance of a grading, foundation, or building permit and the construction of substantial improvements, or the beginning of the proposed use. (PL, *G-3*)

4. All required off-site and on-site improvements for the project, including structures, paving, and landscaping, shall be completed prior to occupancy unless the Development Services Manager allows Developer to provide security or an executed agreement approved by the City Attorney to ensure completion of such improvements. (DS, *G-4*)

5. By commencing any activity related to the project or using any structure authorized by this permit, Developer accepts all of the conditions and obligations imposed by this permit and waives any challenge to the validity of the conditions and obligations stated therein. (CA, *G-5*)

6. Developer agrees, as a condition of adoption of this resolution, at Developer's own expense, to indemnify, defend and hold harmless the City and its agents, officers and employees from and against any claim, action or proceeding to attack, review, set aside, void or annul the approval of the resolution or any condition attached thereto or any proceedings, acts or determinations taken, done or made prior to the approval of such resolution that were part of the approval process. Developer's commencement of construction or operations pursuant to the resolution shall be deemed to be an acceptance of all conditions thereof. (CA, *G-6*)

7. Any covenants, conditions, and restrictions (CC&Rs) applicable to the project property shall be consistent with the terms of this permit and the City Code. If there is a conflict between the CC&Rs and the City Code or this permit, the City Code or this permit shall prevail. (CA, *G-7*)

8. Developer shall complete the "Notice of Land Use Restrictions and Conditions" form, using the form provided by the City, for recording with the Ventura County Recorder. Before the City issues building permits, Developer shall submit the original completed, signed and notarized document, together with the required fees to the Planning Manager. (PL, *G-8*)

SPECIAL PLANNING CONDITION

9. For off-site package alcohol sales, locate security cameras inside the drug store and outside throughout the property, no exterior alcohol advertising is allowed, no sale of fortified wines or malt liquor is allowed, no sale of single containers is allowed and the hours of alcohol sales shall be limited to hours as determined by the Police Department. (MND M-1, PL,PD)

POLICE SPECIAL CONDITONS

10. All managers or supervisors who are responsible for the daily coordination, supervision or managing of employees, shall complete a course in Responsible Beverage Sales and Service (RBSS) within sixty days of license granting and/or date of employment. (PL/PD)

11. There shall be no advertising of alcoholic beverages visible from the outside of the establishment, including advertising directed to the exterior from within, promoting or indicating the availability of alcoholic beverages. (PL/PD)

12. The Police Chief or designee may immediately suspend operation of the uses approved by this permit pending a hearing on the revocation of this permit if the Chief finds that there have been significant violations of the use permit conditions and/or ABC permit, or there is a single serious violent crime or single significant incident to which multiple police units or multiple police jurisdictions respond associated with the operation of this use, which the Chief determines is detrimental to the public safety or health. The Chief shall immediately inform the Planning and Environmental Services Manager of the suspension and the Manager shall schedule a hearing on the revocation of the permit by the Planning Commission to be held no more than 30 days after the suspension begins. (PD)

13. Any signs, advertisements or decorations placed upon the windows shall not exceed 20% of the overall window area. Additionally, there shall be no other obstructions placed near the windows that exceed 20% of the overall viewing area including display racks, stored products, shades or blinds.

14. Upon any individual transfer (person-to-person) of the subject Alcoholic Beverage Control License, or if the business is ever deemed a nuisance as defined by Oxnard City Code, the Police Department may initiate Planning Commission review of the existing SUP and the Planning Commission may apply or remove conditions as appropriate to mitigate existing or potential problems.

15. Any graffiti painted or marked upon the premises or on any adjacent area under the control of the Permittee shall be removed or painted over within twenty-four (24) hours of being applied. (PL/PD)

16. Permittee shall be responsible for maintaining free of litter the area adjacent to the premises over which they have control. This includes the rear of the business. (PL/PD)

17. Any rear door of the premises shall be equipped on the inside with an automatic locking device, shall be closed at all times, and shall not be used as a means of access by patrons to and from the licensed premises. Temporary use of these doors for delivery of supplies or disposal of trash does not constitute a violation. (PD)

18. Employees involved in the sale or service of alcoholic beverages shall not be allowed to consume alcoholic beverages at any time during their shift or at any time within eight (8) hours prior to the beginning of their shift. (PD)

19. The parking lot and adjacent areas of the premises shall be equipped with lighting of sufficient power to illuminate and make easily discernable the appearance and conduct of all persons on or about the area. This includes the rear of the business. (PL/PD)

20. There shall be no pay phones installed inside the premises nor shall there be any pay phones installed outside within 100 feet of the premises. (PL/PD)

21. Permittee shall regularly police the area under Permittee's control (including the rear of the business) in an effort to prevent the loitering of persons about the premises. (PL/PD)

22. In the areas surrounding the business the Permittee shall post prominent, permanent signs indicating that loitering, open containers and the consumption of alcoholic beverages is prohibited. This includes the parking lot and other adjacent areas under Permittee's reasonable control. (PD)

23. Coolers or displays containing alcoholic beverages shall be separate from other coolers or displays and shall be positioned so as to allow maximum visibility to cashiers, clerks or employees. Alcohol displays shall not be positioned near customer entry/exit doors, nor shall they be in a location that allows for an easy and unobstructed path to any entry or exit. It is recommended that the alcohol displays or coolers be positioned where the cashiers or clerks have a clear view from their normal work stations of the activity of persons in the alcohol aisle. (PD)

24. There shall be no amusement machines or video devices maintained on the premises at any time. (PD)

25. No single containers, 12oz., 16oz., 20oz., 24oz., 32oz., or 40oz., of beer or malt liquor shall be sold. (PD)

26. No fortified wine products shall be sold with an alcohol content greater than 14% by volume with the exception of the following products (provided they are consistent with those permitted by their Alcoholic Beverage Control License): Port, Sherry, Marsala, Saki, Madiera, Muscat and Vermouth. (PD)

27. Prominent signs shall be posted stating, in effect, "No persons under 21 will be served alcoholic beverages" and "Valid ID is required to purchase alcoholic beverages". These signs shall, at a minimum, be posted at each point of sale and near any alcohol display or areas. (PD)

28. No open floor displays of alcoholic beverages are allowed, including but not limited to "beer mountains" and portable coolers. (PD)

29. Alcoholic beverages shall not be sold between the hours 10:00 PM and 6:00 AM. (PD)

30. There shall be no self-service displays of any type of tobacco product including, but not limited to cigarettes, cigars and smokeless tobacco.

31. Security cameras shall be installed to monitor the premises and be positioned to monitor at minimum the entry/exit, all points of sale, alcohol coolers and the areas immediately surrounding the exterior of the business. The camera system shall comply with the following minimum standards: (PD)
    a. The cameras shall be color cameras, made by a reputable manufacturer and maintained to current industry standards. They shall have low light capability and be capable of identifying persons conducting transactions at the stores' registers or entering/exiting the business.

    b. The system shall utilize a Digital Video Recorder (DVR). The use of videocassette recorders (VHS and other formats) is prohibited. The DVR shall allow recording, live viewing and playback of recorded video for a period of least 30 days. DVR shall perform all recording, viewing (local and remote), playback (local and remote), queries and backup functions simultaneously, with no interruption of any other function.

32. Permittee shall establish responsible cash handling procedures to reduce the likelihood of robberies and thefts.

33. Permittee shall bolt down all cash registers to service counters in order to prevent the entire device from being stolen during a burglary or robbery.

34. Permittee shall have drop-safes installed to allow employees to deposit daily receipts throughout the day as the amounts exceed allowable levels in the register (typically $50).

35. Permittee shall install signage which indicates that employees do not possess keys to safes and that minimal levels of cash are available in register.

36. Permittee shall install height gauges at all exit doors.

37. Permittee shall install an electronic intrusion detection system that detects portal openings, glass break, and interior motion.

38. Permittee shall equip each point of sale with a silent robbery alarm that complies with Oxnard City Ordinance No. 2601.

39. A copy of these conditions must be maintained on the premises and made available upon the demand of any peace officer at all times. (PL/PD)

40. Permittee shall install a video feedback monitor which displays the live feed from security cameras positioned nearby. The monitor shall, at a minimum, be displayed at each customer entrance. Permittee shall install an additional feedback monitor in the alcoholic beverage display area.

41. Any display of distilled spirits shall be maintained in locked cabinets or under the direct control of employees. No distilled spirits shall be accessible to customers without assistance from an employee. (PD)

PASSED AND ADOPTED by the Planning Commission of the City of Oxnard on this 21st day of February, 2008, by the following vote:

AYES: Commissioners

NOES: Commissioners

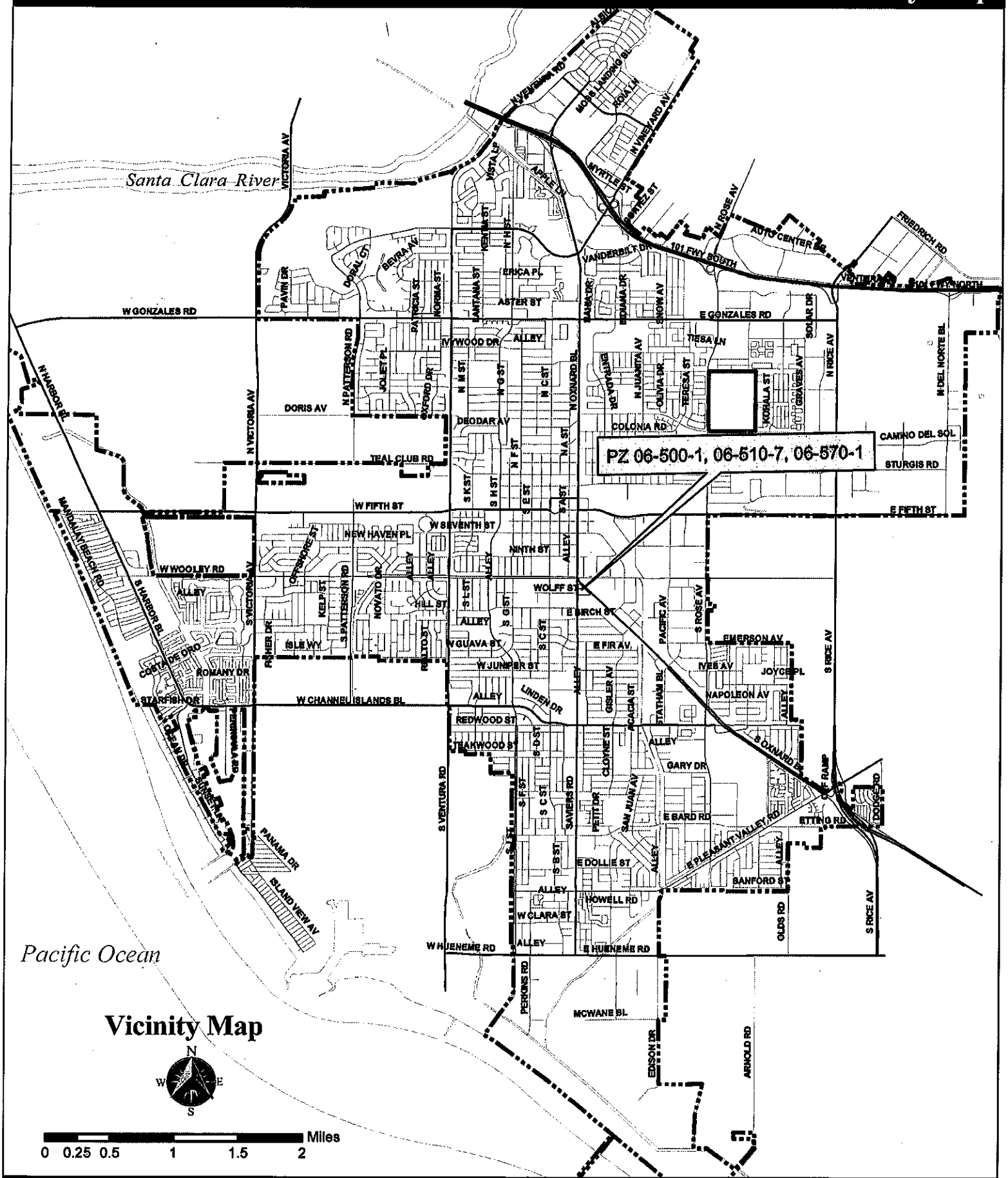
ABSENT: Commissioners

_____
Michael Sanchez, Chairman

ATTEST: _____
Susan L. Martin, Secretary

ATTACHMENT B
VICINITY MAP

Vicinity Map



Vicinity Map

N W E S

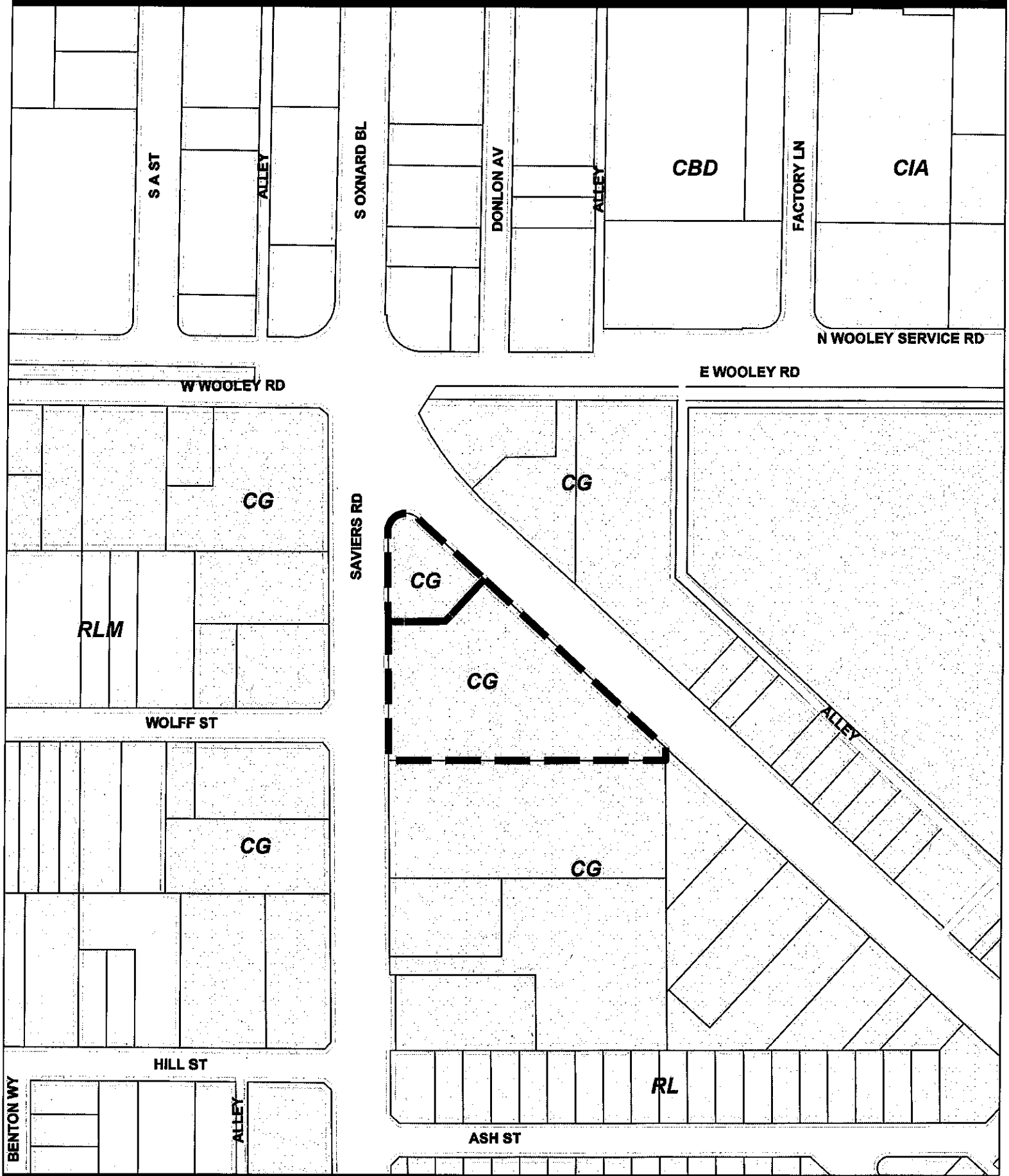
0 0.25 0.5 1 1.5 2 Miles

Oxnard Planning
September 12, 2007

PZ 06-500-1, 06-510-7, 06-570-1
Location: 1117, 1205 S. Oxnard Bl
APN: 204006022 .204006023
Heritage Equities, LLC

ATTACHMENT C
GENERAL PLAN MAP

General Plan Map



Oxnard Planning

PZ 06-500-1, 06-510-7, 06-570-1
Location: 1117, 1205 S. Oxnard Bl
APN: 204006022 .204006023
Heritage Equities, LLC

Feet

General Plan Map

N
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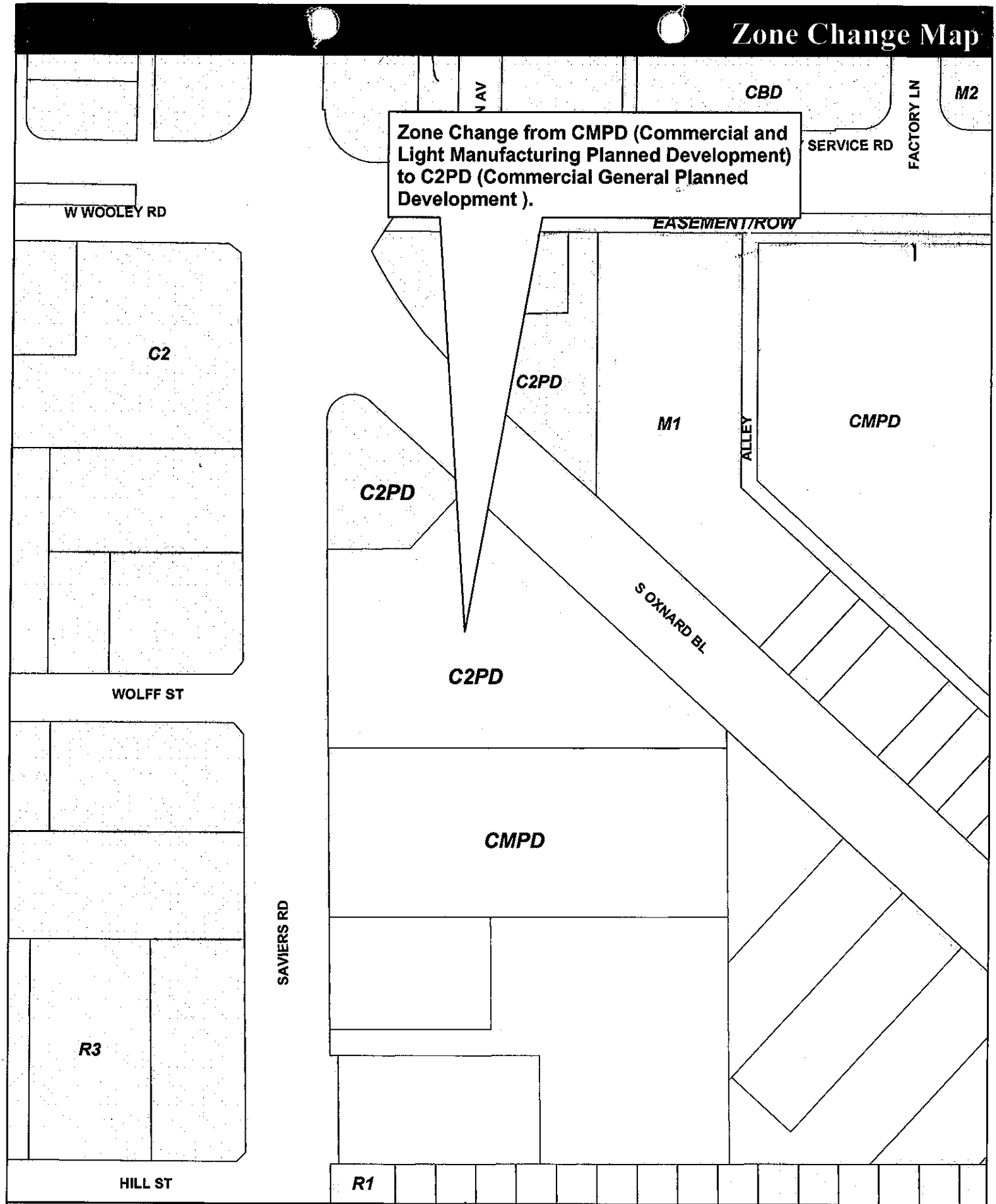
ATTACHMENT D
ZONE MAP

Zone Change Map



Oxnard Planning
September 12, 2007

PZ 06-500-1, 06-510-7, 06-570-1
Location: 1117, 1205 S. Oxnard Bl
APN: 204006022 .204006023
Heritage Equities, LLC

0 37.5 75 150 225 300 Feet

Zone Change Map

N W E S

ATTACHMENT E
MITIGATED NEGATIVE DECLARATION AND ADDENDUM

Planning and Environmental Services Division
305 West Third Street • Oxnard, CA 93030 • (805) 385-7858 • Fax (805) 385-7417

ADDENDUM TO MITIGATED NEGATIVE DECLARATION NO. 07-06

February 21, 2008

Project Background:

Planning and Zoning Permit No. 06-500-1 (Special Use Permit) and 06-510-07 (Special Use Permit) for redevelopment of property located at 1117 and 1205 S. Oxnard Boulevard, adjacent to the Five Points intersection was filed by Heritage Equities, LLC, 1517 South Sepulveda Blvd., Los Angeles CA 90025. This application included a request to construct a commercial shopping center on a 2.8-acre site consisting of three buildings totaling 27,190 square feet. Building A (14,870 square feet) a proposed drugstore with alcohol sales and a drive-through pharmacy, Building B (3,100 square feet) a proposed two-tenant building with a drive-through restaurant and Building C (9,220 square feet) a proposed multi-tenant building. A replacement billboard and a zone change for a portion of the property from C-M to C-2 PD were also proposed.

Project History:

On January 8, 2008, the City Council held a public hearing to review an appeal of the Planning Commission's denial of this project. At that time, the Council held the first reading of the zone change ordinance and adopted Mitigated Negative Declaration (MND) No. 07-06 for the project. The MND determined that the project could result in potentially significant impacts for the following issue areas: aesthetics, air quality, cultural resources, geology/soils, hazards, hydrology/water quality, noise, public services, and traffic. Mitigation measures were adopted. The City Council referred the project back to the Planning Commission.

Proposed Project Modification:

Prior to the Planning Commission hearing, the applicant revised the project to remove the drive-through use and slightly enlarge the building (4,642 gross square feet). The third loading zone has been increased in size to meet the 40-foot long standard, the replacement billboard request has been withdrawn and the on-site parking has been increased from 112 to 115 spaces. To address the architecture, design elements have been revised.

Discussion of Impacts of Project Changes

To address potential impacts from the project revisions, an updated traffic and circulation study was prepared by Penfield & Smith Engineers, January 24, 2008. (See attached report.) According to the traffic study, the revised project is anticipated to generate 1,889 average daily trips (ADT) compared to 2,717 ADT for the original project. In the A.M.

peak the revised project would generate 69 trips compared to 132 and in the P.M. peak hour the revised trip generation is calculated to be 183 compared to 239 trips in the original project. The project's impacts to the Five Points and Wooley/E Street intersections would have minor reductions in traffic trips. The traffic report also states that pass-by trips were not factored into the analysis. Therefore, the analysis is conservative as up to 10% of specialty retail trips are considered pass-by and up to 49% of pharmacy with drive-through are pass-by rather than single purpose trips. Since the traffic trips will be reduced with the project revisions, air quality impacts will also be reduced, and no additional mitigation measures are necessary to address the revised project.

CEQA Applicability:

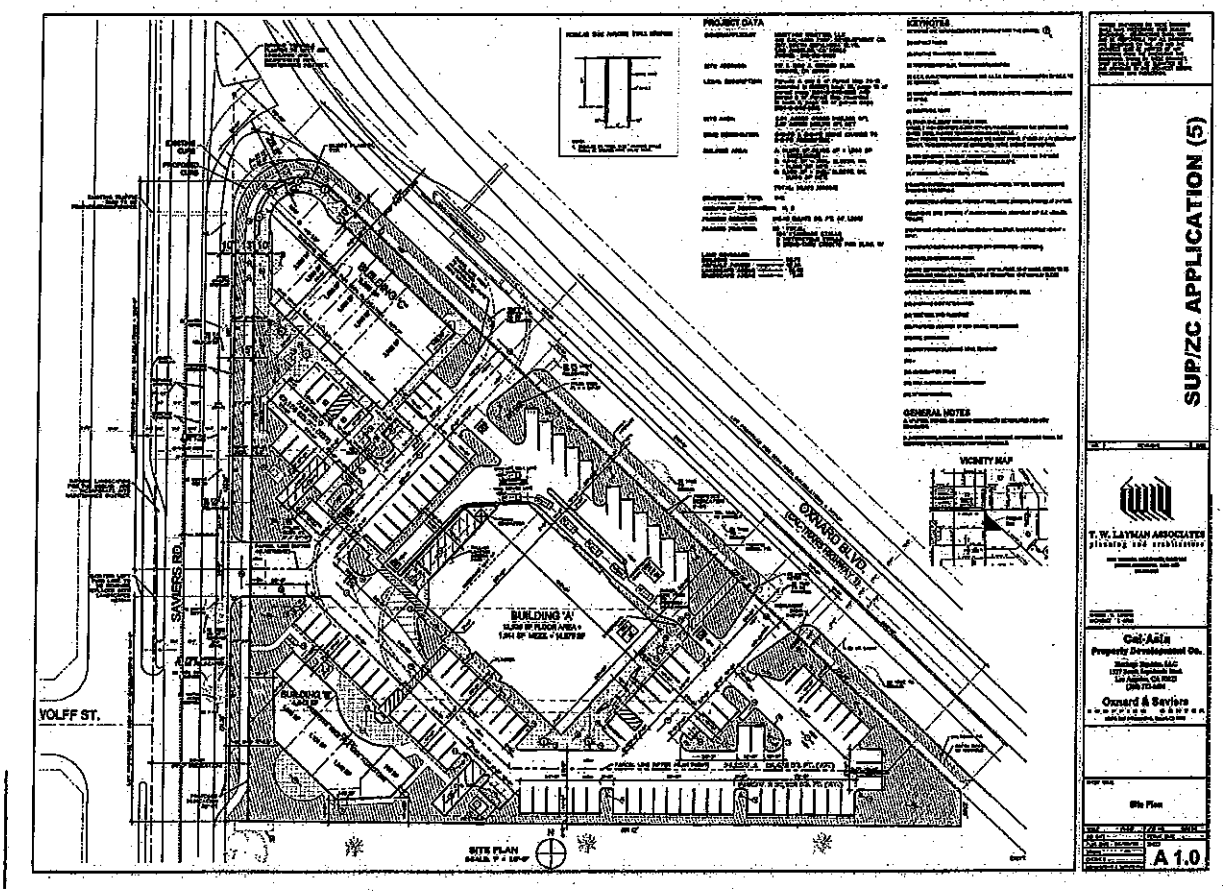
Section 15164 of the California Environmental Quality Act (CEQA) Guidelines allows the preparation of an addendum to an adopted negative declaration where "*minor technical changes or additions are necessary or none of the conditions described in Section 15162*" have occurred. Section 15164 (c) states that the addendum need not be circulated but can be included in the adopted Negative Declaration. Section 15164 (d) indicates that the decision-making body shall consider the addendum with the adopted Negative Declaration.

Staff has analyzed the proposed project with regard to Section 15162 of the CEQA Guidelines. The proposed project revisions that could result in potential impacts include an increase in the building square footage and the removal of a proposed drive-through restaurant. As such, the proposal results in no new or expanded environmental impacts that were not discussed in the Mitigated Negative Declaration No. 07-06, and additional mitigation measures are not necessary for this Addendum. Therefore, the changes to the project previously considered in adopted MND 07-06, are considered to be minor.

Further, no new information of substantial importance has become known that would trigger supplemental review under § 15162. Therefore, the redesign of the project and the reduction of the number of traffic trips do not necessitate further CEQA review. This Addendum shall be included in MND No. 07-06.

2/6/2008
Date

Susan L. Martin, AICP
Planning Manager


SUP/ZC APPLICATION (5)
PROJECT DATA
KEYNOTES
GENERAL NOTES
VICINITY MAP
OXNARD BLVD.
SAVIERS RD.
WOLFF ST.
BUILDING 'A'
BUILDING 'B'
SITE PLAN
T. W. LAYMAN ASSOCIATES
Cal-Asia
Property Development Co.
Oxnard & Saviers
Site Plan
A 1.0

Penfield & Smith

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Santa Barbara, CA 93101

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Santa Barbara
Camarillo
Santa Maria
Lancaster

Civil Engineering

Land Surveying

Land Use Planning

Construction Management & Inspection

Traffic & Transportation Engineering

Transportation Planning

W.O.16863.01

January 24, 2008

Thomas W. Layman
T.W. Layman Associates
16633 Ventura Blvd.
Suite 1320
Encino, CA 91436

Subject: Supplemental Traffic Analysis for the Oxnard Boulevard & Saviers Road Commercial Development

Dear Mr. Layman,

Per your request, Penfield & Smith has completed the following supplemental analysis for the revised commercial project proposed on the south corner of the Five Points intersection in the City of Oxnard. The revised project site plan is attached. Table 1 compares the project statistics contained in the traffic study (June 18, 2007) to the revised project statistics.

Table 1
Revised Project Statistics

Building	Land Use In Traffic Study	Size In Traffic Study	Revised Land Use	Revised Size
Building A	Drug Store	14,870 SF	Drug Store	14,870 SF
Building B	Specialty Retail Fast Food w/Drive Thru	1,650 SF 1,450 SF	Specialty Retail	4,502 SF
Building C	Specialty Retail	9,220 SF	Specialty Retail	9,220 SF
Total		**27,190 SF**		**28,592 SF**

As shown, the revised project proposes to change Building B from a 3,100 SF building containing specialty retail and a fast food restaurant with a drive-through window, to a 4,502 SF building containing specialty retail only.

Trip Generation Estimates

Trip generation estimates were calculated for the revised project based on rates contained in *San Diego Traffic Generators* (April 2002), published by the San Diego Association of Governments (SANDAG).

Table 2 presents the trip generation rates used for each land use and Table 3 shows the trip generation estimates for the revised project.

Table 2
Project Trip Generation Rates

Land Use	Source	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Drug Store	SANDAG	90.00	2.16	1.44	3.6	4.50	4.50	9
Specialty Retail	SANDAG	40	0.72	0.48	1.2	1.80	1.80	3.6

Table 3
Project Trip Generation

Building	Land Use	Size	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Building A	Drug Store	14,870 SF	1,340	32	21	53	67	67	134
Building B	Specialty Retail	4,502 SF	180	3	2	5	8	8	16
Building C	Specialty Retail	9,220 SF	369	7	4	11	16	17	33
PROJECT TOTAL			**1,889**	**42**	**27**	**69**	**91**	**92**	**183**

Table 3 shows that the revised development is expected to generate 1,889 average daily trips (ADT), with 69 trips occurring during the AM peak hour and 183 trips occurring during the PM peak hour. Table 4 shows the trip generation difference between the revised project and the project analyzed in the traffic study.

Table 4
Project Trip Generation

Project	ADT	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Revised Project	1,889	42	27	69	91	92	183
Project in Traffic Study[1]	2,717	73	59	132	119	120	239
Difference in Trips	**-828**	**-31**	**-32**	**-63**	**-28**	**-28**	**-56**

[1] See *Table 6 – Project Trip Generation* in traffic study.

As shown, the revised project would reduce traffic by 828 ADT, 63 AM peak hour trips and 56 PM peak hour trips compared to the project analyzed in the traffic study.

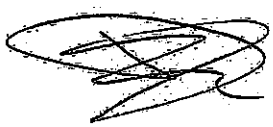
Pass-By Trips

The trip generation for project traffic contained in the traffic study assumes that all trips generated by the project are primary trips. These are trips that are made for the sole purpose of visiting the project site. It is recognized that commercial developments such as the proposed project attract a portion of their trips from traffic passing the site on the way from an origin to an ultimate destination. These "pass-by" trips are thus existing trips that are already travelling on Oxnard Boulevard or Saviers Road and would stop at the site.

SANDAG's *San Diego Traffic Generators* indicates that the applicable pass-by rate for Specialty Retail is 10% of PM peak hour trips. The *Trip Generation Handbook* (Institute of Transportation Engineers) indicates that the average pass-by rate for Pharmacy/Drugstore with Drive-Through Window is 49%. The traffic analysis contained in the traffic study is thus very conservative as it is assumed that all trips generated by the project are new to the study-area and affect the study-area intersections.

This concludes our supplemental analysis for the Oxnard Boulevard & Saviers Road Commercial Development.

PENFIELD & SMITH



Dennis J. Lammers, PTP
Associate Transportation Planner

Attachment: Revise Site Plan

From: "Dennis Lammers" <djl@penfieldsmith.com>
To: <stephanie.diaz@ci.oxnard.ca.us>
Date: 1/25/2008 8:49:45 AM
Subject: Oxnard Blvd/Saviers Rd commercial project

Dear Stephanie,

This is a follow up on the supplemental analysis for the revised project. As shown in the supplemental analysis, the revised project would reduce project generated traffic by 63 AM PHT (48% reduction) and 56 PM PHT (23% reduction). The traffic addition reduction would have the following effect on impacts identified in the traffic study;

Existing + Project

AM peak hour - The increase in delay at Wooley Rd/E St would be reduced to less then 2% increase, thereby be less than significant.

PM peak hour - The intersection would continue to operate at V/C 1.00 under ex+pr conditions. The impact remains.

Cumulative + Project

AM peak hour - The increase in delay at Wooley Rd/E St would be reduced to less then 2% increase, thereby be less than significant.

PM peak hour - The increase in delay at Wooley Rd/E St would remain 2% or more increase. The impact remains.

Dennis Lammers, PTP

Transportation Planner

Penfield & Smith

111 East Victoria Street

Santa Barbara, CA 93101

PLANNING DIVISION
305 WEST THIRD STREET
OXNARD, CALIFORNIA 93030

MITIGATED NEGATIVE DECLARATION NO. 07-06

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

> PZ 06-500-01 (Special Use Permit, Drive-Through Facilities), PZ 06-510-01 (Special Use Permit, Alcohol Sales) and PZ 06-570-01 (Zone Change) to permit construction of a commercial shopping center consisting of three buildings totaling 27,190 square feet. Included are a 14,870 square foot drugstore with alcohol sales and pharmacy drive-through and a restaurant with drive-through service on a 2.8-acre site. Also requested is a zone change for the southern portion of the property from Commercial and Light Manufacturing Planned Development (C-M PD) to General Commercial Planned Development (C-2 PD). The project site is located between Saviers Road and Oxnard Boulevard (1117 and 1205 South Oxnard Boulevard, APNs: 204-060-220 and 204-060-230) south of the Five Points intersection, in the Cal-Gisler Neighborhood. Filed by Heritage Equities, LLC, 1517 South Sepulveda Blvd., Los Angeles CA 90025.

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

- Air Quality
- Aesthetics
- Cultural Resources
- Geology and Soils
- Hazards
- Hydrology
- Noise
- Public Services
- Transportation/Traffic

cc: - Applicant
- County Clerk
- MND Distribution List
- Property Owners within 300 feet

Environmental Impact	Significance Before Mitigation	Recommended Mitigation Measure	Significance After Mitigation	Responsible Party
Aesthetics	Potentially Significant	A-1. Prior to Building Permit issuance, Developer shall provide a photometric plan prepared by an electrical engineer. The plan shall ensure that all new lighting is shielded from off-site views and designed to provide on-site safety.		
Air Quality	Potentially Significant	C-1. Developer shall ensure that all construction equipment is maintained and tuned to meet applicable Environmental Protection Agency (EPA) and California Air Resources Board (CARB) emission requirements. At such time as new emission control devices or operational modifications are found to be effective, Developer shall immediately implement such devices or operational modifications on all construction equipment. C-2 During smog season (May through October), Developer shall lengthen the construction period so as to minimize the number of vehicles and equipment operating at the same time. C-3 At all times during construction activities, Developer shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust. C-4 During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall penetrate sufficiently to minimize fugitive dust during grading activities. C-5 During construction, Developer shall control dust by the following activities: • All trucks hauling graded or excavated material offsite shall be required to cover their loads as required by California Vehicle Code §23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads. • All graded and excavated material, exposed soils areas, and active portions of the construction site, including unpaved onsite roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.	Less Than Significant Impact	At plan check: Planning Division Onsite: Development Services

Environmental Impact	Significance Before Mitigation	Recommended Mitigation Measure	Significance After Mitigation	Responsible Party
		C-6 During construction, Developer shall post and maintain onsite signs, in highly visible areas, restricting all vehicular traffic to 15 miles per hour or less. C-7 During periods of high winds (i.e. wind speed sufficient to cause fugitive dust to impact adjacent properties), Developer shall cease all clearing, grading, earth moving, and excavation operations to prevent fugitive dust from being a nuisance or creating a hazard, either onsite or offsite. C-8 Throughout construction, Developer shall sweep adjacent streets and roads at least once per day, preferably at the end of the day, so that any visible soil material and debris from the construction site is removed from the adjacent roadways. C-9 Prior to grading permit approval, Developer shall include on the grading plans a reproduction of all conditions of this permit pertaining to dust control requirements. C-10. Developer shall mitigate air quality emissions associated with development of the subject site through a contribution to the City's Transportation Demand Management (TDM) program. Such fee shall be calculated at the time of building permit issuance in accordance with the Ventura County Air Quality Assessment Guidelines, as amended. Such fee shall be collected in full prior to building permit issuance.		
Cultural Resources	Potentially Significant	E-1. Based on the recognized sensitivity for the occurrence of buried sites and artifacts and as mandated by the City of Oxnard archaeological guidelines, Developer shall pay for monitoring by a qualified archaeologist and Native American monitor (specifically a qualified Ventureno Chumash descendant). A contract with the monitor shall be presented to the City prior to issuance of grading permits. Monitoring shall be required during all soil disturbances including grading (cut and fill) or other excavation (e.g., trenching). Should movement of soils during grading for recompaction activities show no evidence of an archaeological site or artifacts and with the agreement of the City of Oxnard, Planning and Environmental Services Division and onsite Native American consultant, further monitoring at this location by the archaeologist shall no longer be required. In the event that a prehistoric site or historic remains older than 50-years is identified during monitoring, the Archaeologist and/or Native American monitor shall be empowered to stop all	Less Than Significant Impact	Prior to grading permit issuance: Planning Division. Onsite: Development Services

Environmental Impact	Significance Before Mitigation	Recommended Mitigation Measure	Significance After Mitigation	Responsible Party
		construction activities in the vicinity of the find. The archaeologist shall document, identify, and evaluate the potential significance of the find. Such evaluation may require Phase 2 site subsurface excavation and evaluation program. Should remains prove to be significant, avoidance of the resource is the preferred mitigation. If avoidance through project redesign is not feasible, further investigations in the form of a Phase 3 data recovery program will be implemented to mitigate impacts to the identified resource. The Native American monitor shall remain on site throughout any necessary site documentation, evaluation, and mitigation processes.		
Geology and Soils	Potentially Significant	F-1 The applicant shall submit a site-specific soils investigation prepared by a licensed geotechnical engineer. At a minimum, the study shall include liquefaction and compressible soils characteristics on-site and shall identify any necessary construction techniques or other mitigation measures to prevent significant liquefaction/compressible soils impacts on the proposed project. All recommendations of said report shall be incorporated into the project. Developer shall submit the report to the Building Official for review and approval prior to issuance of building permits.	Less Than Significant Impact	Development Services
Hazards	Potentially Significant	G-1. Prior to issuance of a grading permit, provide certification to the Planning Division that this site is remediated to meet the standards of the Ventura County Environmental Health Department for the portion of the property in the vicinity of the monitoring wells.	Less Than Significant Impact	Planning Division
Hydrology	Potentially Significant	H-1. Developer shall submit a SWPPP to verify compliance with NPDES requirements prior to issuance of a Building Permit.	Less Than Significant Impact	Development Services
Noise	Potentially Significant	K-1. During all excavation and grading on site, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. K-2. Construction times shall be limited to 7 a.m. to 7 p.m. daily or in accordance with City Ordinances restricting construction times at the time of construction, whichever is more restrictive.	Less Than Significant Impact	Development Services Inspectors
Public Services Police	Potentially Significant	M-1. For alcohol sales, locate security cameras inside the drug store and outside throughout the property, no exterior alcohol advertising is allowed, no sale of fortified wines or malt liquor is allowed, no sale of single containers is allowed, and the hours of alcohol sales shall be limited to hours as determined by the Police Department.	Less Than Significant Impact	Planning Division

Environmental Impact	Significance Before Mitigation	Recommended Mitigation Measure	Significance After Mitigation	Responsible Party
		construction activities in the vicinity of the find. The archaeologist shall document, identify, and evaluate the potential significance of the find. Such evaluation may require Phase 2 site subsurface excavation and evaluation program. Should remains prove to be significant, avoidance of the resource is the preferred mitigation. If avoidance through project redesign is not feasible, further investigations in the form of a Phase 3 data recovery program will be implemented to mitigate impacts to the identified resource. The Native American monitor shall remain on site throughout any necessary site documentation, evaluation, and mitigation processes.		
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Attachments:
A. Initial Study/MND 07-06
B. Vicinity Map
C. Reduced Project Plans
D. Air Emission Modeling
E. Penfield and Smith, Revised Traffic Impact Study, June 18, 2007
E. Applicant's Agreement to Mitigation Measures

Planning Division
305 West Third Street
Oxnard, CA 93030
805/385-7858
FAX 805/385-7417

INITIAL STUDY
MITIGATED NEGATIVE DECLARATION 07-06

CVS Pharmacy Shopping Center Oxnard and Saviers
PZ 06-500-01 (Special Use Permit, Drive-Through Facilities)
PZ 06-510-01 (Special Use Permit, Alcohol Sales)
PZ 06-570-01 (Zone Change)

1117 and 1205 South Oxnard Boulevard
(South of 5 Points Intersection)
August 2007

Introduction

This *Initial Study* has been prepared in accordance with relevant provisions of the *California Environmental Quality Act (CEQA) of 1970*, as amended, and the CEQA *Guidelines* as revised. *Section 15063(c)* of the CEQA *Guidelines* indicates that the purposes of an Initial Study are to:

1. Provide the Lead Agency (i.e., the City of Oxnard) with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Negative Declaration;

2. Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to quality for a Negative Declaration;

3. Assist the preparation of an EIR, if one is required, by:
   - Focusing the EIR on the effects determined to be significant;
   - Identifying the effects determined not to be significant;
   - Explaining the reasons why potentially significant effects would not be significant; and
   - Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.

4. Facilitate environmental assessment early in the design of a project;

5. Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment;

6. Eliminate unnecessary EIRs; and

7. Determine whether a previously prepared EIR could be used with the project.

The City of Oxnard *Threshold Guidelines - Initial Study Assessment* (February 1995) was used along with other pertinent information for preparing the *Initial Study* for this project.

The purpose of the *Threshold Guidelines* is to inform the public, project applicants, consultants and City staff of the threshold criteria and standard methodology used in determining whether or not a project (individually or cumulatively) could have a significant effect on the environment. Furthermore, the *Threshold Guidelines* provide instructions for completing the *Initial Study* and determining the type of environmental document required for individual projects.

Determining the significance of environmental impacts is a critical and often controversial aspect of the environmental review process. It is critical because a determination of significance may require that the project be substantially altered, or that mitigation measures be readily employed to avoid the impact or reduce it below the level of significance. If the impact cannot be reduced or avoided, an Environmental Impact Report (EIR) must be prepared. An EIR is a detailed statement that describes and analyzes the significant environmental impacts of a proposed project, discusses ways to reduce or avoid them, and suggests alternatives to the project, as proposed. The preparation of an EIR can be a costly and time-consuming process.

Determining the significance of impacts is often controversial because the decision requires staff to use their judgment regarding a subject that is not clearly defined by the law. The State CEQA *Guidelines* define the term "significant impact on the environment" as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project. However, there is no iron-clad definition of what constitutes a substantial change because the significance of an activity may vary according to location.

To help clarify and standardize decision-making in the environmental review process, Oxnard has developed thresholds of environmental significance. Thresholds are measures of environmental change that are quantitative for subjects like noise, air quality, and traffic; and qualitative for subjects like aesthetics, land use compatibility, and biology. These thresholds are used in the absence of other empirical data to define the significance of impacts. For some projects, however, special studies and/or the professional judgment of City staff may enter into the decision-making process. Therefore, Oxnard's thresholds are intended to serve as guidelines, and to augment existing CEQA provisions governing the definition of significance.

The City's environmental thresholds will be periodically updated as new information becomes available, or as standards regarding acceptable levels of environmental change are reevaluated. For example, the air quality thresholds adopted by Oxnard were established through State and Federal legislation. These standards, and the methodology used to compute them, may change over time. When this occurs, the City will evaluate the data and, if necessary, modify the thresholds to reflect improved awareness.

When other agencies have jurisdiction over a given site, the project proponent will have to meet the design, mitigation, and monitoring requirements imposed by those agencies, as well as any additional requirements established by the City of Oxnard.

CITY OF OXNARD

INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

1. Project Title: CVS Pharmacy Shopping Center

2. Lead Agency Name and Address: City of Oxnard, Planning Division, 305 West Third Street, Oxnard, CA 93030

3. Contact Person and Phone Number: Stephanie Diaz, Contract Planner, 805-385-7858

4. Project Location: 1117 and 1205 South Oxnard Boulevard (Assessor's Parcel Numbers: 204-060-220 and 204-060-230).

5. Project Applicant Name and Address: Heritage Equities, LLC, 1517 South Sepulveda Blvd., Los Angeles, CA 90025.

6. General Plan Designation: General Commercial

7. Zoning:

Address	Zoning	
1117 S. Oxnard Blvd	C-2 PD	General Commercial Planned Development
1205 S. Oxnard Blvd.	C-M PD	Commercial & Light Manufacturing Planned Development

8. Description of Project: Construction of a commercial shopping center on a 2.8 acres site consisting of three buildings totaling 27,190 net square feet. Included are a 14,870 square foot drugstore with alcohol sales and a drive-through pharmacy and a restaurant with drive-through service. Also requested is a zone change for the southern portion of the property from Commercial and Light Manufacturing Planned Development (C-M PD) to General Commercial Planned Development (C-2 PD). Access to the site is proposed from two driveways on Oxnard Boulevard and one driveway on Saviers Road. Frontage improvements will be provided along Oxnard Boulevard and Saviers Road.

Building	**Size (net sq ft)**	**Proposed Use**
A	12,926 1,944 (mezzanine) 14,870	Drugstore with drive-through pharmacy (CVS)
B	3,100	Two-tenant building, including limited menu drive-through use (example: Coffee Bean & Tea Leaf))
C	9,220	Multi-tenant retail and food use building
Total	**27,190**	

The proposed pharmacy drive-through and the restaurant drive-through as well as off-site sales of alcohol at the drugstore require special use permits. The applicant requests 24-hour operation of the businesses. The project also includes demolition and replacement of an on-site billboard. Previously, the site was occupied by a retail florist business (4,290 square feet) and a lumber yard (18,910 square feet). A two-sided billboard exists on the southwest corner of the site.

9. Surrounding Land Uses and Setting: The project site was formerly fully developed with a florist's shop (4,290 square feet) and a lumber yard (18,910 square feet). Surrounding land uses and zoning are listed in the table below.

Direction	Zoning	Land Use
North	C-2 PD M-1	Across S. Oxnard Blvd: Car Wash, Service Station, Motel
South	C-M PD	Light Industrial Uses (multi-tenant building)
East	NA	NA
West	C-2	Across Saviers Road: Used Automobile Sales, Motel, Retail Shopping Center

10. Other agencies whose approval is required (e.g., permits, financing approval, or participating agreement): CalTrans approval will be required for driveways on Oxnard Boulevard (Highway 1). CalTrans and the City of Oxnard are working to transfer jurisdiction over Oxnard Boulevard from the State of California to the City of Oxnard. Depending upon the timing of the transfer and approval of this project, Caltrans approval may not be required.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION: (To be completed by the Lead Agency)
On the basis of this initial evaluation:

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

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

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

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

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

Stephanie Diaz — Signature
August 6, 2007 — Date
Stephanie Diaz — Print Name
Contract Planner — Title

EVALUATION OF ENVIRONMENTAL IMPACTS

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

A. AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Have a substantial adverse effect on a scenic vista? (*2020 General Plan, VIII - Open Space/ Conservation Element, XII - Community Design Element; FEIR 88-3, 4.12 - Aesthetic Resources*)	☐	☐	☒	☐
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (*2020 General Plan, VIII - Open Space/ Conservation Element; XII - Community Design Element; FEIR 88-3, 4.12 - Aesthetic Resources*)	☐	☐	☒	☐
3. Substantially degrade the existing visual character or quality of the site and its surroundings? (*2020 General Plan, VIII - Open Space/Conservation Element, XII - Community Design Element; FEIR 88-3, 4.12 - Aesthetic Resources*)	☐	☐	☒	☐
4. Create a source of substantial light or glare, which would adversely affect day or nighttime views in the area? (*2020 General Plan, VIII - Open Space/Conservation Element, XII - Community Design Element; FEIR 88-3, 4.12 - Aesthetic Resources*)	☐	☒	☐	☐

Discussion:

1-3) The project site is located within a developed portion of the City. The project will redevelop a formerly developed site that is now undeveloped due to demolition of the previous uses. According to the 2020 General Plan, there are no scenic vistas in the immediate vicinity of the project site. However, the 2020 General Plan designates Oxnard Boulevard as a scenic highway between Point Mugu and U.S. Route 101. This project is located on this scenic route. The project would have a less than significant impact because it is located in a developed area on a previously developed site and the proposed billboard will replace an existing billboard. Commercial uses exist on surrounding properties.The proposed use is consistent and compatible with the immediate environs. **Therefore, less than significant impacts related to scenic resources and visual quality are expected to result from this project.**

4) This area of the City is currently developed with retail and service uses, including parking lot and building lighting. The proposed project will create new additional sources of light from parking lot and building mounted lights since the project site is currently vacant. The City has adopted policies and standards to regulate the minimum and maximum illumination standards, as well as to reduce light spillover onto adjacent properties and to avoid hazards for motorists on adjacent streets. As a standard condition of project approval, the Planning Division will require review and approval of a photometric plan prepared by an electrical engineer certifying the exterior illumination intensities provided by light standards and/or any other exterior lighting devices, such as wall mounted light fixtures, are designed to provide lighting within the property limits, and within City Code requirements. **The impacts due to lighting are expected to be less than significant with mitigation.**

Mitigation:

A-1. Prior to Building Permit issuance, Developer shall provide a photometric plan prepared by an electrical engineer. The plan shall ensure that all new lighting is shielded from off-site views and designed to provide on-site safety.

Monitoring: The lighting plan shall be reviewed and approved by Planning prior to issuance of Building Permit for the first building and inspected in the field at Certificate of Occupancy.

Result After Mitigation: Impacts will be less than significant.

B. AGRICULTURAL RESOURCES* Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.7 - Agricultural Resources*)	☐	☐	☐	☒
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.7 - Agricultural Resources*)	☐	☐	☐	☒
3. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.7 - Agricultural Resources*)	☐	☐	☐	☒

* *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agricultural and farmland.*

Discussion:

1-3) The site is located in an urbanized area, within the city limits, and was previously developed with retail and service uses, ornamental landscaping and a parking lot. The site is currently vacant and has not recently been used for agriculture. The site is not zoned for agricultural use, and is not included in a Williamson Act Contract. The nearest significant agricultural property is unincorporated farmland located east of Rose Avenue. No significant impacts related to agriculture will exist as a result of this project. Development of the subject site is not expected to affect available use of existing agricultural land. **No significant impacts are anticipated for agriculture.**

Mitigation: None required.

C. AIR QUALITY*

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Conflict with or obstruct implementation of the applicable air quality plan? *(FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2002Computer Program)*	☐	☒	☐	☐
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? *(FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2002 Computer Program)*	☐	☒	☐	☐
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? *(FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2002 Computer Program)*	☐	☒	☐	☐
4. Expose sensitive receptors to substantial pollutant concentrations? *(FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2002 Computer Program)*	☐	☐	☒	☐
5. Create objectionable odors affecting a substantial number of people? *(FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2002 Computer Program)*	☐	☐	☐	☒

* *Where available, the significant criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.*

Discussion:

1-3) *Short-term impacts:* Short-term impacts to air quality will likely result from demolition, grading, and other construction activities associated with the project (e.g., earth-moving and heavy equipment vehicle operations). According to the Ventura County Air Pollution Control District (APCD), any combustion equipment on-site that is rated at 50 horsepower or greater must have either an APCD Permit to Operate (PTO), or be registered with the California Air Resources Board's (CARB) Portable Equipment Registration Program (PERP).[1] The applicant is responsible for contacting APCD to verify compliance with any permitting requirements of the APCD. The project contemplates 5,000 cy of cut and 5,000cy of fill which balances on site. Also, typical over-excavation and re-compaction will occur. Standard APCD mitigations will be required in order to minimize on-site construction emissions and maximize dust suppression onsite. With the inclusion of standard mitigation measures listed below, and compliance with APCD permitting requirements, short-term air quality impacts would be considered less than

significant. **With mitigation, this is considered to be a less than significant impact.**

Long-term impacts: The City's adopted threshold for Reactive Organic Compounds (ROC) and Nitrogen Oxide (NO_x) emissions is 25 pounds per day (ppd). Project emissions were calculated utilizing URBEMIS 2002, version 8.7.0 air quality computer emissions modeling program. Model runs are located at the back of this document. It is estimated that the proposed project would generate traffic emissions from the proposed pharmacy, restaurant and retail uses, that would result in approximately 16.69 pounds/day of ROC and 25.6 pounds/day of NOx. Only the NOx would exceed the City's air quality threshold of 25 pounds. Emissions that exceed the threshold may be mitigated with the "buy-down" of emissions through a contribution to the City's Transportation Demand Management (TDM) Program. In this case, the resulting project exceeds the NOx threshold by 0.6 pounds. Should all building permits for the proposed project be issued in 2007, the fee for the proposed development would be calculated as follows:

TDM fee = 0.6 pounds x $9.58/ pound x 365 days x 3 years = $6,294.06

In accordance with current APCD Guidelines, such fees shall be recalculated at the time of building permit issuance to ensure the correct fees are used in the calculation, based on the project square footage and Target Year; the fee listed above is an approximate figure and provided for informational purposes only. As City and County CEQA Guidelines and adopted policies consider the buy-down TDM fee as full mitigation, associated cumulative long-term air quality impacts would be considered less than significant. **With mitigation, long-term air quality impacts are considered to be less than significant.**

4) CO Hot Spots and Sensitive Receptors. Projects involving traffic impacts may result in the formation of Carbon Monoxide (CO) hot spots. Although the Ventura County Air Basin is currently an attainment area for CO, exhaust emissions can potentially cause a direct, localized "hotspot" impact at or near the proposed development. CO is a product of incomplete combustion of fossil fuel; unlike ozone, CO is emitted directly out of a vehicle exhaust pipe and is heavier than air. The optimum conditions for a CO hotspot is cool and calm weather (a stable and reduced air mixing layer) at a congested major roadway intersection with sensitive receptors nearby, and where vehicles are either idling or moving at a stop-and-go pace. Sensitive receptors within the project vicinity include the residents of the Oxnard Mobile Home Park and existing residential neighborhoods located south of the project off Ash and California Streets; these land uses would be likely to have sensitive receptors (i.e., young children, ill, elderly, etc.).

To analyze the project for CO impacts, information from the traffic study (summarized in the Transportation section) was used to determine if any intersections would have a significant decrease in the level of service affected by the project. The potential for CO hot spot impacts can be identified for Oxnard Blvd./Saviers Road/Wooley Road as it currently operates at LOS F in the PM Peak Hour. According to staff at the Air Pollution Control District, as the project will provide a bike lane on Saviers Road, the project will contribute to reducing traffic trips and improving traffic flow, therefore the impact will be less than significant. **Less than significant impacts are anticipated.**

5) The project consists of retail uses, including drive-though facilities for a pharmacy and for one limited-menu fast service dining use, and is not expected to generate any objectionable odors. **No impacts are anticipated.**

Mitigation:

C-1. Developer shall ensure that all construction equipment is maintained and tuned to meet applicable Environmental Protection Agency (EPA) and California Air Resources Board (CARB) emission requirements. At such time as new emission control devices or operational modifications are found to be effective, Developer shall immediately implement such devices or operational modifications on all construction equipment. (MND, C-1)

C-2 During smog season (May through October), Developer shall lengthen the construction period so as to minimize the number of vehicles and equipment operating at the same time. (MND, C-2)

C-3 At all times during construction activities, Developer shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust. (MND, C-3)

C-4 During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall penetrate sufficiently to minimize fugitive dust during grading activities. (MND, C-4)

C-5 During construction, Developer shall control dust by the following activities:

- All trucks hauling graded or excavated material offsite shall be required to cover their loads as required by California Vehicle Code §23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.
- All graded and excavated material, exposed soils areas, and active portions of the construction site, including unpaved onsite roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible. (MND, C-5)

C-6 During construction, Developer shall post and maintain onsite signs, in highly visible areas, restricting all vehicular traffic to 15 miles per hour or less. (MND, C-6)

C-7 During periods of high winds (i.e. wind speed sufficient to cause fugitive dust to impact adjacent properties), Developer shall cease all clearing, grading, earth moving, and excavation operations to prevent fugitive dust from being a nuisance or creating a hazard, either onsite or offsite. (MND, C-7)

C-8 Throughout construction, Developer shall sweep adjacent streets and roads at least once per day, preferably at the end of the day, so that any visible soil material and debris from the construction site is removed from the adjacent roadways. (MND, C-8)

C-9 Prior to grading permit approval, Developer shall include on the grading plans a reproduction of all conditions of this permit pertaining to dust control requirements. (MND, C-9)

C-10. Developer shall mitigate air quality emissions associated with development of the subject site through a contribution to the City's Transportation Demand Management (TDM) program. Such fee shall be calculated at the time of building permit issuance in accordance with the Ventura County Air Quality Assessment Guidelines, as amended. Such fee shall be collected in full prior to building permit issuance. (MND, C-10)

Monitoring: Planning staff will verify that all air quality mitigations are included on the grading plans and that TDM fees are paid prior to issuance of building permit. Development Services staff will provide on-site monitoring during grading activities.

Result after Mitigation: Upon implementation of the above mitigation measures, the project impacts will be less than significant.

D. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan*)	☐	☐	☐	☒
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan*)	☐	☐	☐	☒
3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan*)	☐	☐	☐	☒
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan*)	☐	☐	☐	☒
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan*)	☐	☐	☐	☒

D. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? *(2020 General Plan, VIII - Open Space/ Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan)*	☐	☐	☐	☒

Discussion:

1-6) The proposed project consists of construction of three retail and service use buildings, which are surrounded by similar land uses and development. The site was previously occupied by retail and service uses until mid-2005, when the buildings were demolished. No candidate, sensitive, or special status species are known to inhabit the subject property. No environmentally sensitive habitat, wetlands, riparian corridors, or migratory corridors exist on, or within the vicinity of, the proposed project site. No native plant communities or areas of unique or sensitive habitat identified in a local, regional or state habitat conservation plans are located within the vicinity of the proposed project site. Approximately 26 non-native trees within existing landscaped areas on the site were removed when the buildings were demolished. Removal of these trees would not violate any tree ordinance or policy. According to the tree report prepared for the site *(Pacific Horticulture, 2006; page 2),* the trees on the site were in fair to poor condition, with many of the trees severely topped, crowded together and exhibiting poor form. New trees will be provided in planting areas on the site. **No impacts to biological resources are anticipated**.

Mitigation: None required.

E. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? *(2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.11 - Cultural Resources)*	☐	☒	☐	☐
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? *(2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.11 - Cultural Resources)*	☐	☒	☐	☐

E. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
3. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature? *(2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.12 - Aesthetic Resources)*	☐	☒	☐	☐
4. Disturb any human remains, including those interred outside of formal cemeteries? *(2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.11 - Cultural Resources)*	☐	☒	☐	☐

Discussion:

1-4) The Oxnard Plain, on which the City lies, has a history of human habitation for thousands of years. Portions of Ventura County were occupied by early Native American cultures from about 3,500 years ago to approximately the first century A.D. Chumash Indians settled in the area around 1500 A.D. Literature searches undertaken through the UCLA Institute of Archaeology, conducted between 1984 and 1986 identified seven archaeological sites in the County. Records checks conducted through the South Central Coastal Information Center (SCCIC) indicated that cultural resources have been found in various places throughout the City.

Until recently, the site was developed with buildings, parking and landscaping. According to the earliest City of Oxnard records available, a series of buildings has existed on the property since 1948 due to the history of previously recorded and discovered archaeological and ethnographic resources within the general area of the proposed project site, the potential exists that previously unknown, subsurface resources might exist on site that could be disturbed by grading and other subsurface activities associated with the proposed development. **With mitigation, this is considered to be a less than significant impact.**

Mitigation:

E-1. Based on the recognized sensitivity for the occurrence of buried sites and artifacts and as mandated by the City of Oxnard archaeological guidelines, Developer shall pay for monitoring by a qualified archaeologist and Native American monitor (specifically a qualified Ventureno Chumash descendant). A contract with the monitor shall be presented to the City prior to issuance of grading permits. Monitoring shall be required during all soil disturbances including grading (cut and fill) or other excavation (e.g., trenching). Should movement of soils during grading for recompaction activities show no evidence of an archaeological site or artifacts and with the agreement of the City of Oxnard, Planning and Environmental Services Division and onsite Native American consultant, further monitoring at this location by the archaeologist shall no longer be required. In the event that a prehistoric site or historic remains older than 50-years is identified during monitoring, the Archaeologist and/or Native American monitor shall be empowered to stop all construction activities in the vicinity of the find. The archaeologist shall document, identify, and evaluate the potential significance of the find. Such evaluation may require Phase 2 site subsurface excavation and evaluation program. Should remains prove to be significant, avoidance of the resource is the preferred mitigation. If avoidance through project redesign is not feasible, further investigations in the form of a Phase 3 data recovery program will be implemented to mitigate impacts to the identified resource. The Native American monitor shall remain on site throughout any necessary site documentation, evaluation, and mitigation processes.

Contracts shall include weekly reports from the archaeological monitor to the Planning Division summarizing the monitor's activities during the reporting period. A copy of the contract for these services shall be submitted to the Planning Manager for review and approval prior to issuance of any grading permits. The monitoring report(s) shall be provided to the Planning Division prior to approval of final building occupancy for each building.

Monitoring: Planning staff will review the Archaeological / Native American monitoring contract(s) prior to issuance of any grading permits. Planning staff will ensure the monitoring reports are received prior to Planning Division inspection for final building permit sign-off. Development Services staff will monitor onsite construction activities, as necessary.

Result after Mitigation: Upon implementation of the above mitigation measures, the impacts will be less than significant.

F. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of known fault? Refer to Division of Mines and Geology Special Pub. 42. *(2020 General Plan, IX-Safety Element; FEIR 88-3, 4.8 - Earth Resources)*	☐	☒	☐	☐
b. Strong seismic ground shaking? *(2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources)*	☐	☒	☐	☐
c. Seismic-related ground failure, including liquefaction? *(2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources)*	☐	☒	☐	☐
d. Landslides? *(2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources)*	☐	☐	☐	☒
2. Result in substantial soil erosion, or the loss of topsoil? *(2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources)*	☐	☐	☒	☐

F. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (*2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☒	☐	☐
4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (*2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☒	☐	☐

Discussion:

1-4) The City of Oxnard is located in an area that has a high potential for seismic ground shaking (City of Oxnard, *2020 General Plan* Figure IX-2). The *City of Oxnard 2020 General Plan* lists fault systems that are located within the vicinity of the City of Oxnard (City of Oxnard Table IX-1 and Figure IX-2). There are no known active faults within the City limits. However active and potentially active faults are present in the surrounding region and may extend into the subsurface beneath the City. In addition, the *City of Oxnard 2020 General Plan* identifies the proposed project site as being located in an area that is marked by high to moderate potential for liquefaction (City of Oxnard Figure IX-2). These ground failure risks are considered to be potentially significant impacts, therefore, a geotechnical engineering evaluation of the proposed project site will be required as part of the construction plans in order to avoid creating any significant impacts to soils and geologic resources. No landslides affect the project site. **With the implementation of necessary mitigation measures to address construction concerns, impacts due to geology and soils would be reduced to less than significant levels.**

Mitigation for Items 3 and 4:

F-1 The applicant shall submit a site-specific soils investigation prepared by a licensed geotechnical engineer. At a minimum, the study shall include liquefaction and compressible soils characteristics on-site and shall identify any necessary construction techniques or other mitigation measures to prevent significant liquefaction/compressible soils impacts on the proposed project. All recommendations of said report shall be incorporated into the project. Developer shall submit the report to the Building Official for review and approval prior to issuance of building permits

Monitoring: The Building Official will review the soils investigation report and shall determine if any applicable recommendations are to be incorporated into the project.

Result After Mitigation: Upon implementation of the mitigation measure, impacts are anticipated to be less than significant.

G. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials? (*2020 General Plan, IX - Safety Element*)	☐	☐	☒	☐
2. Create a significant hazard to the public or the environment through reasonably foreseeable up-set and accident conditions involving the release of hazardous materials into the environment? (*2020 General Plan, IX - Safety Element*)	☐	☐	☒	☐
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (*2020 General Plan, IX - Safety Element*)	☐	☐	☒	☐
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (*2020 General Plan, IX - Safety Element*)	☐	☐	☒	☐
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (*2020 General Plan, IX - Safety Element*)	☐	☐	☐	☒
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (*2020 General Plan, IX - Safety Element*)	☐	☐	☐	☒
7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (*2020 General Plan, IX - Safety Element; City of Oxnard Emergency Preparedness Plan and Response Manual*)	☐	☐	☐	☒

G. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (*2020 General Plan, IX - Safety Element*)	☐	☐	☐	☒

Discussion:

1-4) This application consists of a request to construct retail buildings and associated parking. The proposed operations will consist of sales of goods and services, including drive-through facilities for the pharmacy and a limited-menu fast food business; delivery of merchandise to the various businesses on the site; and circulation and parking on the project site. As the drugstore will include on-site photo processing, typical photography chemicals would be present on-site. These chemicals are reviewed and permitted through the Oxnard Fire Department. Due to the uses allowed in the C-2 PD zone and the uses proposed for this project, this project is limited in the types and amounts of hazardous materials that would be stored on site. The project will not emit any known hazardous materials during or after construction. To minimize hazards, as well as assist the business operators and the Fire Department in responding to emergencies involving hazardous materials, the City's Certified Unified Permitting Agency (CUPA) requires compliance with the City's hazardous materials regulations.

A service station was built on the property around 1940, and was demolished in the late 1970s. A second service station was developed on the subject site and operated until it was demolished in 1977. At that time, five underground fuel storage tanks were removed. The florist shop that most recently occupied the northern part of the site was built in 1981 and operated until mid-2006. Active environmental remediation occurred on the subject site since 2003, after it was discovered that a groundwater plume of gasoline from All American Car Wash (across Oxnard Boulevard) had migrated below this project site. Discontinuation of active soil treatment has been approved by the Ventura County Environmental Health Division as of November 2003. However, monitoring wells continue to exist on the site for post-remediation sampling and monitoring (quarterly), and Environmental Health may require active treatment to be resumed if sampling shows that further clean-up is warranted. (Wahl, 2005; Leymaster, 2006) Certification that this site is remediated to meet the standards of the Ventura County Environmental Health Department must be submitted to the Planning & Environmental Services Division prior to issuance of a grading permit for the portion of the property in the vicinity of the monitoring wells. This certification will be ensured through a condition on the project.

The project applicant has verified that the project site is on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. **Therefore, with the required oversight for on-site hazardous materials and certification that the underground gasoline plume is remediated, less than significant adverse impacts related to Hazards and Hazardous Materials are anticipated.**

5-8) The proposed project site is not located within an airport approach or clear zone adjacent to the Oxnard Airport as depicted on Figure IX-4 of the 2020 General Plan, nor is it located near a private airstrip. Moreover, the proposed project would not interfere with an adopted emergency response plan or emergency evacuation plans. Finally, the proposed project site is located within an urban area and consists of a developed lot. No wildlands exist

within the vicinity of the proposed project site that could result in hazards related to wildland fires. **Therefore no impacts are anticipated from hazards related to airports or wildland fires from the proposed project.**

Mitigation:

G-1. Prior to issuance of a grading permit, provide certification to the Planning Division that this site is remediated to meet the standards of the Ventura County Environmental Health Department for the portion of the property in the vicinity of the monitoring wells.

Result After Mitigation: Upon implementation of the mitigation measure, impacts are anticipated to be less than significant.

H. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Violate any water quality standards or waste discharge requirements? (*2020 General Plan, VIB - Public Facilities Element, VIII - Open Space/ Conservation Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☒	☐
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (*2020 General Plan, VIB - Public Facilities Element, VIII - Open Space/ Conservation Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☒	☐
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site? (*2020 General Plan, VIB - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☒	☐

H. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
4. Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? (*2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☒	☐
5. Otherwise substantially degrade water quality? (*2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☒	☐
6. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (*2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☐	☒
7. Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (*2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☐	☒
8. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (*2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☐	☒
9. Inundation by seiche, tsunami, or mudflow? (*2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources*)	☐	☐	☐	☒

Discussion:

1,3-5) Water quality impacts associated with the proposed use would primarily be those associated with motor vehicles and landscape maintenance. The primary source of contaminants would be oil, grease, and particulates emitted by motor vehicles driving in the parking lot. There are no surface water bodies or wetlands within the vicinity of the proposed project; however existing absorption rates, drainage patterns, and runoff rates of the subject site and surrounding areas would be affected by a change in impervious surfaces on-site. In general, the amount of impervious surfaces would be similar or less than the amount of the previous development. In addition, the National Pollution

Discharge Elimination System (NPDES) has been introduced since the previous buildings were built, and the proposed project will be required to comply with the NPDES program, which will result in cleaner water introduced into the City's storm drain system than with the previous project. In order to comply with the (NPDES) requirements for a permit to discharge storm water and NPDES requirements for a construction permit, new construction projects are required to control storm water pollution during construction and after construction is complete by the use of best management practices (BMPs) that are appropriate and applicable to the project. The City of Oxnard has incorporated several standard conditions requiring the applicant to incorporate BMPs into these types of project, and the project would be subject to the review and approval of the City of Oxnard in order to verify compliance with NPDES requirements. A Storm Water Pollution and Prevention Plan will be required to mitigate water quality issues. **With mitigation, less than significant impacts to water quality are anticipated as a result of this project**.

2) The project site is located in the Calleguas Water District. The project would be served by City municipal water; the City obtains most of its water from the Calleguas Water District, which in turn purchases most its water from the Metropolitan Water District of Southern California. Other sources of water include local well water from United Water Conservation District and City wells. In order to address water supply needs at a regional level, representatives of the City of Oxnard, the Port Hueneme Water Agency (PHWA), the United Water Conservation District (UWCD), and the Calleguas Municipal Water District (CMWD) meet regularly. A collective effort to ensure contented delivery of high quality water to the area has been initiated through the Groundwater Recovery Enhancement And Treatment (GREAT) Program, which will result locally in the construction of a new, regional groundwater desalination facility to serve Oxnard and Port Hueneme. **Less than significant impacts are anticipated.**

6-9) The proposed project site is located outside of the 100-year flood plain, within an area of minimal flooding (FEMA Map #060417 0020 C). In addition, the proposed project is not located near the coastline, creeks, or drainage courses and, as such, is not located within an area that is prone to inundation by seiche, tsunami, or mudflow. **Therefore, no significant impacts are anticipated from these risks.**

Mitigation:

H-1. Developer shall submit a SWPPP to verify compliance with NPDES requirements prior to issuance of a Building Permit.

Monitoring: Public Works Staff shall review and approve the SWPPP prior to issuance of a Building Permit.

Result After Mitigation: Less than significant.

I. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Physically divide an established community? *(2020 General Plan, V - Land Use Element; FEIR 88-3, 4.1 - Land Use)*	☐	☐	☐	☒

I. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (*2020 General Plan; City adopted Specific Plans; Local Coastal Program; and Zoning Ordinance; FEIR 88-3, 4.1 - Land Use*)	☐	☐	☐	☒
3. Conflict with any applicable habitat conservation plan or natural community conservation plan? (*2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.1 - Land Use*)	☐	☐	☐	☒

Discussion:

1-3) The proposed project is a triangle-shaped property located at the northern edge of the Cal-Gisler Neighborhood. It is bordered on two sides by arterial streets (Saviers Road and Oxnard Boulevard) and by a light industrial property on the third side (south). The property is separated from residential uses within the Hill Street Neighborhood by Saviers Road, which has commercial uses on its west side, and is linked to the neighborhood only by its proximity across Saviers Road. The Five Points Northeast neighborhood is across Oxnard Boulevard to the east and north. These adjacent neighborhoods are separated from this proposed shopping center by arterial streets (including South Oxnard Boulevard), and the project will not change this existing separation. The site has a General Plan land use designation of "General Commercial." The northern parcel's zoning designation is General Commercial Planned Development (C-2 PD), and the southern parcel is zoned Commercial and Light Manufacturing Planned Development (CM PD).

The 2020 General Plan describes the *General Commercial* Land Use Designation as shopping centers that are "...one-story with portions that may be two stories, and range up in size to 265,000 square feet on 20 acres." The proposed development is consistent with this land use designation in terms of its site and building sizes. As part of this project application, the applicant has requested a change of zoning designation from Commercial and Light Manufacturing Planned Development (CM PD) to General Commercial Planned Development (C-2 PD), which is consistent with the General Plan Land Use Designation. The retail businesses proposed for this project are permitted land uses in the C-2 PD zone district. The proposed drive-though facilities for the dining use and pharmacy, and alcohol sales for off-site consumption require approval of separate special use permits by the Planning Commission. No other discretionary permits are required for implementation of this project. The table below describes the development standards in the C-2 PD zone and compares them with the proposed development. The project meets or exceeds all applicable zoning standards, except one loading space does not meet the City's size requirement.

Maximum building height	2 stories, maximum 35 feet (more by SUP)	Building A: Max 30' Building B: 26' 9" (at tower) Building C: 29' 3" (at tower)	Yes
Front yard setback (Oxnard Blvd)	10 feet	Building A: 55 feet Building C: 10 feet	Yes
Front yard setback (Saviers Road)	10 feet	Building B: 27 feet Building C: 12 feet	Yes
Side yard setback	5 feet	N/A (no side yards)	N/A
Rear Yard (south property line)	15 feet	Building B: 22 feet	Yes
Parking lot landscaping	10 feet perimeter landscaping along streets	10 feet	Yes
	One 9' X 19' finger planter/ 10 parking spaces	1 finger planter per 8-9 spaces	Yes
	5% of parking area to be landscaped (in addition to street perimeter landscape)	14.2% of parking area landscaped	Yes
	5 ft wide landscape strip along interior property line; 1 tree/ 40 linear feet (12 trees)	5 feet minimum along south property line; 13 trees proposed	Yes
Parking Spaces	109	110	Yes
Loading Zones	1 per building (3)	3* (one less than standard size)	Yes, with Planning Commission approval
Trash enclosures & transformers	Trash enclosures required per City Standards; screen transformers with landscaping	Shown on site plan; condition transformers to be screened with landscaping	Yes
Rooftop equipment	Screen from view of adjacent streets	Condition of approval	Yes

An existing billboard (also known as an off-site advertising sign) is located in the southwest corner of the property. The applicant indicates that Permit #13438 was issued by Ventura Co in 1960 for this billboard. However, no permit has been found to date. The applicant proposes to replace this existing billboard with a new billboard in approximately the same location as the existing billboard. The proposed billboard does not comply with several of the City's zone code regulations for billboards ("off-site advertising signs") as follows:

- The rear yard setback requirement along the south property line is 15 feet; the billboard is proposed on the property line.
- Billboard panels are to be no larger than 12 feet by 25 feet; the proposed billboard is 14 by 48 feet.
- Billboard height is limited to 32 feet; the proposed billboard is 40 feet tall.
- Billboards are to be 1,000 feet from Oxnard Boulevard, a designated scenic highway; the billboard is 460 feet from Oxnard Boulevard.

A special use permit is requested for the project. The proposed billboard and Zone Code modifications would need to be approved through this process.

The proposed shopping center development is consistent with the type and intensity of development within the vicinity of the proposed project site, and the proposed project would not: (a) physically divide the neighborhood or the community; (b) conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project; and, (c) conflict with any applicable habitat conservation plan or natural community conservation plan. **Therefore, no significant impacts to land use are anticipated.**

Mitigation: No mitigation measures are required.

J. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (*2020 General Plan, V - Land Use Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☐	☒
2. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (*2020 General Plan, V - Land Use Element; FEIR 88-3, 4.8 - Earth Resources*)	☐	☐	☐	☒

Discussion:

1-2) The proposed project is anticipated to have a nominal increase in fuel consumption and other energy sources due to construction activities and future day-to-day business operations. As shown in Figure VII-7 of the 2020 General Plan, the City of Oxnard has mineral/sand/gravel deposits primarily along the Santa Clara River channel, along the 101 Freeway corridor and along the eastern edge of the City extending west of Oxnard Boulevard. The project will not create a unique demand on available mineral resources in the City, since the project site is not located in an area of importance for mineral deposits. The project does not fall within any of the areas listed as having significant mineral deposits. **Therefore, no significant adverse effects on natural and mineral resources are expected.**

Mitigation: Based on the discussion provided above, no mitigation measures are required.

K. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (*2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15*)	☐	☐	☒	☐
2. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (*2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15*)	☐	☐	☒	☐
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (*2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15*)	☐	☐	☒	☐
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project? (*2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15*)	☐	☒	☐	☐
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (*2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15*)	☐	☐	☐	☒
6. For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (*2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15*)	☐	☐	☐	☒

Discussion:

1-4) The project site was most recently developed with a florist business and a lumber yard and has been continuously developed since approximately 1948 although it is currently vacant. Noise related to the project would be

generated by related vehicle trips on adjacent roads and truck deliveries. Long-term noise levels generated by the future occupancy of the shopping center development are expected to be consistent with the current commercial development located nearby. According to Figure X-1 and X-5, of the Noise Element in the General Plan, the project site and the vicinity are located in an area designated within the 60 CNEL Noise Contour, both existing and in the year 2020. Oxnard Boulevard and Saviers Road produce noise levels within these contours. The closest "sensitive" land uses (as defined by the General Plan Noise Element) are two motels; one across Saviers Road and one across Oxnard Boulvard from the project. Both motels are separated from the project by the adjacent arterial streets, which are both heavily traveled streets. Noise levels are expected to be in conformance with the 2020 General Plan. Short-term noise impacts generated by construction activities are anticipated to occur and can be mitigated with conditions on construction. **Short-term noise will be reduced to less than significant with the application of mitigation measures**.

5-6) The project site is not located near the Oxnard Airport and is outside the noise contours as depicted on Figure X-2 in the 2020 General Plan. No private airstrips are in the vicinity of the project. **Therefore, no significant adverse effects related to noise from airports is anticipated from this project.**

Mitigation for Item 4:

K-1. During all excavation and grading on site, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards.

K-2. Construction times shall be limited to 7 a.m. to 7 p.m. daily or in accordance with City Ordinances restricting construction times at the time of construction, whichever is more restrictive.

Monitoring: Development Services shall monitor these mitigation measures at the time of permit issuance and during construction.

Result after mitigation: Upon implementation of the above mitigation measures, the project will result in less than significant effects on the environment related to noise.

L. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through an extension of roads or other infra-structure)? *(2020 General Plan, IV - Growth Management Element, V - Land Use Element, Revised 2000-2005 Housing Element, FEIR 88-3, 4.2 - Population, Housing and Employment, 5.0 - Growth-Inducing Impacts)*	☐	☐	☒	☐

L. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (*2020 General Plan, IV - Growth Management Element, V - Land Use Element, Revised 2000-2005 Housing Element, FEIR 88-3, 4.2 - Population, Housing and Employment, 5.0 - Growth-Inducing Impacts*)	☐	☐	☐	☒
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (*2020 General Plan, IV - Growth Management Element, V - Land Use Element, Revised 2000-2005 Housing Element, FEIR 88-3, 4.2 - Population, Housing and Employment, 5.0 - Growth-Inducing Impacts*)	☐	☐	☐	☒

Discussion:

1-3) The proposed commercial development is consistent with the General Commercial land use designation of the 2020 General Plan. The site was recently developed as commercial uses and the proposed commercial development is not anticipated to substantially affect the population of the City and it will not displace housing or people. **Therefore, no significant impacts to population and housing are anticipated.**

Mitigation: No significant impacts are expected to occur as a result of this project; therefore no mitigation measures are required.

M. PUBLIC SERVICES*

Would the project result in substantial adverse physical impacts to the following:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Fire protection? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services*)	☐	☐	☒	☐
2. Police protection? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services*)	☐	☐	☒	☐
3. Schools? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services*)	☐	☐	☐	☒
4. Parks? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services*)	☐	☐	☐	☒
5. Other public facilities? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services*)	☐	☐	☒	☐

* *Include potential effects associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services.*

Discussion:

1) Fire. The Oxnard Fire Department provides fire protection to the City of Oxnard. Seven fire stations and a staff of more than 90 uniformed Fire Department personnel currently serve the City. Furthermore, the Fire Department can access additional manpower and equipment through an automatic aid agreement with Ventura County and a mutual aid agreement with the City of Ventura and Point Mugu Naval Air Station. The project includes adequate fire hydrants, access, signage, fire alarms, addressable smoke detectors, and will meet all requirements of the Uniform Fire Code to minimize any potential impacts on Fire services. With the inclusion of standard Fire Department conditions, **impact on fire services is considered to be less than significant.**

2) Police. The Oxnard Police Department provides police protection in this area at a police protection ratio of 1.3 police officers for each 1,000 City residents (2020 General Plan Update, Background Report, 2005 p. 4-57). The 2020 General Plan EIR (pgs. 4.13-16) indicates that the current staffing ratio of officers to population should be maintained to provide adequate police service as the City's population increases. The City will monitor the need for additional public facilities and/or personnel as part of the Five-Year Development Plan. Through this action, the City would ensure that police services are available to serve the proposed project and cumulative development. The increase in tax base generated by the project and cumulative projects would help fund the project's share of necessary police service expansion within the City. The project application includes a request for the sale of packaged alcoholic beverages at the drugstore. The Police Department has indicated that additional alcohol sales in this neighborhood is not recommended due to the higher than average crime rate and the location of other stores selling alcohol in the immediate area. The applicant has indicated that if the City grants the alcohol permit, the following mitigation measures would be incorporated into the project: locate security cameras inside and outside the drug store, no exterior alcohol advertising, no sale of fortified wines or malt liquor, no sale of single containers, and limiting the hours of alcohol sales. **With mitigation, the proposed project will have a less than significant impact on police services.**

3) Schools. The Oxnard School District (K-8th grade) and the Oxnard Union High School District (9th –12th grade) serve the project site. As there are no residential uses proposed, **no impacts will occur to schools.**

4) Parks. The proposed project does not propose to add any residential units, which generally increase the use of existing parks. **No impacts will occur to parks.**

5) Public Services. Water service to this area is currently provided by Calleguas Municipal Water District. Furthermore, the maintenance and development of the water facilities under the jurisdiction of the Calleguas Municipal Water District (CMWD) are provided for through a Capital Construction Charge. The proposed project consists of the redevelopment of a site that has previously been developed. All required infrastructure is in place surrounding the site. Water will be provided to the development by the City of Oxnard's Public Works Water Division, and wastewater disposal will be provided by the City's Public Works Wastewater Division. To address the project's share of demands on public infrastructure, the City requires developers of new projects to pay the following development fees: *Planned Traffic Circulation System Facilities Fees* (Traffic Impact); *Planned Water Facilities Fee*; *Planned Wastewater Facilities Fee*; *Planned Drainage Facilities Fee*; and *Growth Requirement Capital Fee*. The existing Central Library and community center facilities will be sufficient to meet the future needs of the City as identified in the 2020 General Plan. **Therefore, less than significant impacts to public facilities are anticipated.**

Mitigation:

M-1. For off-site package alcohol sales, locate security cameras inside the drug store and outside throughout the property, no exterior alcohol advertising is allowed, no sale of fortified wines or malt liquor is allowed, no sale of single containers is allowed, and the hours of alcohol sales shall be limited to hours as determined by the Police Department.

Monitoring: Planning shall inspect site for cameras, signage and alcohol inventory prior to Certificate of Occupancy. Police Department shall determine hours for alcohol sales.

Result after mitigation: Less than significant.

N. RECREATION

	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (*2020 General Plan, XIII - Parks and Recreation Element; FEIR 88-3, 4.12 - Aesthetic Resources, 4.13 - Parks and Recreation Services*)	☐	☐	☐	☒
2. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? (*2020 General Plan, XIII - Parks and Recreation Element; FEIR 88-3, 4.12 - Aesthetic Resources, 4.13 - Parks and Recreation Services*)	☐	☐	☐	☒

Discussion:

1-2) The proposed project does not propose to add any residential units, which generally increase the use of existing parks. **Therefore, no significant adverse effects on the environment related to recreation are expected to result from the project.**

Mitigation: No mitigation measures are required.

O. TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? (*2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/Circulation*)	☐	☒	☐	☐
2. Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways? (*2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/Circulation*)	☐	☒	☐	☐
3. Result in a change in traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (*2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 – Transportation/Circulation*)	☐	☐	☒	☐
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (*2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/ Circulation*)	☐	☐	☒	☐
5. Result in inadequate emergency access? (*2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/Circulation*)	☐	☐	☒	☐
6. Result in inadequate parking capacity? (*Zone Ordinance - Parking Regulations and Parking Lot Design Standards*)	☐	☐	☒	☐
7. Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? (*Bicycle Facilities Master Plan*)	☐	☒	☐	☐

Discussion: The following information is based on the *Revised Traffic Study*, June 18, 2007 prepared by Penfield & Smith.

1-2) Traffic Trips. The City of Oxnard has identified *Level of Service* (LOS) C as the transportation planning goal that the city ultimately desires to achieve, where environmentally feasible. The City evaluates project impacts at intersections based upon the change in LOS attributable to the project. If an intersection operates in the LOS C, D, E

or F ranges with the existing plus "pending projects" volumes and a change in the ICU (Intersection Capacity Utilization) of 0.02 (2%) or greater is attributable to the project, the impact is considered significant. The level of service must then be mitigated to the ICU level identified without the project traffic.

Table 6 of the Traffic and Circulation Study prepared for this project (Pennfield & Smith; page 12), shows that the proposed commercial project is anticipated to generate 2,717 average daily trips (ADT). In the A.M. peak the project would generate 132 trips and in the P.M. peak hour the trip generation is calculated to be 239 trips.

The effect of the project on the surrounding intersections was analyzed by distributing the trips to the study-area roadways. The analysis also includes existing traffic and the addition of traffic generated by projects that have been approved or are pending within the study area ("pending projects"), as well as the proposed project. The traffic study analyzed the project's impact on twelve intersections during the AM and PM peak hours:

1. Oxnard Blvd./Fifth Street
2. Oxnard Blvd./Sixth Street
3. Oxnard Blvd./Seventh St.
4. Oxnard Blvd./Ninth St.
5. Oxnard Blvd./Saviers Road/Wooley Rd. (Five Points)
6. Saviers Road/Ash Street
7. Oxnard Blvd./Date Street
8. Oxnard Blvd./Statham Blvd
9. Wooley Road/J Street
10. Wooley Road/E Street
11. Wooley Road/ C Street
12. Wooley Road/Commercial Ave.

The traffic study (Table 4, page 11) indicates that all but two of these intersections operate at LOS C or better during both peak hours (traffic counts were taken on November 2nd and 3rd 2005). The Five Points intersection currently operates at a LOS D in the AM peak hour and LOS E in the PM peak hour. (According to the ATE 5/23/07 traffic report prepared for the Olson Co. residential project the Five Points intersection operates at LOS F in the PM peak hour due to different traffic count days.) The intersection of Wooley Road/E Street operates at LOS E during the morning peak hour.

Project Specific Traffic Impacts. With the addition of traffic generated by this project in the AM peak hour, ten of the twelve study intersections would continue to operate at LOS C or better (see Table 8, page 18 of the Traffic Study). The Five Points intersection already operates at LOS D but the increase in traffic at this intersection is less than 0.02. The project-added trips to the Wooley Road/E Street intersection causes the AM peak hour LOS to be degraded by 3% creating a potentially significant impact. During the PM peak hour (Table 9, page 19), only the Five Points intersection, which operates and LOS E, is predicted to be significantly degraded.

Cumulative Traffic Impacts. Project plus pending projects traffic impacts in the AM peak hour (Table 11, page 23) and PM peak hour (Table 12, page 26) are shown to be significant at the Wooley Road and E street unsignalized intersection that operates at LOS E in the AM and LOS D in the PM.

Per Section 7 of City Council Resolution No. 10,453, a proposed project must mitigate identified impacts to the City's circulation system by completing the master-planned transportation facilities within the project area, or by paying traffic impact fees contributing to construction of these facilities. The traffic study recommends the following intersection improvements:

1. Convert westbound Wooley Road No. 2 lane from a through lane to a shared left/through lane at Oxnard Boulevard. (to mitigate impacts at the Five Points Intersection)
2. Restrict left turns on the southbound leg of E street at Wooley Road (to mitigate impacts at the Wooley Road and E Street intersection).

Improvements are also required to convert westbound Wooley Road No. 2 lane from a through lane to a shared left/through lane at Oxnard Boulevard to increase the level of service at Five Points. Additionally, the City plans to install a traffic signal on Saviers Rd. at Hill Street. The project will be a required to contribute proportionally toward this signal.

In addition to the proposed improvements, the developer shall pay Traffic Impact Fees (per Resolution No. 13339) as determined by the City Traffic Engineer. **With mitigation, less than significant impacts are anticipated.**

3-5) Circulation and Safety. The project curb cuts, driveways, interior circulation and site access are designed to meet City engineering standards and meet City Fire Department standards to ensure fire apparatus can reach all parts of the site, and no vehicle circulation safety issues have been identified. One driveway is provided on Saviers Road and two driveways are proposed on Oxnard Boulevard. Driveway turning movements will be restricted to right turn exiting onto Saviers Road due to the Saviers Road median. Both Oxnard Boulevard driveways allow both right and left turns in and out. However, the northerly Oxnard Blvd. driveway will be changed to a right-only exit when a median is placed on Oxnard Blvd. The traffic study determined that the Oxnard Boulevard driveways would operate at LOS C during peak hours and **no safety impacts were noted.**

The Oxnard Zone Code requires 3 loading spaces for this size project and 3 are provided, meeting the requirement, except as noted here. The pharmacy has a screened loading area with 1 space at the north side of the building. Individual loading areas are provided for the other 2 buildings. The loading zone adjacent to Building C is smaller than the City Code requirements (12 ft. by 30 ft. rather than the required12 ft. by 40 ft.) and the developer has requested a modification to the requirement to allow this smaller loading area, as the retail spaces in Building C are small spaces and most likely would not be serviced by large semi-truck deliveries.

Two drive-through facilities are proposed on this site. The Oxnard Zone Code requires stacking for 3 cars between the order board and the pick-up window and stacking for 5 cars behind the order board. The project meets these requirements.

Oxnard Boulevard is also State Highway 1 and is under Caltrans' jurisdiction. The developer will be required to obtain permits from Caltrans to relocate the driveways from the existing site locations. Though the exact timing is unknown at this time, the state will be turning over control of this road to City of Oxnard in less than 5 years.

There are currently no direct pedestrian access points to the project site from adjacent neighborhoods. There is an existing pedestrian crosswalk on Oxnard Blvd at Ash Street, east of the project site. The applicant proposed a new pedestrian access crosswalk on Saviers Road just north of Wolff Street. This would be an unprotected crosswalk integrated into the road median with imbedded crosswalk pavement lights. The City Traffic Engineer does not support this crosswalk location. The required Saviers Road/Hill Street signal will be provide a safer pedestrian crossing on Saviers Road. **With mitigation, less than significant adverse impacts are anticipated.**

6) Parking. According to the City Code, 109 spaces are required for the proposed uses (1/250 square feet for a community shopping center). The proposed project includes a parking lot with 98 car parking spaces, 4 motorcycle spaces and 10 drive-through stacking spaces to serve the on-site uses. **Less than significant parking impacts are anticipated.**

7) Alternative Transportation. The City of Oxnard General Plan shows Saviers Road and Oxnard Boulevard as primary arterials, which includes a bicycle lane. Installation of this bicycle lane along Saviers Road between the Five Points intersection and the south boundary of this property is required. The project will be required to provide bicycle racks in accordance with City Code requirements. There are no bus stops adjacent to the site or affected by the project, therefore, the project will not interfere with existing bus routes or bus stops. **With mitigation, less than significant impacts are anticipated.**

Mitigation:

O-1. Developer shall make improvements to convert westbound Wooley Road No. 2 lane from a through lane to a shared left/through lane at Oxnard Boulevard, prior to issuance of C of O.

O-2. Developer shall re-stripe and provide signs to restrict left turns on the southbound leg of E street at Wooley Road prior to issuance of C of O.

O-3 Developer shall provide evidence of payment of the County Traffic Impact Mitigation Fee to address the cumulative impacts of this project on the County Regional Road Network, prior to issuance of building permit.

O-4 If the City approves the location, Developer shall provide a crosswalk on Saviers Road at Wolff Street and provide for the re-timing of Saviers Road (5 Points) traffic signals to allow adequate time for pedestrians to cross at the Saviers Road/Wolff Street crosswalk, prior to issuance of C of O.

O-5 If the City approves the location, Developer shall provide imbedded pavement flashing light system in the Saviers Rd/Wolff Street crosswalk, prior to issuance of C of O.

O-6 Developer shall provide frontage improvements on Oxnard Blvd and Saviers Road, prior to issuance of C of O. The developer will be required to obtain permits from Caltrans for the Oxnard Boulevard driveways prior to issuance of building permits.

O-7 Developer shall contribute funds toward the installation of the Hill Street traffic signal, prior to issuance of building permits.

O-8 Developer shall provide a bicycle lane along Saviers Road between the Five Points intersection and the south boundary of the project site prior to issuance of C of O.

Monitoring: Planning staff shall check the project improvement plans for street improvements prior to issuance of building permits. The project's traffic impact fees shall be paid prior to issuance of a building permit. Installation of the improvements will be required prior to occupancy of the project.

Result After Mitigation: Less than significant.

P. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources*)	☐	☐	☒	☐
2. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources*)	☐	☐	☒	☐
3. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources*)	☐	☐	☒	☐
4. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources*)	☐	☐	☒	☐
5. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources*)	☐	☐	☒	☐
6. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources*)	☐	☐	☒	☐
7. Comply with federal, state, and local statutes and regulations related to solid waste? (*2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources*)	☐	☐	☒	☐

Discussion:

1-3, 5) The project represents additional demand on master-planned utilities and service systems that have been anticipated in the General Plan build-out scenario for this area. In reviewing this project based on recent and similar projects, the City expects that this project can be served without significantly impacting existing utility services.

The proposed project will be required to comply with measures to treat stormwater runoff by implementing Best Management Practices (BMPs) in accordance with National Pollutant Discharge Elimination System (NPDES) requirements. **Therefore less than significant impacts are anticipated.**

4) The City of Oxnard currently provides the existing property with water and will provide the new project with water that is supplied by Calleguas Municipal Water District (Calleguas). Calleguas purchases water from the Metropolitan Water District of Southern California (MWD). MWD supplies surplus water from the Colorado River and the State Water Project for municipal, industrial, and agricultural users within its service area. The applicant will be required to obtain a "will serve" letter from the City of Oxnard Water Division to ensure that the Water Division has adequate water to serve the development. Standard City conditions require all projects to provide drought-tolerant landscaping to reduce the amount of water consumed by the project. **Therefore, less than significant impacts to water supplies and resources are anticipated**.

6-7) Standard conditions of approval require compliance with the City's recycling programs, which require solid waste recycling and disposal plans and reporting during construction and operation of the facility. **Therefore, less than significant impacts to landfill and solid waste resources are anticipated**.

Mitigation: Based on the above discussion, no mitigation measures are required or proposed.

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

No new significant adverse effects are expected to result from the proposed project. Mitigation measures are either incorporated into the project or made a part of the Mitigated Negative Declaration. Cumulative traffic is being addressed City-wide in the General Plan Update and this project is included in that traffic model. The General Plan Update will be used to address the City's Capital Improvement Projects for street and intersection improvements City-wide.

SUMMARY OF MITIGATION MEASURES INCORPORATED INTO THE PROJECT

Aesthetics

A-1. Prior to Building Permit issuance, Developer shall provide a photometric plan prepared by an electrical engineer. The plan shall ensure that all new lighting is shielded from off-site views and designed to provide on-site safety.

Air Quality

C-1. Developer shall ensure that all construction equipment is maintained and tuned to meet applicable Environmental Protection Agency (EPA) and California Air Resources Board (CARB) emission requirements. At such time as new emission control devices or operational modifications are found to be effective, Developer shall immediately implement such devices or operational modifications on all construction equipment. (MND, C-1)

C-2 During smog season (May through October), Developer shall lengthen the construction period so as to minimize the number of vehicles and equipment operating at the same time. (MND, C-2)

C-3 At all times during construction activities, Developer shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust. (MND, C-3)

C-4 During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall penetrate sufficiently to minimize fugitive dust during grading activities. (MND, C-4)

C-5 During construction, Developer shall control dust by the following activities:

- All trucks hauling graded or excavated material offsite shall be required to cover their loads as required by California Vehicle Code §23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.
- All graded and excavated material, exposed soils areas, and active portions of the construction site, including unpaved onsite roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible. (MND, C-5)

C-6 During construction, Developer shall post and maintain onsite signs, in highly visible areas, restricting all vehicular traffic to 15 miles per hour or less. (MND, C-6)

C-7 During periods of high winds (i.e. wind speed sufficient to cause fugitive dust to impact adjacent properties), Developer shall cease all clearing, grading, earth moving, and excavation operations to prevent fugitive dust from being a nuisance or creating a hazard, either onsite or offsite. (MND, C-7)

C-8 Throughout construction, Developer shall sweep adjacent streets and roads at least once per day, preferably at the end of the day, so that any visible soil material and debris from the construction site is removed from the adjacent roadways. (MND, C-8)

C-9 Prior to grading permit approval, Developer shall include on the grading plans a reproduction of all conditions of this permit pertaining to dust control requirements. (MND, C-9)

C-10. Developer shall mitigate air quality emissions associated with development of the subject site through a contribution to the City's Transportation Demand Management (TDM) program. Such fee shall be calculated at the time of building permit issuance in accordance with the Ventura County Air Quality Assessment Guidelines, as amended. Such fee shall be collected in full prior to building permit issuance. (MND, C-10)

Cultural Resources

E-1. Based on the recognized sensitivity for the occurrence of buried sites and artifacts and as mandated by the City of Oxnard archaeological guidelines, Developer shall pay for monitoring by a qualified archaeologist and Native American monitor (specifically a qualified Ventureno Chumash descendant). A contract with the monitor shall be presented to the City prior to issuance of grading permits. Monitoring shall be required during all soil disturbances including grading (cut and fill) or other excavation (e.g., trenching). Should movement of soils during grading for recompaction activities show no evidence of an archaeological site or artifacts and with the agreement of the City of Oxnard, Planning and Environmental Services Division and onsite Native American consultant, further monitoring at this location by the archaeologist shall no longer be required. In the event that a prehistoric site or historic remains older than 50-years is identified during monitoring, the Archaeologist and/or Native American monitor shall be empowered to stop all construction activities in the vicinity of the find. The archaeologist shall document, identify, and evaluate the potential significance of the find. Such evaluation may require Phase 2 site subsurface excavation and evaluation program. Should remains prove to be significant, avoidance of the resource is the preferred mitigation. If avoidance through project redesign is not feasible, further investigations in the form of a Phase 3 data recovery program will be implemented to mitigate impacts to the identified resource. The Native American monitor shall remain on site throughout any necessary site documentation, evaluation, and mitigation processes.

Geology and Soils:

F-1 The applicant shall submit a site-specific soils investigation prepared by a licensed geotechnical engineer. At a minimum, the study shall include liquefaction and compressible soils characteristics on-site and shall identify any necessary construction techniques or other mitigation measures to prevent significant liquefaction/compressible soils impacts on the proposed project. All recommendations of said report shall be incorporated into the project. Developer shall submit the report to the Building Official for review and approval prior to issuance of building permits

Hazards:

G-1. Prior to issuance of a grading permit, provide certification to the Planning Division that this site is remediated to meet the standards of the Ventura County Environmental Health Department for the portion of the property in the vicinity of the monitoring wells.

Hydrology:

H-1. Developer shall submit a SWPPP to verify compliance with NPDES requirements prior to issuance of a Building Permit.

Noise:

K-1. During all excavation and grading on site, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards.

K-2. Construction times shall be limited to 7 a.m. to 7 p.m. daily or in accordance with City Ordinances restricting construction times at the time of construction, whichever is more restrictive.

Police Services:

M-1. For off-site package alcohol sales, locate security cameras inside the drug store and outside throughout the property, no exterior alcohol advertising is allowed, no sale of fortified wines or malt liquor is allowed, no sale of single containers is allowed, and the hours of alcohol sales shall be limited to hours as determined by the Police Department.

Transportation/Traffic:

O-1. Developer shall make improvements to convert westbound Wooley Road No. 2 lane from a through lane to a shared left/through lane at Oxnard Boulevard, prior to issuance of C of O.

O-2. Developer shall re-stripe and provide signs to restrict left turns on the southbound leg of E street at Wooley Road prior to issuance of C of O.

O-3 Developer shall provide evidence of payment of the County Traffic Impact Mitigation Fee to address the cumulative impacts of this project on the County Regional Road Network, prior to issuance of building permit.

O-4 Developer shall provide a crosswalk on Saviers Road at Wolff Street and provide for the re-timing of Saviers Road (5 Points) traffic signals to allow adequate time for pedestrians to cross at the Saviers Road/Wolff Street crosswalk, prior to issuance of C of O.

O-5 Developer shall provide imbedded pavement flashing light system in the Saviers Rd/Wolff Street crosswalk, prior to issuance of S of O.

O-6 Developer shall provide frontage improvements on Oxnard Blvd and Saviers Road, prior to issuance of C of O. The developer will be required to obtain permits from Caltrans for the Oxnard Boulevard driveways prior to issuance of building permits.

O-7 Developer shall contribute funds toward the installation of the Hill Street traffic signal, prior to issuance of building permits.

O-8 Developer shall provide a bicycle lane along Saviers Road between the Five Points intersection and the south boundary of the project site prior to issuance of C of O.

ADDITIONAL REFERENCES

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31. City of Oxnard, *FEIR 96-2 for the Northwest Specific Plan.*
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Oxnard Boulevard-Saviers Road Commercial Development, City of Oxnard

Revised Traffic Impact Study

W.O. 16863.01

June 18, 2007

Prepared By:

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Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Area

Changes made to the default values for Operations

Executive Summary

Penfield & Smith has prepared the following Revised Traffic Impact Study for the Oxnard Boulevard-Saviers Road Commercial Development proposed on the southeast corner of the Five Points intersection, between Oxnard Boulevard and Saviers Road, in the City of Oxnard. The following land uses are proposed for the project site:

Proposed Land Uses

Building	Land Use	Size
Building A	Drug Store	14,870 SF
Building B	Specialty Retail Fast Food w/ Drive-thru	1,650 SF 1,450 SF 3,100 SF
Building C	Specialty Retail	9,220 SF

The traffic study includes an assessment of the existing and cumulative traffic conditions within the study area, determines the project trip generation and distribution, evaluates potential project impacts and recommends specific transportation improvements to mitigate the project impacts. The report also addresses the comments provided by City staff on the traffic study submitted April 30, 2007.

The development is anticipated to generate 2,717 average daily trips (ADT), with 132 trips occurring during the AM peak hour and 239 trips occurring during the PM peak hour. A level of service (LOS) analysis was completed for both peak hours at twelve intersections near the project site, including:

1. Oxnard Blvd. / Fifth Street
2. Oxnard Blvd. / Sixth Street
3. Oxnard Blvd. / Seventh Street
4. Oxnard Blvd. / Ninth Street
5. Oxnard Blvd. / Saviers Rd. / Wooley Rd. (Five Points)
6. Saviers Rd. / Ash St.
7. Oxnard Blvd. / Date St.
8. Oxnard Blvd. / Statham Blvd.
9. Wooley Rd. / J St.
10. Wooley Rd. / E St.
11. Wooley Rd. / C St.
12. Wooley Rd. / Commercial Ave.

The level of service analysis was conducted using the Intersection Capacity Utilization (ICU) method for signalized intersections and the using the methodologies outlined in the Highway Capacity Manual for unsignalized intersections. The scenarios included in the analysis are the Existing, Existing Plus Project, Cumulative, and Cumulative Plus Project conditions. The intersection levels of service for the traffic scenarios studied are summarized in the table following.

Summary of Intersections Level of Service Calculations

Intersection	Peak Hour	Traffic Scenarios			
		Existing	Existing + Project	Cumulative	Cumulative+ Project
Oxnard Blvd. / Fifth St.	AM PM	0.53/LOS A 0.71/LOS C	053/LOS A 0.72/LOS C	0.56/LOS A 0.80/LOS C	0.56/LOS A 0.80/LOS C
Oxnard Blvd. / Sixth St.	AM PM	0.34/LOS A 0.61/LOS B	0.35/LOS A 0.61/LOS B	0.38/LOS A 0.57/LOS A	0.38/LOS A 0.58/LOS A
Oxnard Blvd. / Seventh St.	AM PM	.0.45/LOS A 0.73/LOS C	0.45/LOS A 0.74/LOS C	0.48/LOS A 0.75/LOS C	0.48/LOS A 0.76/LOS C
Oxnard Blvd. / Ninth St. (U)	AM PM	14.0 sec/LOS B 16.1 sec/LOS C	14.2 sec/LOS B 16.5 sec/LOS C	16.7 sec/LOS C 17.5 sec/LOS C	17.0 sec/LOS C 18.0 sec/LOS C
Oxnard Blvd. / Saviers / Wooley Rd.	AM PM	0.81/LOS D 0.98/LOS E	0.81/LOS D **1.00/LOS E**	0.82/LOS D 1.02/LOS F	0.83/LOS D 1.04/LOS F
Saviers Rd. / Ash St. (U)	AM PM	13.3 sec/LOS B 14.5 sec/LOS B	13.4 sec/LOS B 14.5 sec/LOS B	15.3 sec/LOS C 14.9 sec/LOS B	15.4 sec/LOS C 15.0 sec/LOS B
Oxnard Blvd. / Date St.	AM PM	0.57/LOS A 0.75/LOS C	0.58/LOS A 0.78/LOS C	0.59/LOS A 0.80/LOS C	0.62/LOS B 0.82/LOS D
Oxnard Blvd. / Statham Blvd.	AM PM	0.40/LOS A 0.57/LOS A	0.40/LOS A 0.57/LOS A	0.42/LOS A 0.58/LOS A	0.42/LOS A 0.59/LOS A
Wooley Rd. / J St.	AM PM	0.61/LOS B 0.72/LOS C	0.62/LOS B 0.73/OS C	0.65/LOS B 0.76/LOS C	0.65/LOS B 0.77/LOS C
Wooley Rd. / E St. (U)	AM PM	42.5 sec/LOS E 19.9 sec/LOS C	**44.1 sec/LOS E** 20.4 sec/LOS C	38.3 sec/LOS E 28.7 sec/LOS D	**39.6 sec/LOS E** **29.8 sec/LOS D**
Wooley Rd. / C St.	AM PM	0.57/LOS A 0.73/LOS C	0.58/LOS A 0.74/LOS C	0.59/LOS A 0.74/LOS C	0.60/LOS A 0.76/LOS C
Wooley Rd. / Commercial Ave.	AM PM	0.37/LOS A 0.55/LOS A	0.37/LOS A 0.55/LOS A	0.37/LOS A 0.49/LOS A	0.37/LOS A 0.50/LOS A

(U) = Unsignalized

The project-specific analysis indicated that the project will contribute a significant impact to the intersection of Wooley Rd./E St. during the morning peak hour and to the Five Points intersection during the afternoon peak hour. As mitigation for the project impacts, the following intersections improvements are proposed:

Intersection	Mitigation Measure
5. Oxnard Blvd. / Saviers / Wooley Rd.	Convert westbound Wooley No. 2 lane from a thru lane to a shared left thru.
10. Wooley Rd. / E St	Peak hour left turn restrictions.

City staff have indicated that enforcement of the left-turn restriction may be difficult and that traffic signal warrants should be completed for the Wooley Road/E Street intersection to determine the need of a signal at this location. At the time of completion of this traffic study Spring sessions at the Haydock Intermediate School, located directly south of the intersection, had been completed, and reliable data could not be collected to complete the traffic signal warrants. It was therefore recommended that traffic signal warrants should be completed by the applicant for the Woolley Road/E Street intersection one (1) year after completion and occupation of the project to evaluate the need for a signal. The counts should be conducted when school is session. It was noted that the peak hour turning volumes on the minor approaches would not satisfy MUTCD peak hour signal warrants, and that left turn restrictions for the southbound leg would virtually eliminate delays at this intersection.

In addition to the proposed improvements, the project shall pay Traffic Impact Fees as determined by the City.

The cumulative analysis indicated that the project would generate cumulative impacts at Wooley Road/E Street during the AM and PM peak hours. The project additions to the Five Points intersection and the Oxnard Boulevard/Date Street intersection during the PM peak hour would not exceed the City's impact threshold of a minimum addition of V/C 0.02. The following cumulative mitigation was proposed:

Intersection	Mitigation Measure
10. Wooley Rd. / E St	Peak hour left turn restrictions

As discussed in the project-specific section, City staff have indicated traffic signal warrants should be completed for the Wooley Road/E Street intersection to determine the need of a signal at this location. It was recommended that traffic signal warrants should be completed by the applicant for the Woolley Road/E Street intersection one (1) year after completion and occupation of the project.

The project will implement frontage improvements along the Saviers Road and Oxnard Boulevard, including the replacement of sidewalk and two curb cuts for ingress/egress on the Oxnard Boulevard frontage and a single right-in / right-out driveway on Saviers Road. The Saviers Road frontage will be designed to accommodate a future third northbound through lane and a bike lane, as planned in the City's General Plan. The construction of the third northbound through lane would be subject to traffic impact fee credits. The widening of Saviers Road will be completed along the project frontage, excluding the triangular shaped island between Saviers Road and Oxnard Blvd. In addition, the project

will construct a raised median on Oxnard Boulevard adjacent to the site after Caltrans relinquishes the roadway to the City.

The *2020 Circulation Plan* indicates that Oxnard Boulevard north of the Five Points intersection would remain four lanes (Secondary Arterial). This indicates that the additional lane on Saviers Road would be utilized to increase left-turn or right-turn capacity. The south leg of Oxnard Boulevard is to be realigned and connect as a Secondary Arterial to Wooley Road east of the Five Points intersection. This configuration would remove the northbound traffic on Oxnard Boulevard from the Five Points intersection, change traffic patterns and likely improve the intersection level of service.

Access to the site will be provided via two driveways on Oxnard Boulevard and one right-turn only driveway on Saviers Road. Both driveways on Oxnard Boulevard will be full access under project-specific conditions. Under future conditions the most northern driveway will be restricted to right turns and left-turn in only; the most southern driveway will remain full access. The traffic analysis indicated that the project driveways would operate at LOS C or better under project-specific and cumulative traffic conditions. The driveway on Saviers Road would be restricted to right-turn movements only and is expected to operate acceptably.

The circulation plan was evaluated using Auto Turn software to verify that design vehicles could maneuver into and within the site. This study found that the site as designed will accommodate all vehicles anticipated to visit the site. All the proposed driveways and building frontages have been designed to maintain sight lines that meet minimum stopping sight distance requirements.

The Building A drive thru provides storage for six vehicles. The City typically requires storage for up to eight vehicles for drive thrus. However, this requirement is based on a more heavily used fast food type drive thru. The Building A drive thru is for a drug store use and its length is set based on experience with the operation of other similar stores. Clear signage should be provided at the entrance of the drive-thru lane to ensure that vehicles use the drive-thru lane for pick-up purposes.

The City has requested the addition of a protected pedestrian crossing across the south leg of Saviers Road at the Five Point intersection, due to observations of pedestrians crossing at this location and the anticipated increased pedestrian demand to and from this project.

It was noted that the amount of time required to allow a pedestrian to make this crossing would exceed the current green time for eastbound Wooley Avenue. Depending on the number of pedestrians using this crossing during peak hours, the addition of this pedestrian phase may adversely impact the intersection's operations, as more delays would be experienced on all approaches by adding the pedestrian phase. It was also noted that the crosswalk would only serve the proposed development and would not provide for protected crossing to the east side of Oxnard Boulevard. The proposed widening of the Saviers Road over its entire length, and upgrade to Primary Arterial standards would lengthen the crosswalk and require even more time for pedestrians to cross. The pedestrian access issue will likely need to be revisited at this time.

The project proposes to provide a crosswalk on Saviers Road north of Wolff Street as an alternative to teh crosswalk at Five Points. This crosswalk would serve a significant portion of pedestrians from the residential areas west of Saviers Road and potentially reduce pedestrian crossing demand at the Wooley

Road/Saviers Road intersection. The crosswalk can be integrated into the proposed raised median so refuge is provided between opposing traffic streams on Saviers Road.

City traffic engineering staff have indicated that, while favoring the crossing at Wolff Street, unprotected crossing on primary arterials is not desirable. Any unprotected crosswalk may have to include an embedded pavement flashing light system (lighted crosswalk).

The City would prefer installation of a traffic signal at the Saviers Road/Hill Street intersection (approximately 600 feet south of Wolff Street). The need for a signal is projected under future conditions due to the ultimate relocation of the south leg of Oxnard Boulevard easterly of its current location, as shown in the *2020 Circulation Plan*, which would divert traffic to Saviers Road. Timing of signals at both Five Points and Hill Street would provide for gaps in traffic flow and increase crossing opportunity and safety. The applicant would contribute its proportionate share of the projected future traffic increase for the installation of a traffic signal at Saviers Road/Hill Street.

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1. INTRODUCTION

Penfield & Smith has prepared the following Traffic Impact Study for the proposed Oxnard Boulevard –Saviers Road Commercial Development proposed on the southeast corner of the Five Points intersection, between Oxnard Boulevard and Saviers Road in the City of Oxnard. The analysis includes an assessment of the existing and anticipated cumulative traffic conditions within the study area, determines the expected trip generation and distribution for the project, evaluates the potential traffic impacts to the surrounding roadways and intersections and recommends specific transportation improvements to mitigate any project impacts. The traffic analysis has been prepared in accordance with City of Oxnard and Caltrans traffic study requirements[1].

Project Location and Description

The project site is a former site of the Thompson Lumber Yard and Conroy's Florist located on the southeast corner of the Five Points intersection, between Oxnard Boulevard and Saviers Road in the City of Oxnard. The location of the project site within the City of Oxnard is shown in Exhibit 1. The property is immediately surrounded by commercial uses, with residential land uses within a short distance to the north, west and south. The land uses to the immediate east are primarily industrial. The following land uses are proposed for the project site:

Table 1
Proposed Land Uses

Building	Land Use	Size
Building A	Drug Store	14,870 SF
Building B	Specialty Retail Fast Food w/ Drive-thru	1,650 SF 1,450 SF 3,100 SF
Building C	Specialty Retail	9,220 SF

The site plan developed for the project is presented as Exhibit 2. Access to the site will be provided via two driveways on Oxnard Boulevard and one right-turn only driveway on Saviers Road. The driveway on Oxnard Boulevard will be located approximately 280-feet and 480-feet south of the Five Points intersection. The driveway on the Saviers Road frontage is proposed to be located approximately 480-feet south of the Five Points intersection.

[1] Guide for the Preparation of Traffic Impact Studies, State of California Department of Transportation, 2002.

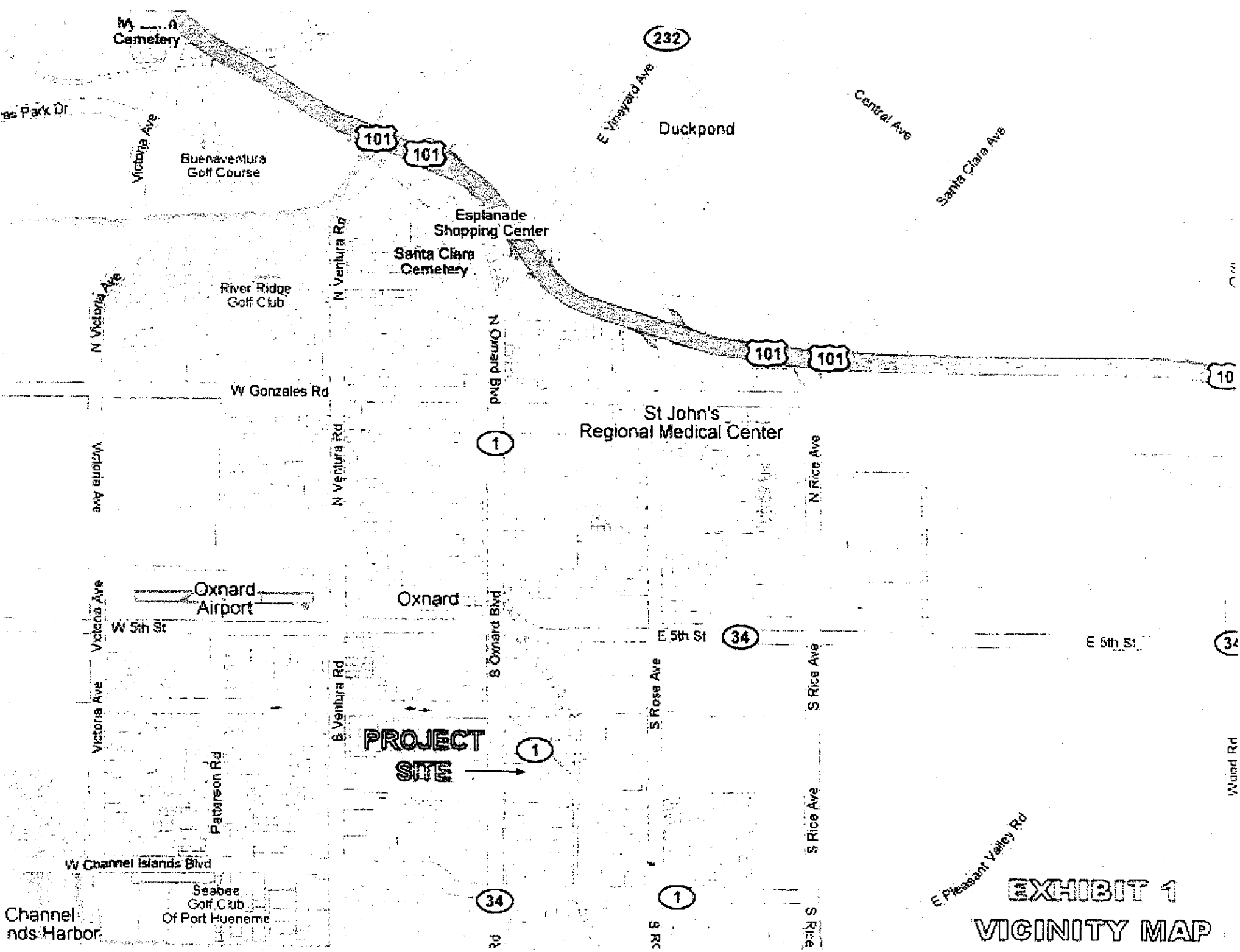

EXHIBIT 1

VICINITY MAP

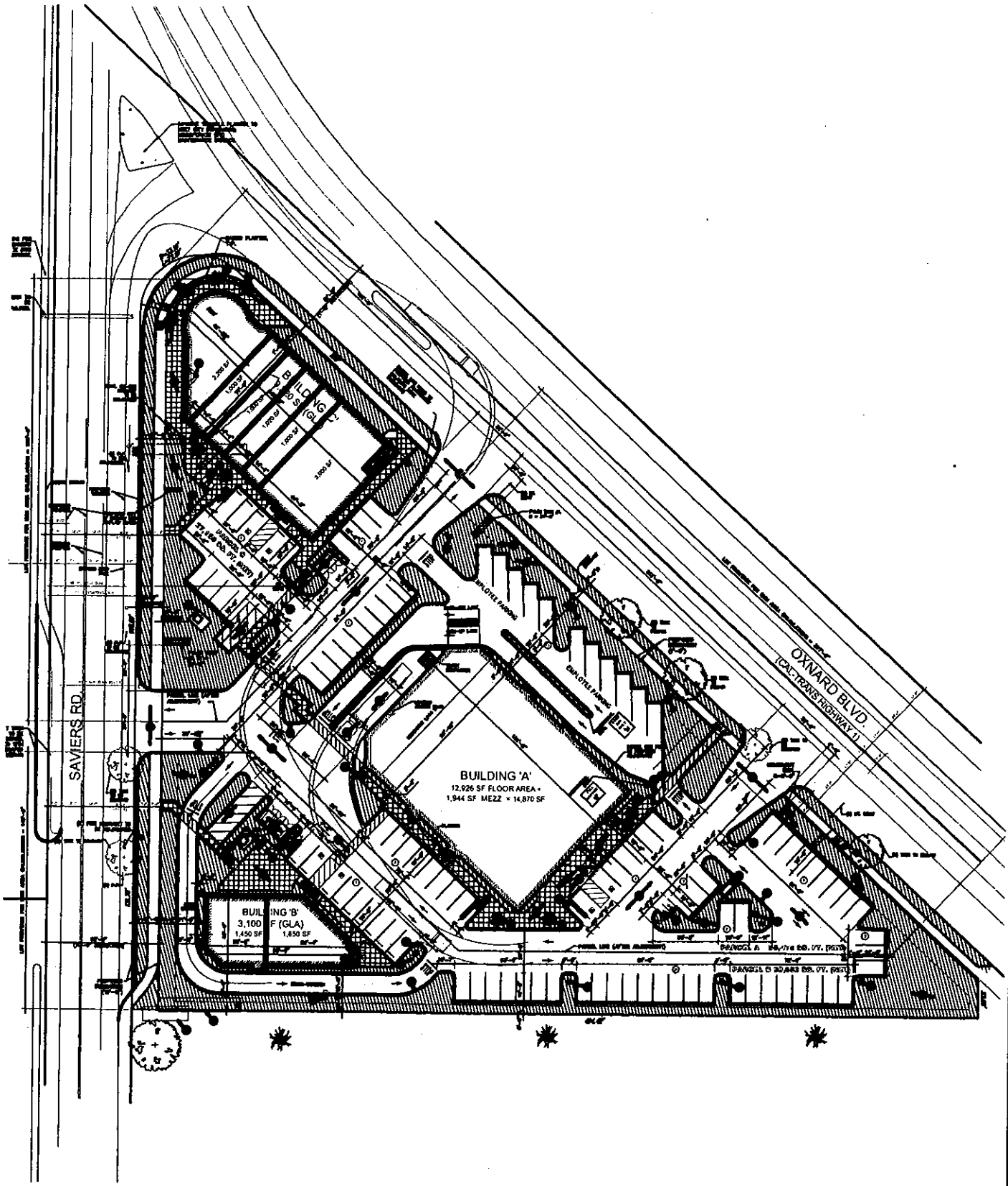

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EXHIBIT 2
PROJECT SITE PLAN

CITY OF OXNARD
STATE OF CALIFORNIA

SCALE: = N.T.S. 04/30/2007

W.O. 16863.01

2. EXISTING CONDITIONS

Existing Circulation System

Roadway descriptions and classifications were obtained from the City of Oxnard Circulation Element. The primary transportation corridors within the study area include Oxnard Blvd. (Hwy 1), Saviers Road, Wooley Road, Fifth Street, C Street, and J Street/Hobson Way. A written description of the roadways follows. The primary components of the street system within the project study area are illustrated in Exhibit 3.

Oxnard Blvd. (State Route 1) is a four-lane primary arterial in the vicinity of the project that serves as the principal entrance to the City of Oxnard. It is also the principal north-south access to the Central Area, and continues southerly through the Five Points intersection to southeast commercial and residential areas. All major intersections along Oxnard Blvd. are signalized.

Saviers Road is a five-lane primary arterial in the vicinity of the project that provides important access from South Oxnard, Port Hueneme and the Ormond Beach area to downtown Oxnard and Route 101, via its connection to Oxnard Blvd. (SR 1) at the Five Points intersection.

Wooley Road is a major east-west thoroughfare that provides access to the residential areas in the southwest portion of the City, to the central area of Oxnard and to the Central Industrial Area to the east. This roadway functions as a secondary arterial, but is affected by the presence of the rail lines of the Ventura County Railway.

Fifth Street is the principal east-west street serving the Central Business District. East of Oxnard Boulevard, the roadway is State Route 34.

C Street parallels Oxnard Blvd and functions as a local arterial; although it does not have a cross-section consistent with the local arterial standard.

J Street functions as a local arterial; although it does not have a cross-section consistent with the local arterial standards. The roadway becomes Hobson Way north of Ninth Street. It provides primary access to Channel Islands Hospital and the Oxnard Community Center.

Existing Study Intersections

The following intersections are included in the traffic analysis for the Existing, Cumulative, Existing Plus Project, and Cumulative Plus Project traffic conditions. The existing intersection lane configurations are shown in Exhibit 3. Traffic counts were conducted at the study intersections on November 2 and 3, 2005 from 7 AM to 9 AM and from 4 PM to 6 PM. The existing peak hour volumes are shown in Exhibits 4 and 5.

Table 2
Study Intersections

Intersection
Oxnard Blvd. / Fifth St.
Oxnard Blvd. / Sixth St.
Oxnard Blvd. / Seventh St.
Oxnard Blvd. / Ninth St. (U)
Oxnard Blvd. / Saviers / Wooley Rd.
Saviers Rd. / Ash St. (U)
Oxnard Blvd. / Date St.
Oxnard Blvd. / Statham Blvd.
Wooley Rd. / J St.
Wooley Rd. / E St. (U)
Wooley Rd. / C St.

U = Unsignalized Intersection

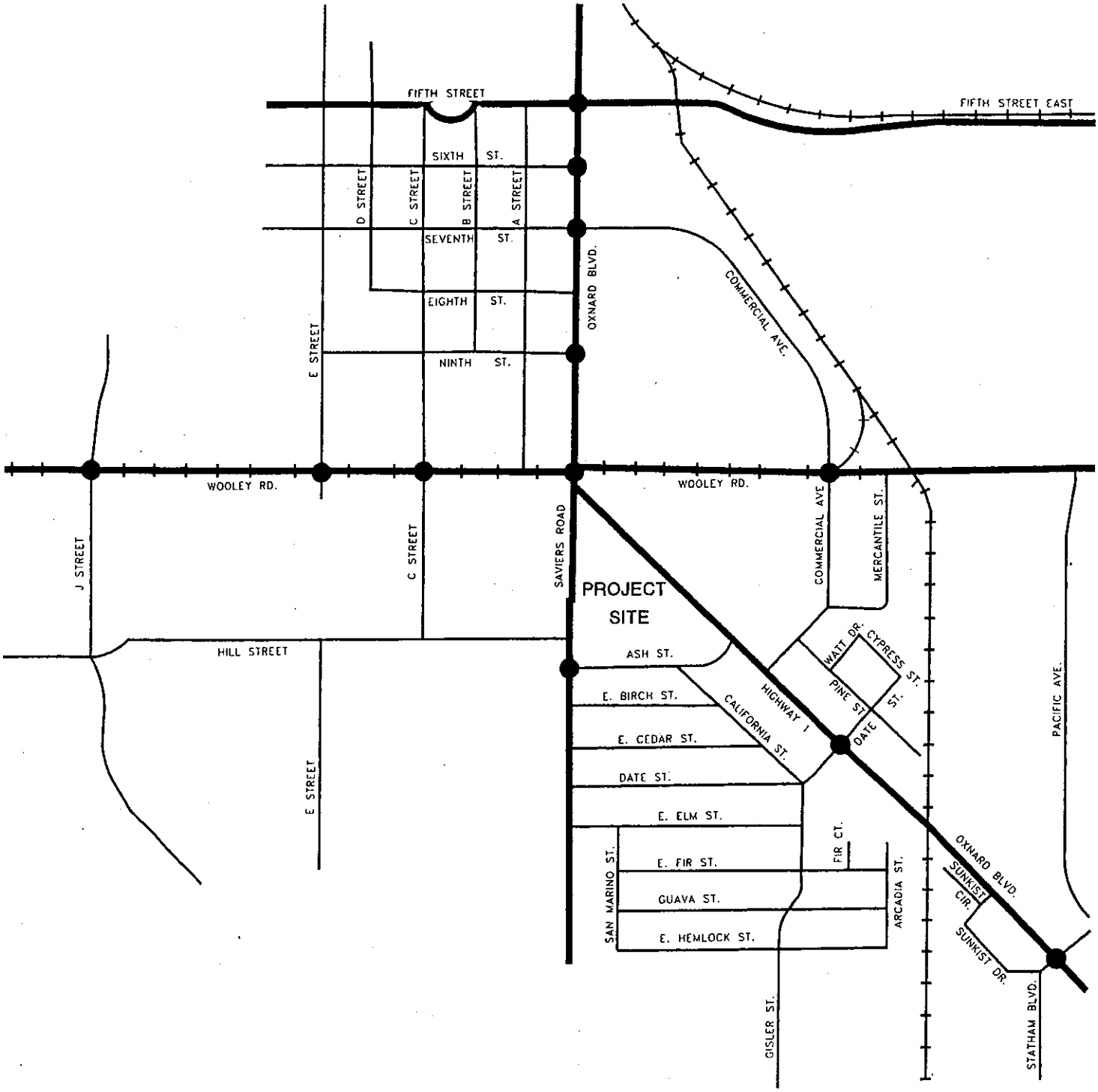

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EXHIBIT 3
EXISTING STREET NETWORK

CITY OF OXNARD
STATE OF CALIFORNIA

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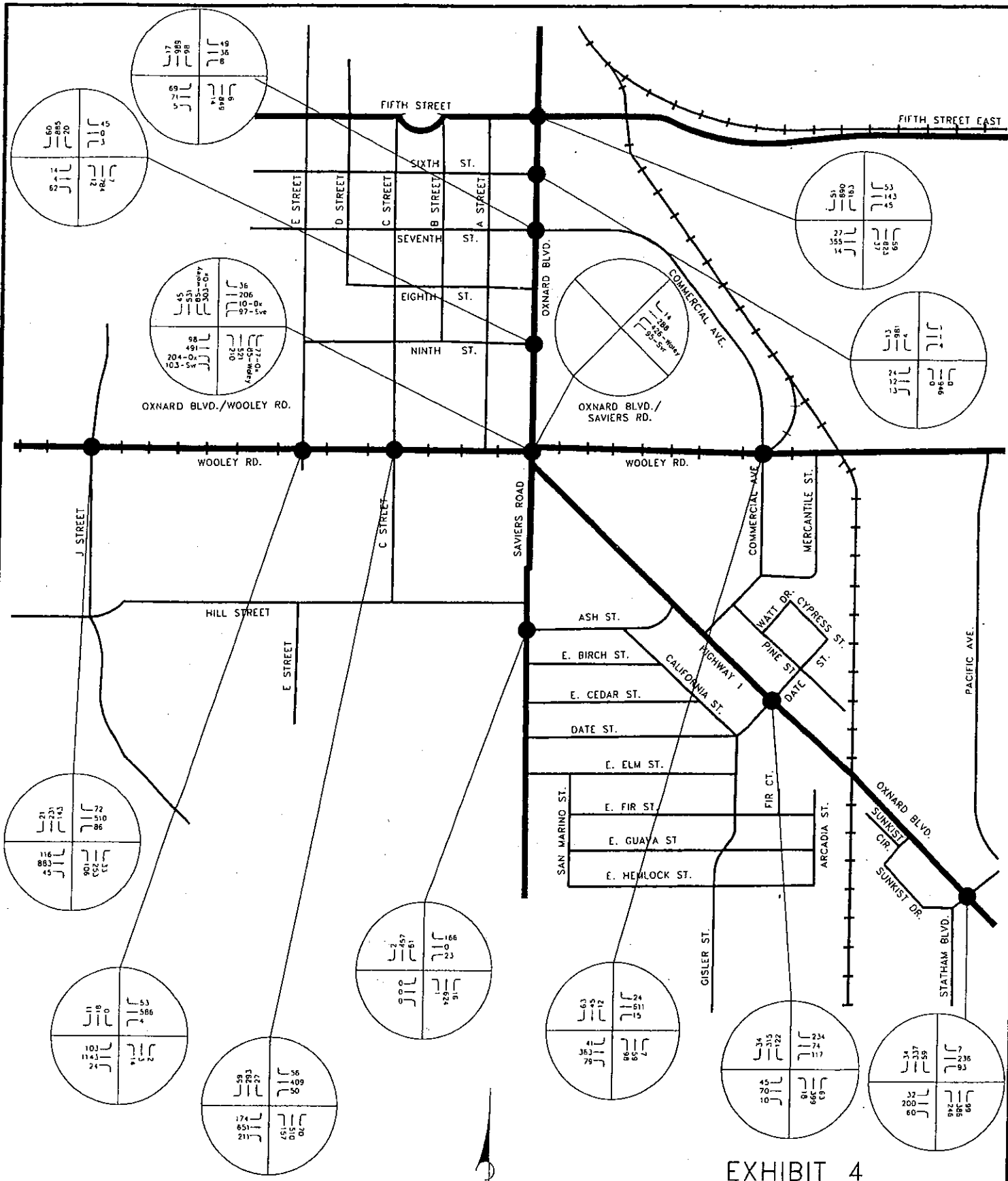

EXHIBIT 4
EXISTING AM PEAK HOUR TRAFFIC VOLUMES

CITY OF OXNARD
STATE OF CALIFORNIA

SCALE: = N.T.S. 12/12/05

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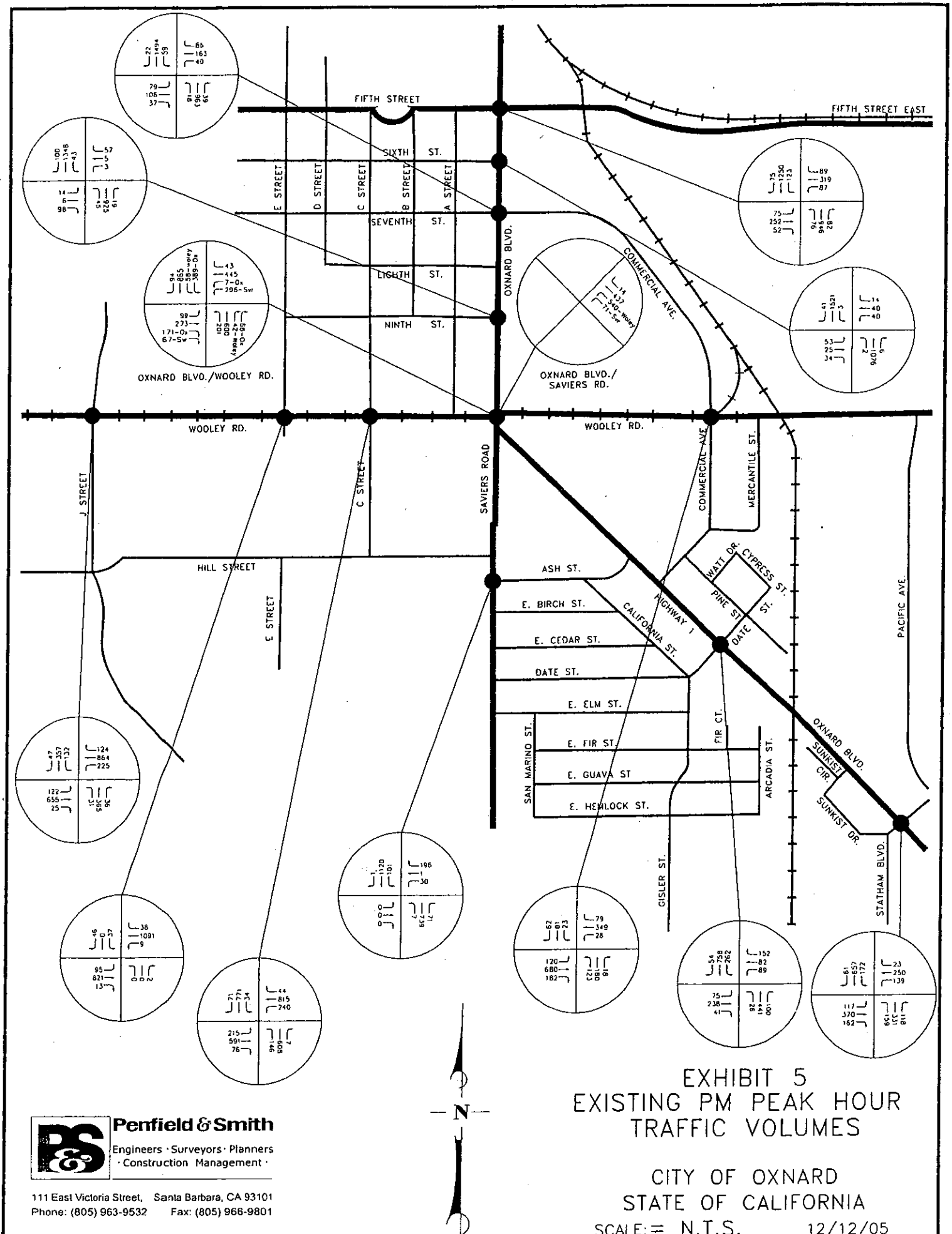

EXHIBIT 5
EXISTING PM PEAK HOUR TRAFFIC VOLUMES

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Intersection Level of Service Criteria

The levels of service at the signalized study intersections were determined using the Intersection Capacity Utilization (ICU) Methodology, per the City's guidelines. The Highway Capacity Software (HCS Plus) was used for analysis of the unsignalized intersections. A peak hour factor was calculated for each intersection based on the turning movement counts collected on September 13 and 14, 2005. The LOS technical worksheets are provided in the Technical Appendix to this report and are based on the criteria presented in Table 3.

Table 3
Intersection Level of Service Criteria

LOS	Signalized intersections (Sec. of delay)	Signalized intersections (V/C Ratio)	Unsignalized intersections (Sec. of delay)	Definition
A	≤ 10	< 0.60	≤ 10	Conditions of free unobstructed flow, no delays and all signal phases sufficient in duration to clear all approaching vehicles.
B	> 10 and ≤ 20	0.61 – 0.70	> 10 and ≤ 15	Conditions of stable flow, very little delay, and a few phases are unable to handle all approaching vehicles.
C	> 20 and ≤ 35	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	> 35 and ≤ 55	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	> 55 and ≤ 80	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	> 80	> 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, 2000 Edition

Traffic Impact Thresholds

City of Oxnard. The City of Oxnard's criteria for evaluating project impacts at intersections is based upon the change in ICU / LOS 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 intersection where the project will worsen the Intersection Capacity Utilization (ICU) numeric value of Level of Service (LOS) by .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 .04 or more (subject to mitigation fee limit).

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

Caltrans. Caltrans has established the cusp of the LOS C/D range as the target level of service standard for State Highway intersections. If an existing State Highway facility is operating at less than the target LOS, the existing Measure of Effectiveness (MOE) should be maintained.

Existing Intersection Operations

Table 4 presents the existing intersection levels of service for the AM and PM peak hours. All but two of the study area intersection operate at LOS C or better during both peak hours. The Five Points intersection currently operates at a LOS D in the morning peak hour and LOS E in the evening peak hour. The intersection of Wooley / E Street operates at LOS E during the morning peak hour.

Table 4
Existing Peak Hour Levels of Service

	Intersection	Traffic Control	Existing AM Peak LOS	Existing PM Peak LOS
1.	Oxnard Blvd. / Fifth St.	Signal	0.53/LOS A	0.71/LOS C
2.	Oxnard Blvd. / Sixth St.	Signal	0.34/LOS A	0.61/LOS B
3.	Oxnard Blvd./ Seventh St.	Signal	0.45/LOS A	0.73/LOS C
4.	Oxnard Blvd. / Ninth St. (U)	Two-way Stop-Control	14.0 sec/LOS B[1]	16.1 sec/LOS C[1]
5.	Oxnard Blvd. / Saviers / Wooley Rd.	Signal	0.81/LOS D	0.98/LOS E
6.	Saviers Rd. / Ash St. (U)	One-way Stop-Control	13.3 sec/LOS B[1]	14.5 sec/LOS B[1]
7.	Oxnard Blvd. / Date St.	Signal	0.57/LOS A	0.75/LOS C
8.	Oxnard Blvd. / Statham Blvd.	Signal	0.40/LOS A	0.57/LOS B
9.	Wooley Rd. / J St.	Signal	0.61/LOS B	0.72/LOS C
10.	Wooley Rd. / E St. (U)	Two-way Stop-Control	42.5 sec/LOS E[1]	19.9 sec/LOS C[1]
11.	Wooley Rd. / C St.	Signal	0.57/LOS A	0.73/LOS C
12	Wooley Rd. / Commercial Ave.	Signal	0.37/LOS A	0.55/LOS A

[1] Level of service based on delay experienced on worst minor street leg.

3. CIRCULATION IMPACT ANALYSIS

Project Trip Generation

The project trip generation was determined using trip generation rates contained in San Diego Traffic Generators, April 2002, published by the San Diego Association of Governments (SANDAG). Table 5 presents the trip generation rates used for each land use and Table 6 summarizes the trip generation calculations for the project.

Based on the published trip generation rates, the proposed development could generate 2,717 average daily trips (ADT), with 132 trips occurring during the AM peak hour and 239 trips occurring during the PM peak hour.

Table 5
Project Trip Generation Rates

Land Use[1]	Source	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Drug Store	SANDAG	90.00	2.16	1.44	3.6	4.50	4.50	9
Fast Food with drive-thru	SANDAG	650	22.75	22.75	45.5	22.75	22.75	45.5
Specialty Retail	SANDAG	40	0.72	0.48	1.2	1.80	1.80	3.6

Table 6
Project Trip Generation

Building	Land Use	Size	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Building A	Drug Store	14,870 SF	1,340	32	21	53	67	67	134
Building B	Specialty Retail Fast Food with drive-thru	1,650 SF 1,450 SF	66 942	1 33	1 33	2 66	3 33	3 33	6 66
Building C	Specialty Retail	9,220 SF	369	7	4	11	16	17	33
PROJECT TOTAL			**2,717**	**73**	**59**	**132**	**119**	**120**	**239**

Project Trip Distribution

The project site traffic for the AM peak hour and the PM peak hour was distributed and assigned to the local street network based on select zone assignment plots of the City of Oxnard Traffic Model. The percentage of project traffic distributed on the road system is illustrated in Exhibit 6. The project-added AM and PM peak hour volumes are shown in Exhibits 7 and 8. In general, the project traffic was distributed as follows:

Table 7
Project Trip Distribution

Direction To/From	Roadway	Percent
North	Oxnard Blvd. (State Route 1)	20%
South	Saviers Road	5%
Southwest	Oxnard Blvd. (State Route 1)	45%
West	Wooley Road	20%
East	Wooley Road	10%
TOTAL TRIPS		100%

Existing Plus Project Analysis

The project traffic (132 AM peak hour trips and 239 PM peak hour trips) during the afternoon peak hour was added to the existing peak hour traffic volumes and levels of service were recalculated for the study area intersections. The results of these calculations are summarized in Tables 8 and 9. The existing plus project traffic volumes are illustrated in Exhibits 9 and 10.

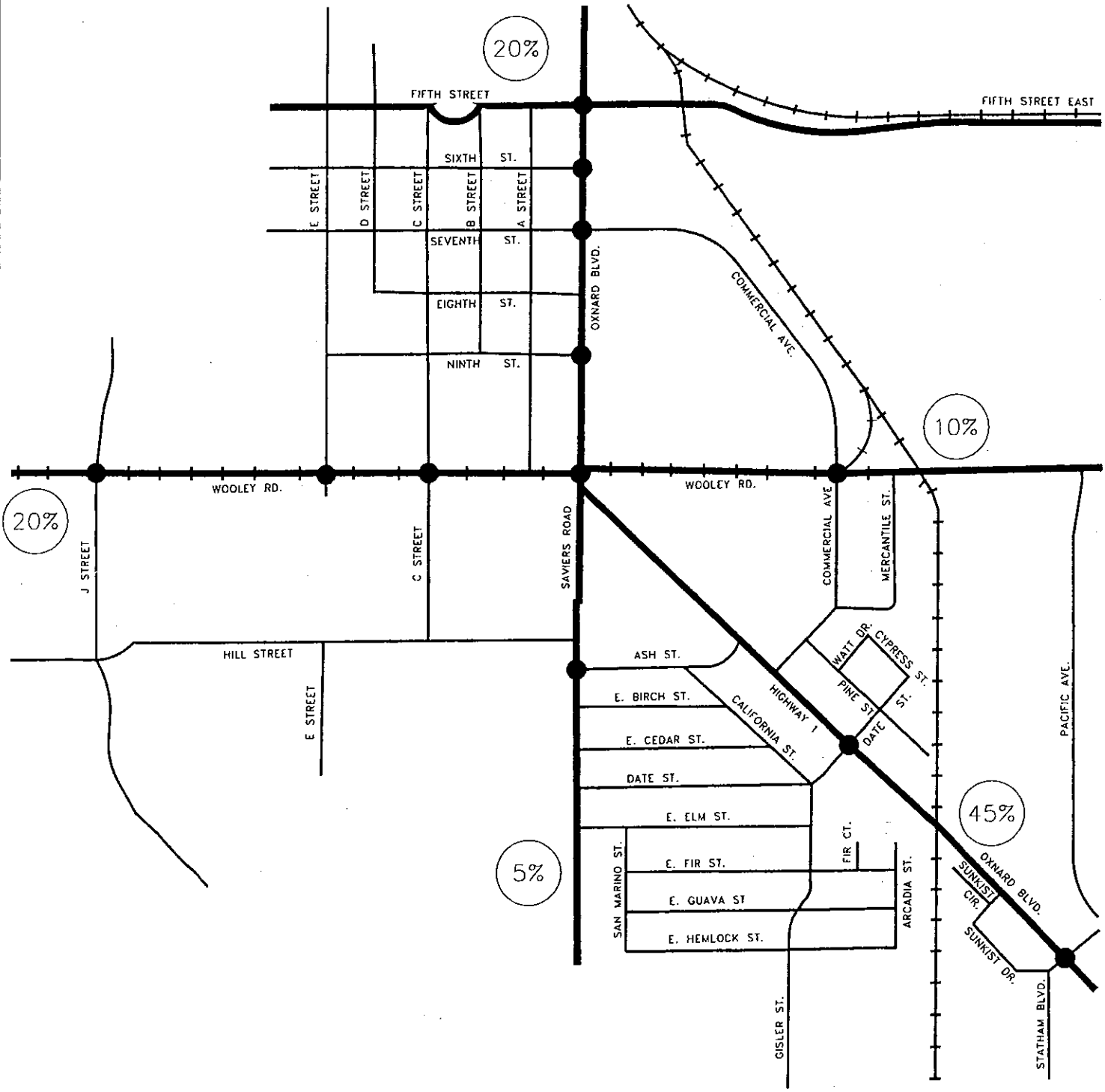

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EXHIBIT 6
PROJECT TRIP DISTRIBUTION PERCENTAGES

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STATE OF CALIFORNIA

SCALE: = N.T.S. 12/12/05

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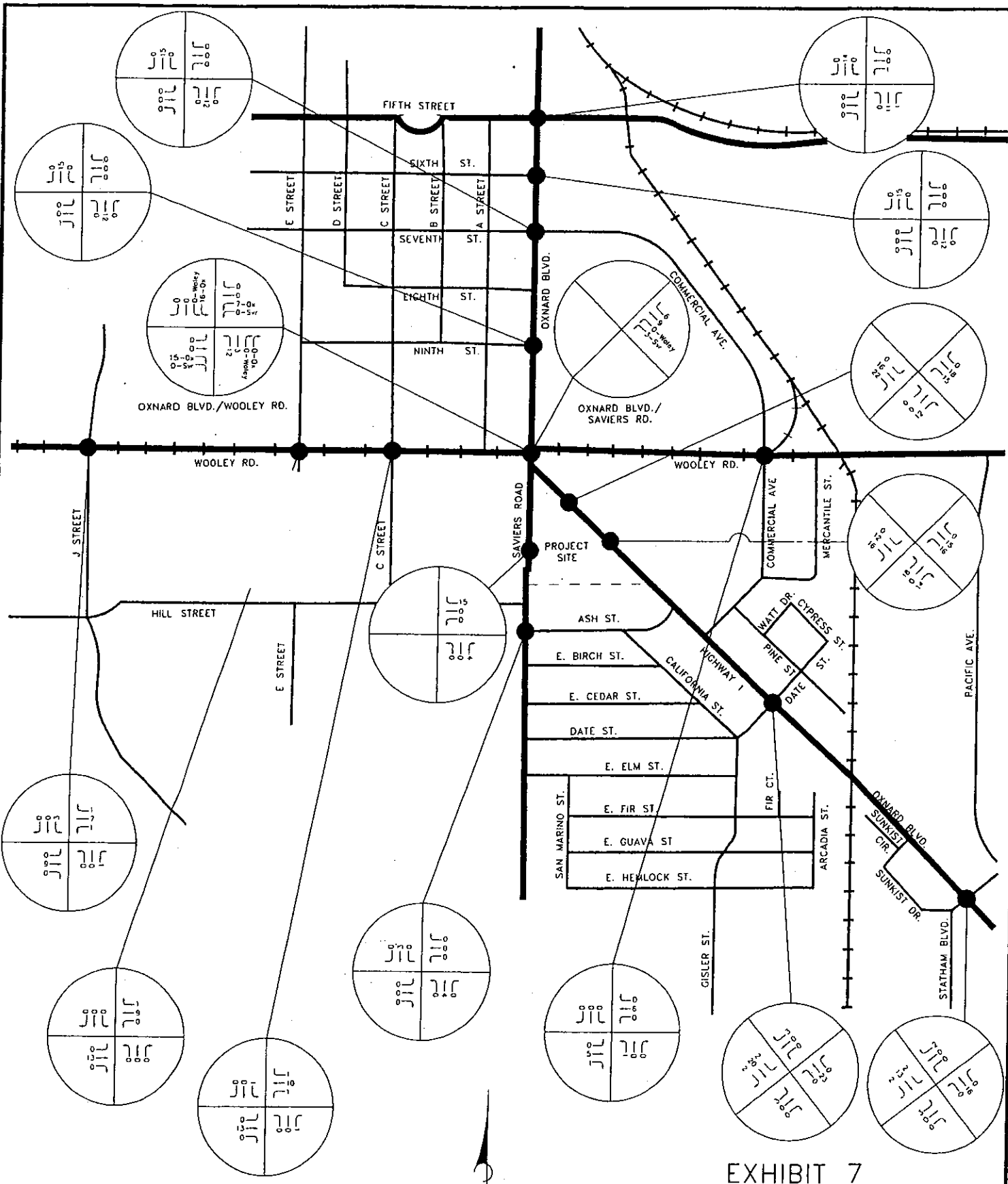

EXHIBIT 7
PROJECT AM
PEAK HOUR TRIPS

CITY OF OXNARD
STATE OF CALIFORNIA

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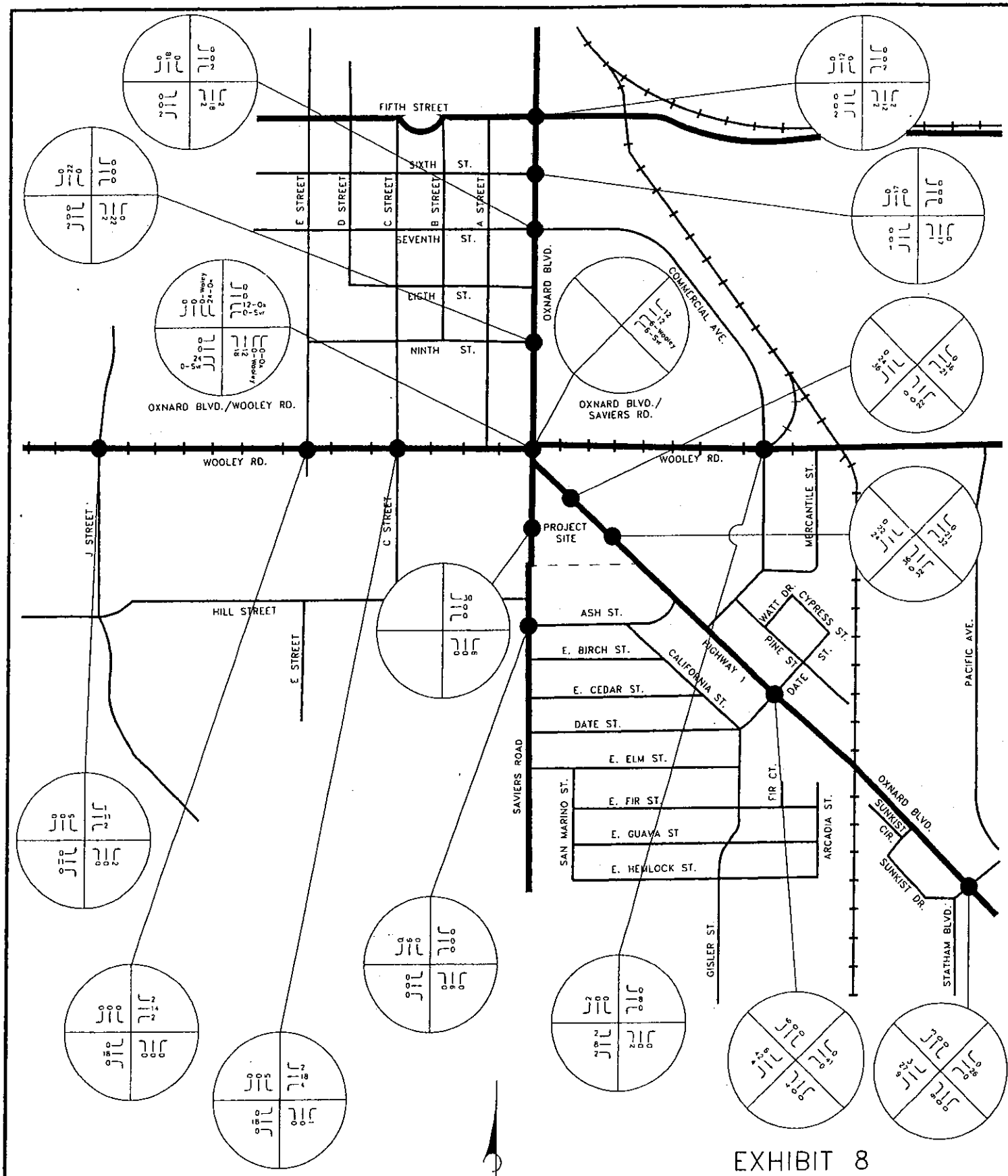

EXHIBIT 8
PROJECT PM PEAK HOUR TRIPS

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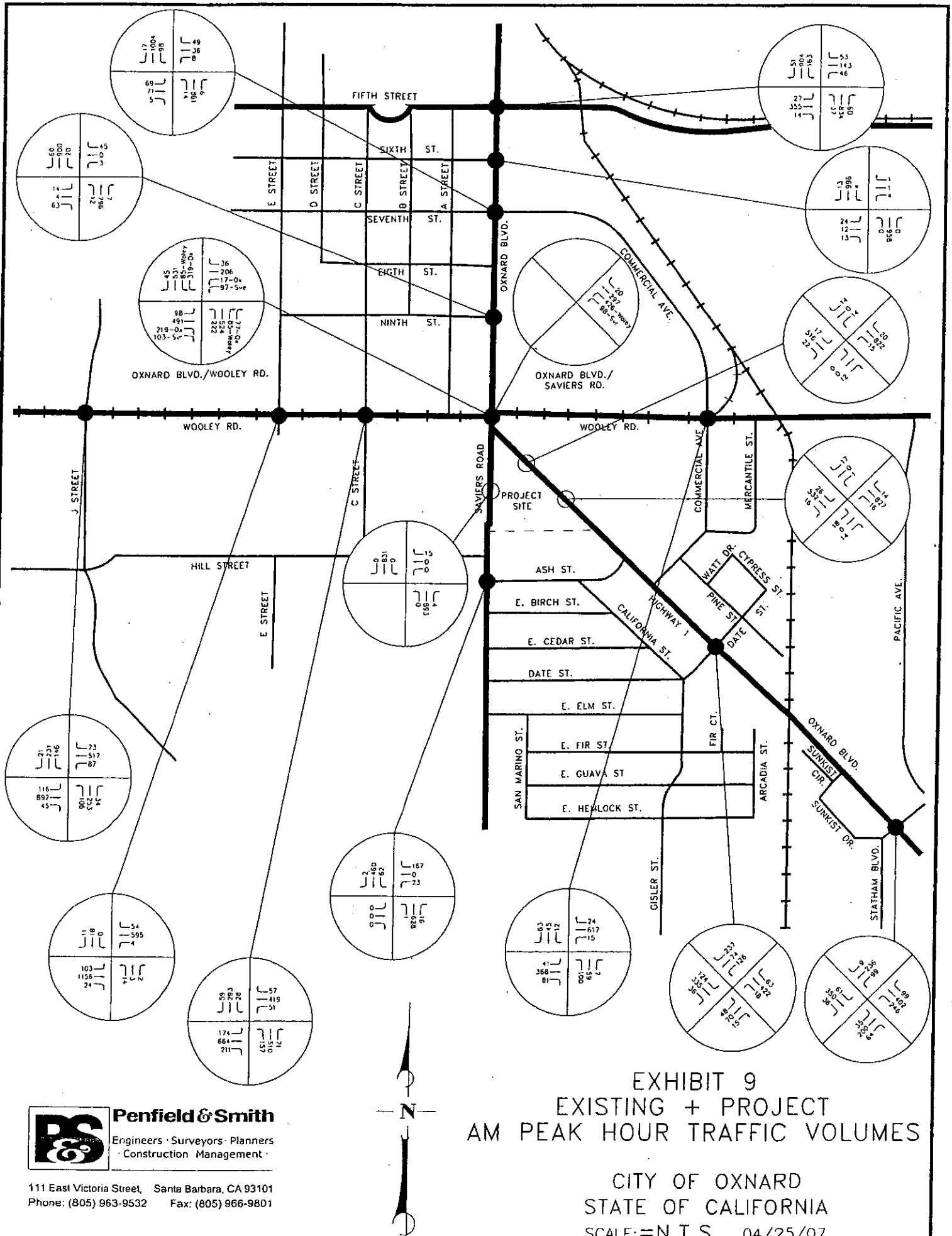

EXHIBIT 9
EXISTING + PROJECT
AM PEAK HOUR TRAFFIC VOLUMES

CITY OF OXNARD
STATE OF CALIFORNIA
SCALE: =N.T.S. 04/25/07

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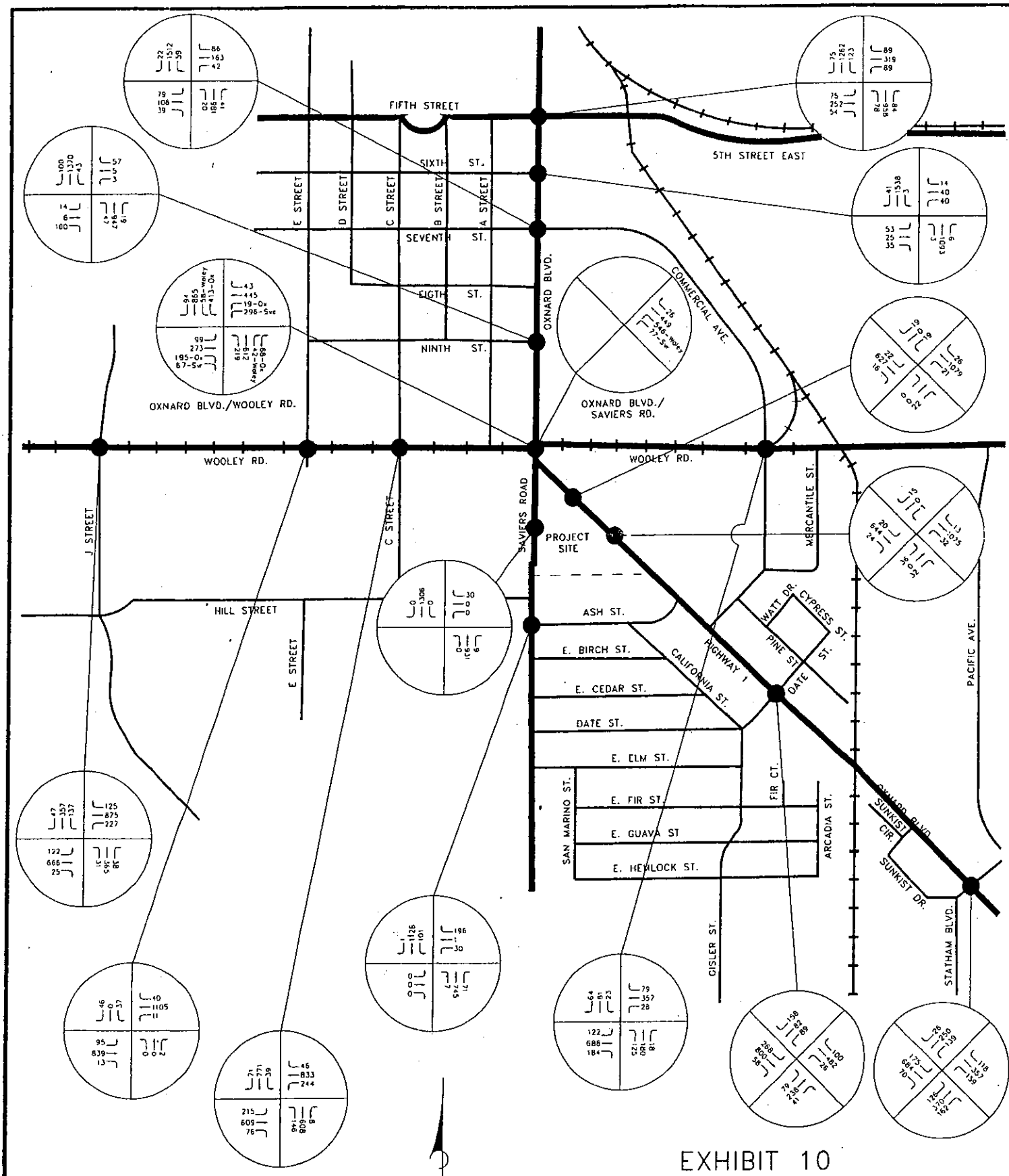

EXHIBIT 10
EXISTING + PROJECT
PM PEAK HOUR TRAFFIC VOLUMES

CITY OF OXNARD
STATE OF CALIFORNIA

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Table 8
AM Peak Hour
Existing Plus Project Intersection Level of Service

Intersection	Traffic Control	Existing AM Peak LOS	Existing + Project AM Peak LOS	V/C or sec. change	Impact
1. Oxnard Blvd. / Fifth St.	Signal	0.53/LOS A	0.53/LOS A	0.01	No
2. Oxnard Blvd. / Sixth St.	Signal	0.34/LOS A	0.35/LOS A	0.01	No
3. Oxnard Blvd. / Seventh St.	Signal	0.45/LOS A	0.45/LOS A	0.00	No
4. Oxnard Blvd. / Ninth St. (U)	Two-way Stop-Control	14.0 sec/LOS B[1]	14.2 sec/LOS B[1]	0.2 sec	No
5. Oxnard Blvd. / Saviers / Wooley Rd.	Signal	0.81/LOS D	0.81/LOS D	0.00	No
6. Saviers Rd. / Ash St. (U)	One-way Stop-Control	13.3 sec/LOS B[1]	13.4 sec/LOSB[1]	0.1 sec	No
7. Oxnard Blvd. / Date St.	Signal	0.57/LOS A	0.58/LOS A	0.01	No
8. Oxnard Blvd. / Statham Blvd.	Signal	0.40/LOS A	0.40/LOS A	0.00	No
9. Wooley Rd. / J St.	Signal	0.61/LOS B	0.62/LOS B	0.01	No
10. Wooley Rd. / E St. (U)	Two-way Stop-Control	42.5 sec/LOS E[1]	44.1 sec/LOS E[1]	**1.6 sec**	**Yes**
11. Wooley Rd. / C St.	Signal	0.57/LOS A	0.58/LOS A	0.01	No
12. Wooley Rd. / Commercial Ave.	Signal	0.37/LOS A	0.37/LOS A	0.00	No

[1] Indicates LOS of worst minor street leg.

As shown above, ten of the twelve study intersections would continue to operate at LOS C or better with the project-added traffic during the morning peak hour. The project increases the delay at the intersection of Wooley Road / E Street with 3%, thereby generating an impact based on the City's impact thresholds.

Table 9
PM Peak Hour
Existing Plus Project Intersection Level of Service

Intersection	Traffic Control	Existing PM Peak LOS	Existing + Project PM Peak LOS	V/C or sec. change	Impact
1. Oxnard Blvd. / Fifth St.	Signal	0.71/LOS C	0.72/LOS C	0.01	No
2. Oxnard Blvd. / Sixth St.	Signal	0.61/LOS B	0.61/LOS B	0.00	No
3. Oxnard Blvd. / Seventh St.	Signal	0.73/LOS C	0.74/LOS C	0.01	No
4. Oxnard Blvd. / Ninth St. (U)	Two-way Stop-Control	16.1 sec/LOS C[1]	16.5 sec/LOS B	0.4 sec	No
5. Oxnard Blvd. / Saviers / Wooley Rd.	Signal	0.98/LOS E	1.00/LOS E	**0.015**	**Yes**
6. Saviers Rd. / Ash St. (U)	One-way Stop-Control	14.5 sec/LOS B[1]	14.5 sec/LOS B[1]	0.00	No
7. Oxnard Blvd. / Date St.	Signal	0.75/LOS C	0.78/LOS C	0.03	No
8. Oxnard Blvd. / Statham Blvd.	Signal	0.57/LOS A	0.57/LOS A	0.00	No
9. Wooley Rd. / J St.	Signal	0.72/LOS C	0.73/LOS C	0.01	No
10. Wooley Rd. / E St. (U)	Two-way Stop-Control	19.9 sec/LOS C[1]	20.4 sec/LOS C	0.5 sec	No
11. Wooley Rd. / C St.	Signal	0.73/LOS C	0.74/LOS C	0.01	No
12. Wooley Rd. / Commercial Ave.	Signal	0.55/LOS A	0.55/LOS A	0.00	No

[1] Indicates LOS of worst minor street leg.

Table 9 indicates that eleven of the twelve intersections would continue to operate at LOS C or better with the project-added traffic during the afternoon peak hour. The project will contribute a significant impact to the Five Points intersection during the afternoon peak hour based on Caltrans standards, which specify that the existing level of service should be maintained.

As mitigation for the project impacts during the AM and PM peak hours, the following intersections improvements are proposed:

Intersection	Mitigation Measure
5. Oxnard Blvd. / Saviers / Wooley Rd.	Convert westbound Wooley No. 2 lane from a thru lane to a shared left thru.
10. Wooley Rd. / E St	Peak hour left turn restrictions.

City staff have indicated that enforcement of the left-turn restriction may be difficult and that traffic signal warrants should be completed for the Wooley Road/E Street intersection to

determine the need of a signal at this location. At the time of completion of this traffic study Spring sessions at the Haydock Intermediate School, located directly south of the intersection, had been completed, and reliable data could not be collected to complete the traffic signal warrants. It is therefore recommended that traffic signal warrants should be completed by the applicant for the Woolley Road/E Street intersection one (1) year after completion and occupation of the project to evaluate the need for a signal. It is noted that the peak hour turning volumes on the minor approaches would not satisfy MUTCD peak hour signal warrants, and that left turn restrictions for the southbound leg would virtually eliminate delays at this intersection.

The improvement measure for the Five Points intersection would result in a volume-to-capacity ratio of V/C 0.96, thus mitigating the project's impact at this location. In addition to the proposed improvements, the project shall pay Traffic Impact Fees as determined by the City.

Cumulative Conditions

Penfield & Smith obtained the projected cumulative traffic volumes generated by the approved and pending projects for each of the project intersections from the City's Traffic Model. The volumes are presented in Exhibit 11 and 12. Table 10 summarizes the levels of service under cumulative traffic conditions.

Table 10
Cumulative Conditions Peak Hour Levels of Service

	Intersection	Traffic Control	Cumulative AM Peak LOS	Cumulative PM Peak LOS
1.	Oxnard Blvd. / Fifth St.	Signal	0.56/LOS A	0.80/LOS C
2.	Oxnard Blvd. / Sixth St.	Signal	0.38/LOS A	0.57/LOS A
3.	Oxnard Blvd. / Seventh St.	Signal	0.48/LOS A	0.75/LOS C
4.	Oxnard Blvd. / Ninth St. (U)	Two-way Stop-Control	16.7 sec/LOS C[1]	17.5 sec/LOS C[1]
5.	Oxnard Blvd. / Saviers / Wooley Rd.	Signal	0.82/LOS D	1.02/LOS F
6.	Saviers Rd. / Ash St. (U)	One-way Stop-Control	15.3 sec/LOS C[1]	14.9s/LOS B[1]
7.	Oxnard Blvd. / Date St.	Signal	0.59/LOS A	0.80/LOS C
8.	Oxnard Blvd. / Statham Blvd.	Signal	0.42/LOS A	0.58/LOS A
9.	Wooley Rd. / J St.	Signal	0.65/LOS B	0.76/LOS C
10.	Wooley Rd. / E St. (U)	Two-way Stop-Control	38.3/LOS E[1]	28.7 sec/LOS D[1]
11.	Wooley Rd. / C St.	Signal	0.59/LOS A	0.74/LOS C
12	Wooley Rd. / Commercial Ave.	Signal	0.37/LOS A	0.49/LOS A

[1] Indicates LOS of worst minor street leg.

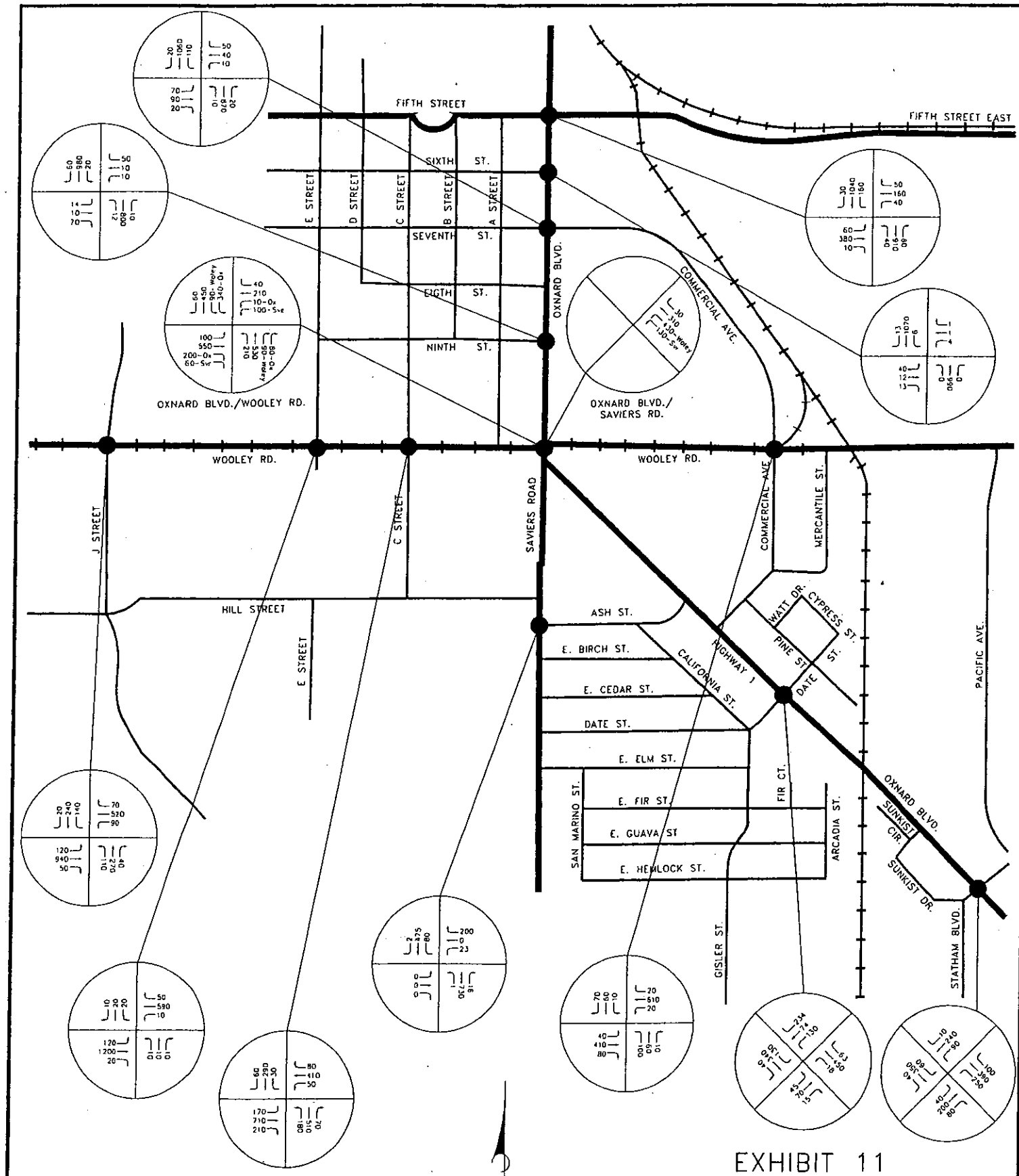

EXHIBIT 11
CUMULATIVE AM PEAK HOUR VOLUMES

CITY OF OXNARD
STATE OF CALIFORNIA

SCALE: = N.T.S. 04/25/07

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W.O. 16863.01 EX_INTERSECTIONS.DWG

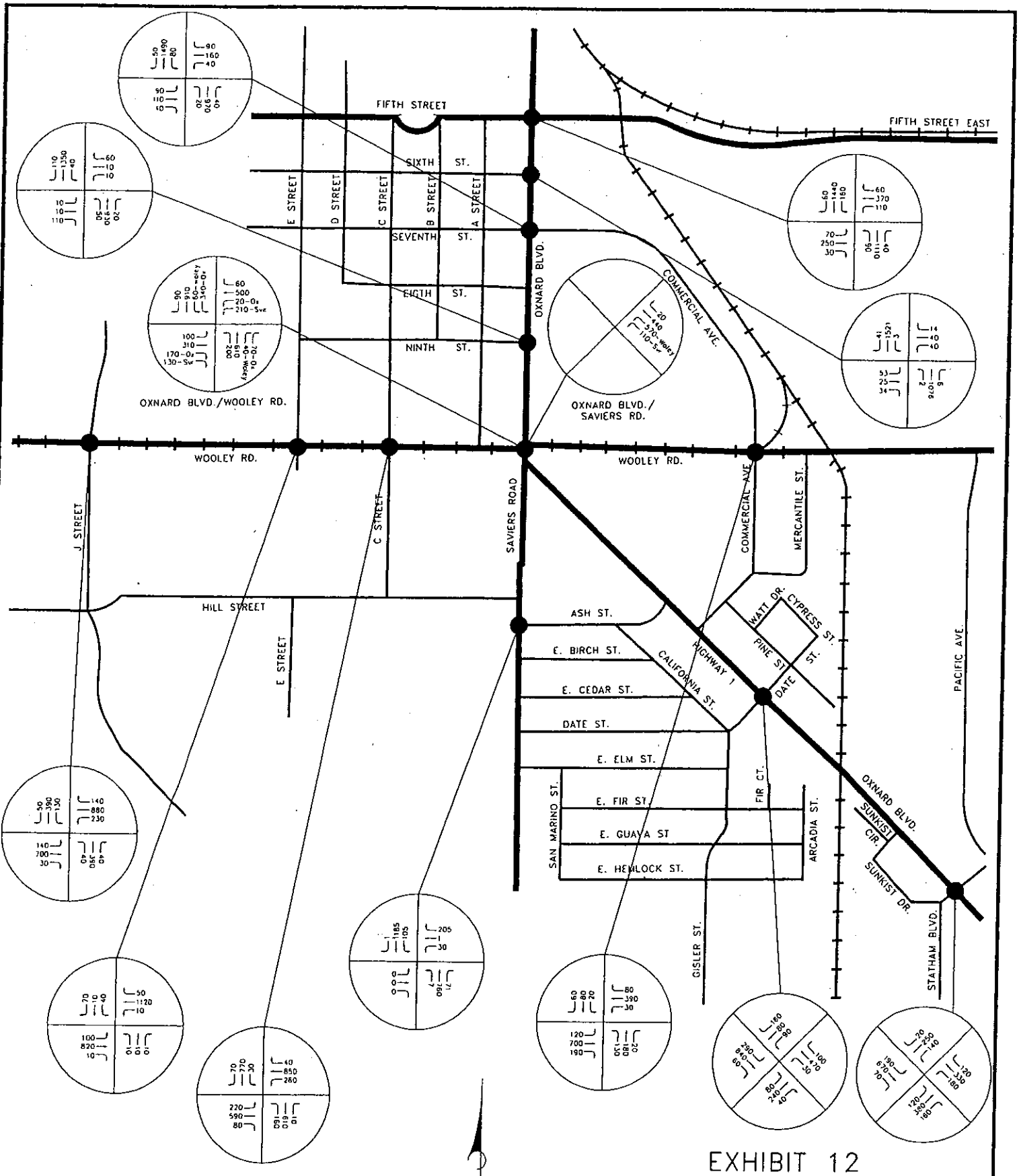

EXHIBIT 12
CUMULATIVE PM PEAK HOUR VOLUMES

CITY OF OXNARD
STATE OF CALIFORNIA

SCALE:= N.T.S. 04/25/07

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Table 10 shows that the Five Points intersection would operate at LOS D in the AM peak hour and LOS F in the PM peak hour, and the intersection of Wooley and E Street is projected to operate at LOS E and D in the AM and PM peak hours, respectively.

Cumulative Plus Project Analysis

The project traffic was added to the cumulative peak hour traffic volumes and intersection levels of service were recalculated assuming cumulative + project traffic conditions. The results of the LOS calculations are summarized in Tables 11 and 12. The cumulative plus project traffic volumes are illustrated in Exhibits 13 and 14.

Table 11
Cumulative Plus Project AM Peak Hour Intersection Level of Service

Intersection	Traffic Control	Cumulative AM Peak LOS	Cumulative + Project AM Peak LOS	V/C or sec. change	Impact
1. Oxnard Blvd. / Fifth St.	Signal	0.56/LOS A	0.56/LOS A	0.00	No
2. Oxnard Blvd. / Sixth St.	Signal	0.38/LOS A	0.38/LOS A	0.00	No
3. Oxnard Blvd. / Seventh St.	Signal	0.48/LOS A	0.48/LOS A	0.00	No
4. Oxnard Blvd. / Ninth St. (U)	Two-way Stop-Control	16.7 sec/LOS C[1]	17.0 sec/LOS B[1]	0.3 sec	No
5. Oxnard Blvd. / Saviers / Wooley Rd.	Signal	0.82/LOS D	0.83/LOS D	0.01	No
6. Saviers Rd. / Ash St. (U)	One-way Stop-Control	15.3 sec/LOS C[1]	15.4 sec/LOSB[1]	0.1 sec	No
7. Oxnard Blvd. / Date St.	Signal	0.59/LOS A	0.62/LOS B	0.03	No
8. Oxnard Blvd. / Statham Blvd.	Signal	0.42/LOS A	0.42/LOS A	0.00	No
9. Wooley Rd. / J St.	Signal	0.65/LOS B	0.65/LOS B	0.00	No
10. Wooley Rd. / E St. (U)	Two-way Stop-Control	38.3/LOS E[1]	39.6 sec/LOS E[1]	**1.3 sec**	**Yes**
11. Wooley Rd. / C St.	Signal	0.59/LOS A	0.60/LOS A	0.01	No
12. Wooley Rd. / Commercial Ave.	Signal	0.37/LOS A	0.37/LOS A	0.00	No

[1] Indicates LOS of worst minor street leg.

As shown above, the project would add V/C 0.01 to the Five Points intersection during the AM peak hour, which does not exceed the City's impact threshold. It is noted that the additions constitute an impact based on Caltrans' thresholds. However, the segment of State Route 1 within the study area will be relinquished to the City in the near future, and Caltrans' threshold would not apply under cumulative + project conditions. The project would increase delays at the minor leg at the Wooley Road / E Street intersection, thereby generation a cumulative impact at this location.

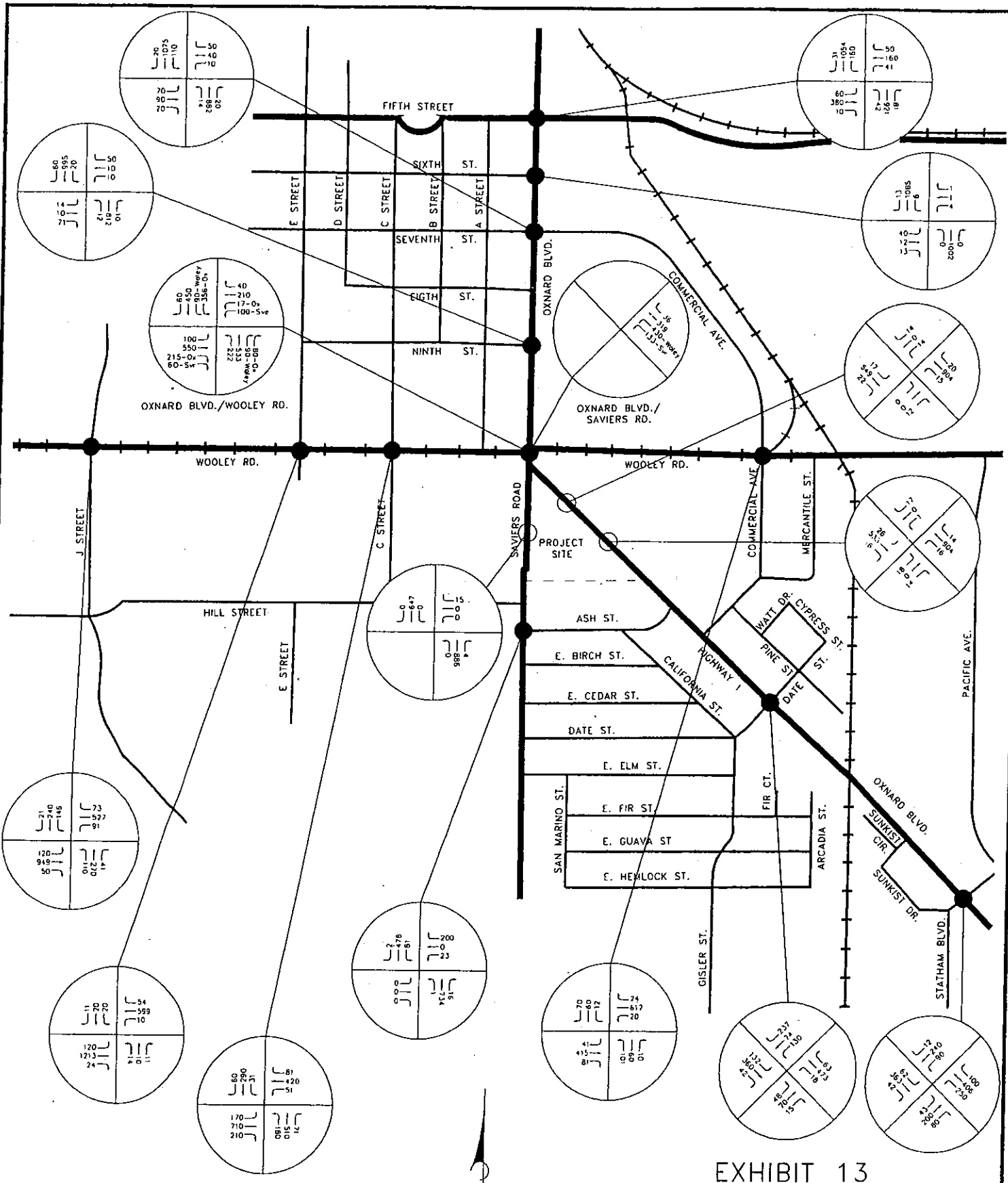

EXHIBIT 13
CUMULATIVE + PROJECT AM PEAK HOUR VOLUMES

CITY OF OXNARD
STATE OF CALIFORNIA

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W.O. 16863.01 EX_INTERSECTIONS.DWG

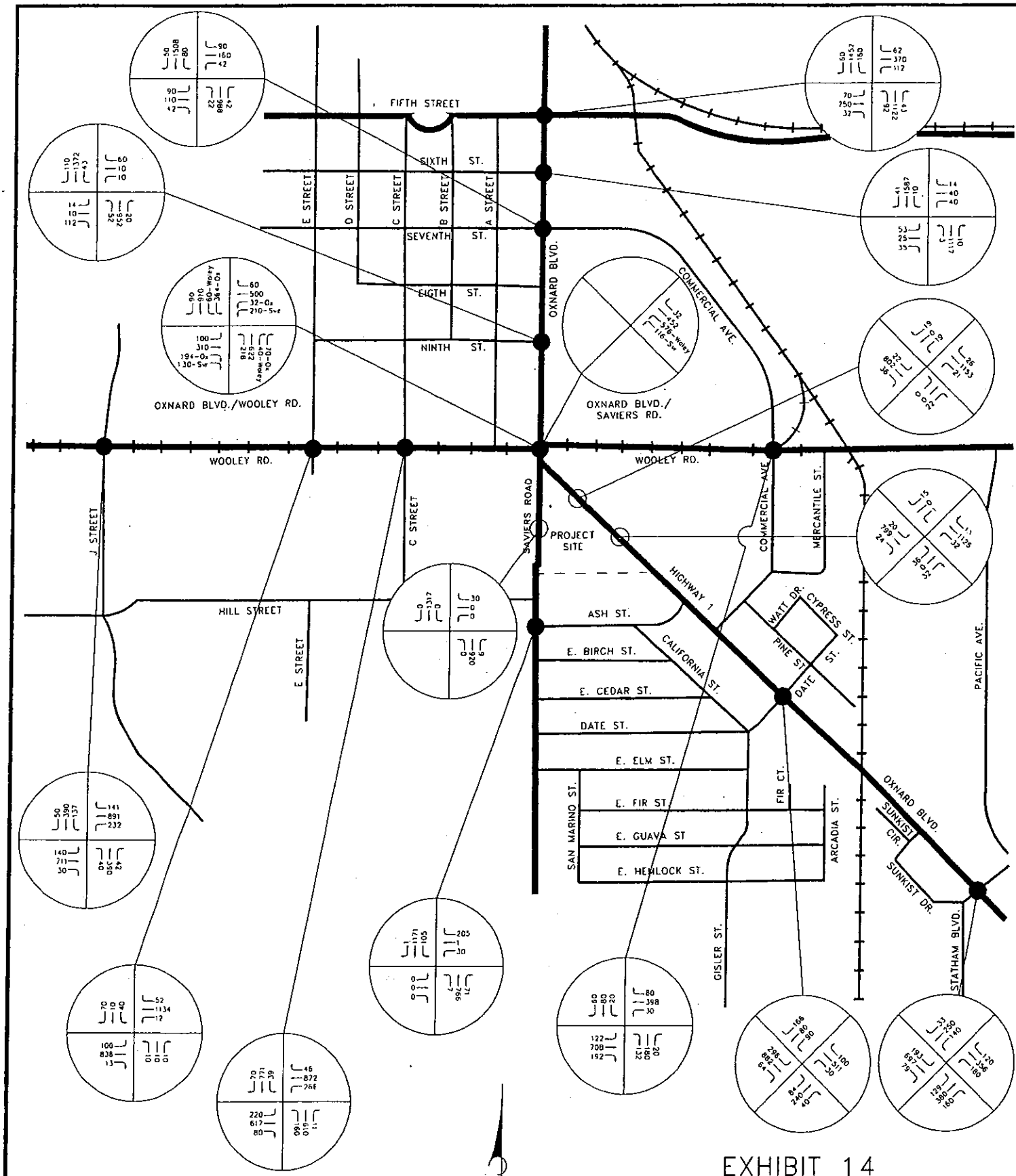

EXHIBIT 14
CUMULATIVE + PROJECT PM PEAK HOUR VOLUMES

CITY OF OXNARD
STATE OF CALIFORNIA

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Table 12
Cumulative Plus Project PM Peak Hour Intersection Level of Service

Intersection	Traffic Control	Cumulative PM Peak LOS	Cumulative + Project PM Peak LOS	V/C or sec. change	Impact
1. Oxnard Blvd. / Fifth St.	Signal	0.80/LOS C	0.80/LOS C	0.00	No
2. Oxnard Blvd. / Sixth St.	Signal	0.57/LOS A	0.58/LOS A	0.01	No
3. Oxnard Blvd. / Seventh St.	Signal	0.75/LOS C	0.76/LOS C	0.01	No
4. Oxnard Blvd. / Ninth St. (U)	Two-way Stop-Control	17.5 sec/LOS C[1]	18.0 sec/LOS B	0.5 sec	No
5. Oxnard Blvd. / Saviers / Wooley Rd.	Signal	1.02/LOS F	1.04/LOS F	0.015	No
6. Saviers Rd. / Ash St. (U)	One-way Stop-Control	14.9sec/LOS B[1]	15.0 sec/LOS B[1]	0.1 sec	No
7. Oxnard Blvd. / Date St.	Signal	0.80/LOS C	0.82/LOS D	0.017	No
8. Oxnard Blvd. / Statham Blvd.	Signal	0.58/LOS A	0.59/LOS A	0.01	No
9. Wooley Rd. / J St.	Signal	0.76/LOS C	0.77/LOS C	0.01	No
10. Wooley Rd. / E St. (U)	Two-way Stop-Control	28.7 sec/LOS D[1]	29.8 sec/LOS D[1]	**1.2 sec**	**Yes**
11. Wooley Rd. / C St.	Signal	0.74/LOS C	0.76/LOS C	0.02	No
12. Wooley Rd. / Commercial Ave.	Signal	0.49/LOS A	0.50/LOS A	0.01	No

[1] Indicates LOS of worst minor street leg.

As shown in the table, nine of the twelve studied intersections would continue to operate at LOS C or better with the project-added traffic during the PM peak hour. The project would increase delays at the minor leg at the Wooley Road / E Street intersection, thereby generation a cumulative impact at this location. The project would add V/C 0.015 to the Five Points intersection, which would not exceed the City's impact threshold. Similarly, the project would V/C 0.017 to the Oxnard Boulevard/Date Street intersection, which would not exceed the City's thresholds.

As mitigation for the cumulative impact at the Wooley Road/E Street intersection, the following cumulative intersection improvements are proposed:

Intersection	**Mitigation Measure**
10. Wooley Rd. / E St	Peak hour left turn restrictions

This improvement would reduce the delays experienced on the minor approach and mitigate the project's cumulative impact. Per City staff direction, the need for a traffic signal at this location will have to be evaluated based on the cumulative volumes and data collected for the intersection (see project-specific mitigation section for signal warrant discussion).

It is noted that project frontage improvements include the widening of Saviers Road to facilitate a third northbound lane along the project's frontage. This is consistent with the City's Year 2020 Circulation Element improvement to upgrade Saviers Road to Primary Arterial standards (six lanes). The *2020 Circulation Plan* (Figure VI-5, contained in the Appendix) indicates that Oxnard Boulevard north of the Five Points intersection would remain four lanes (Secondary Arterial). This indicates that the additional lane on Saviers Road would be utilized to increase left-turn or right-turn capacity. The south leg of Oxnard Boulevard is to be realigned and connect as a Secondary Arterial to Wooley Road east of the Five Points intersection. This configuration would remove the northbound traffic on Oxnard Boulevard from the Five Points intersection, change traffic patterns and likely improve the intersection level of service.

4. FRONTAGE IMPROVEMENTS AND ACCESS MANAGEMENT

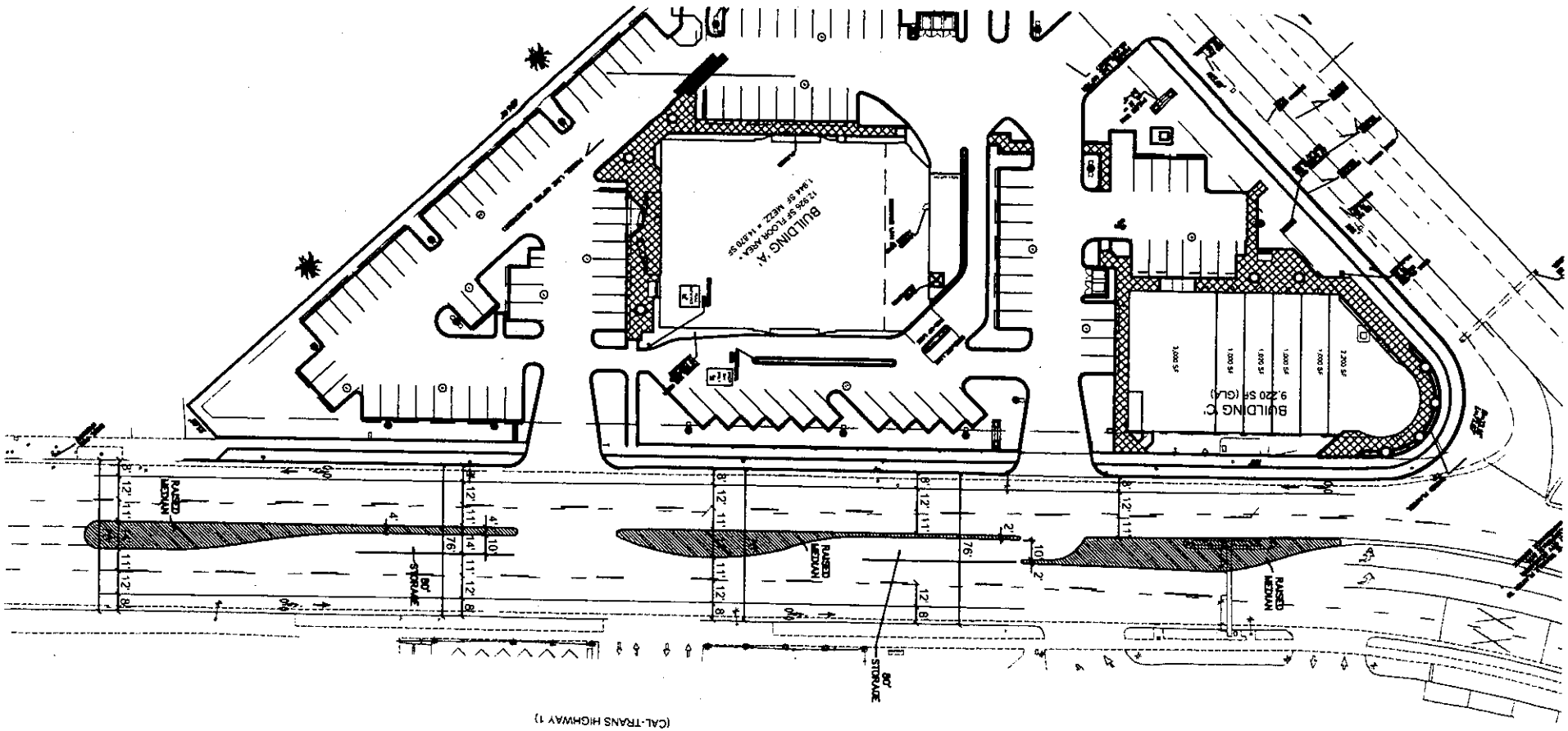
Frontage Improvements

The City has indicated that the project would be required to construct a raised median on Oxnard Boulevard adjacent to the site after Caltrans relinquishes the roadway to the City. A conceptual median plan is illustrated in Exhibit 15. Consistent with the Circulation Element, the project will widen Saviers Road to provide a third northbound through lane. A conceptual striping plan for Saviers Road is shown in Exhibit 16.

Access

Access to the site will be provided via two driveways on Oxnard Boulevard and one right-turn only driveway on Saviers Road. The driveways on Oxnard Boulevard will be located approximately 280-feet and 480-feet south of the Five Points intersection. Both driveways will be full access under project-specific conditions. Oxnard Boulevard contains a median two-way left-turn lane adjacent to the site, which allows for two-stage crossing of Oxnard Boulevard, thereby reducing delays at the project driveways. Under future conditions the most northern driveway will be restricted to right turns and left-turn in only; the most southern driveway will remain full access.

The project driveways on Oxnard Boulevard were analyzed to determine if the project traffic would be able to get in and out of the site during peak hours without excessive delay. The analysis showed that the project driveways would operate at LOS C or better under project-specific and cumulative traffic conditions. Level of service worksheets are included in the Appendix.



SCALE 1"=50'

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EXHIBIT 15

OXNARD BOULEVARD
CONCEPTUAL
MEDIAN PLAN

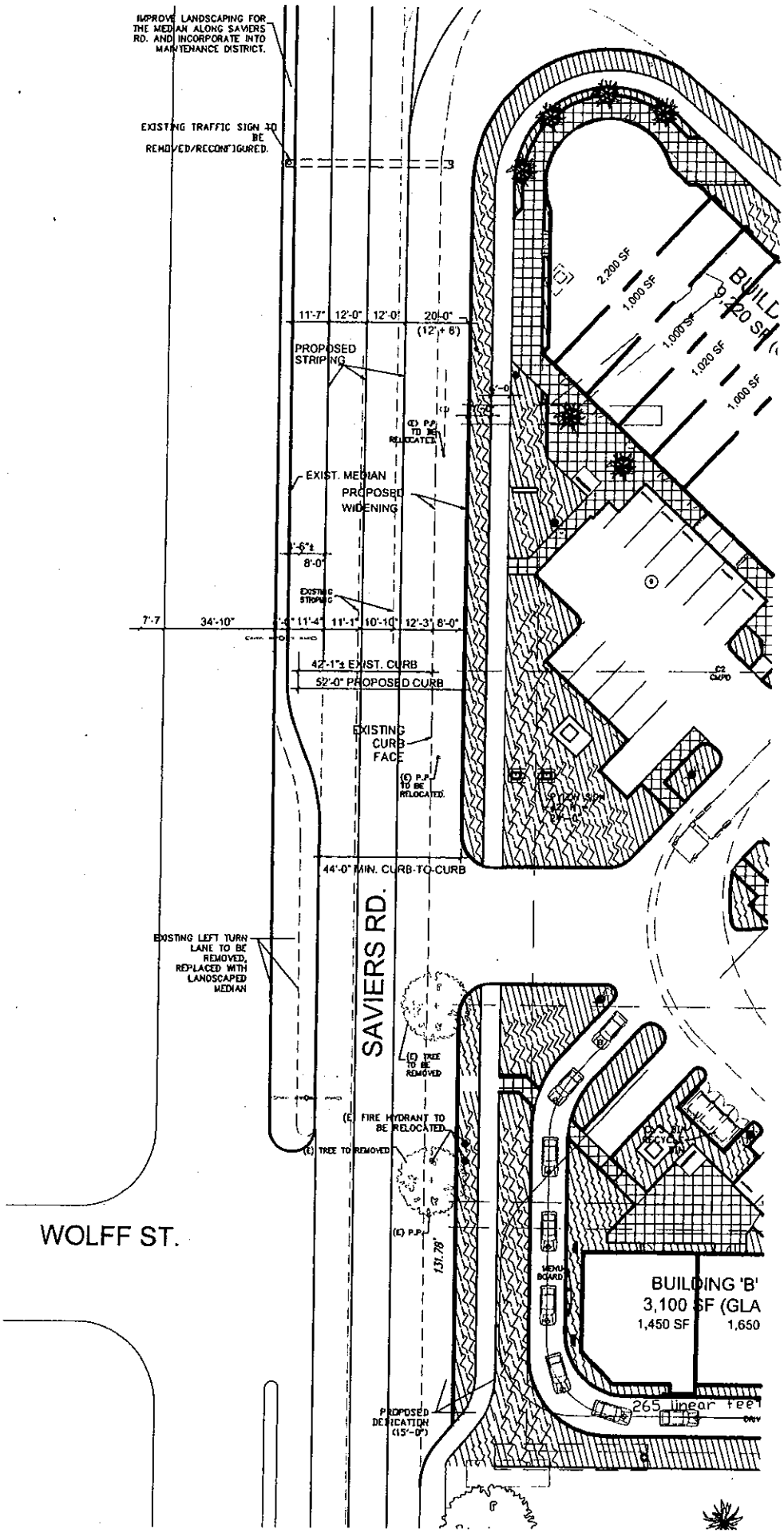

EXHIBIT 16

SAVIERS ROAD
CONCEPTUAL
STRIPING PLAN

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· Construction Management ·
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The driveway on the Saviers Road frontage is proposed to be located approximately 480-feet south of the Five Points intersection. This driveway is restricted to right-turn movements only due to the raised median on Saviers Road.

Circulation

The project's vehicular circulation has been designed to accommodate delivery trucks, emergency vehicle access and trash pick-up. The parking lot and driveway were evaluated using Auto Turn software to verify that design vehicles could maneuver into and within the parking lot. This study found that the site as designed will accommodate all vehicles anticipated to visit the site. All the proposed driveways and building frontages have been designed to maintain sight lines that meet minimum stopping sight distance requirements.

Two drive-thrus (Bldgs. A and B) are proposed on the site. As shown in Exhibit 17, the Bldg. A drive thru provides storage for approximately six vehicles and the Bldg. B drive thru provides storage for approximately eight vehicles. The City's typically requires storage for up to eight vehicles for drive thrus. However, this requirement is based on a more heavily used fast food type drive thru. The Bldg. A drive thru is for a drug store use and its length is set based on experience with the operation of other similar stores. The site plan shows a drop-off space adjacent to the drive-thru lane. Representatives for CVS (drug store) have indicated that customers merely drop off their prescriptions, and that no queuing is expected to occur at the drop off space. Sufficient clearance should be provided between the drop off spec and the drive aisle to avoid conflicts. Additionally, clear signage should be provided at the entrance of the drive-thru lane to ensure that vehicles use the drive-thru lane for pick-up purposes.

Pedestrian Access

Currently, no protected pedestrian crossing exists adjacent to the project site. City staff has commented they have observed pedestrians attempting to cross the high-volume, wide streets in order to access this site. City staff anticipates that with the proposed project and a more densely-populated surrounding residential area, that there will be an even higher pedestrian demand to and from this site in the future.

In an attempt to address this anticipated demand, the City has required the project to install pedestrian phasing and a marked crosswalk across the southern (Saviers) leg of the Five Points intersection. The crosswalk will extend from the curb ramps on the southwest corner of Wooley and Saviers to the triangular-shaped island near the southeast corner of Saviers and Oxnard Blvd. Exhibit 18 depicts how the crosswalk could be configured. As shown, the distance from Wooley Road to the triangular island is more than 130 feet. The significant amount of time required to allow a pedestrian to make this crossing (more than 26 seconds assuming a walking speed of 4 feet per second) would exceed the current green time for eastbound Wooley Avenue. Depending on the number of pedestrians using this crossing during peak hours, the addition of this pedestrian phase may adversely impact the intersection's operations, as more delays would be experienced on all approaches by adding the pedestrian phase. It is noted that the crosswalk would only serve the proposed development and would not provide for protected crossing to the east side of Oxnard Boulevard.

The project proposes to provide a crosswalk on Saviers Road north of Wolff Street as an alternative to the crossing at the five points intersection. The proposed location is illustrated in Exhibit 19. This crosswalk would serve a significant portion of pedestrians from the residential areas west of Saviers Road and potentially reduce pedestrian crossing demand at the Wooley Road/Saviers Road intersection. The crosswalk can be integrated into the proposed raise median so refuge can be provided between opposing traffic streams.

City traffic engineering staff have indicated that, while favoring the crossing at Wolff Street, unprotected crossing on primary arterials is not desirable. Any unprotected crosswalk may have to include an embedded pavement flashing light system (lighted crosswalk). The City would prefer installation of a traffic signal at the Saviers Road/Hill Street intersection (approximately 600 feet south of Wolff Street). The need for a signal is projected under future conditions due to the ultimate relocation of the south leg of Oxnard Boulevard easterly of its current location, as shown in the *2020 Circulation Plan*, which would divert traffic to Saviers Road. Timing of signals at both Five Points and Hill Street would provide for gaps in traffic flow and increase crossing opportunity and safety. The applicant would contribute its proportionate share of the projected future traffic increase to the installation of a traffic signal at Saviers Road/Hill Street.

Pedestrian access from the east and south is proposed via the existing crosswalks provided at the Oxnard Boulevard/Ash Street intersection located south of the project site. Exhibit 20 shows the location of the crosswalks.

■ ■ ■

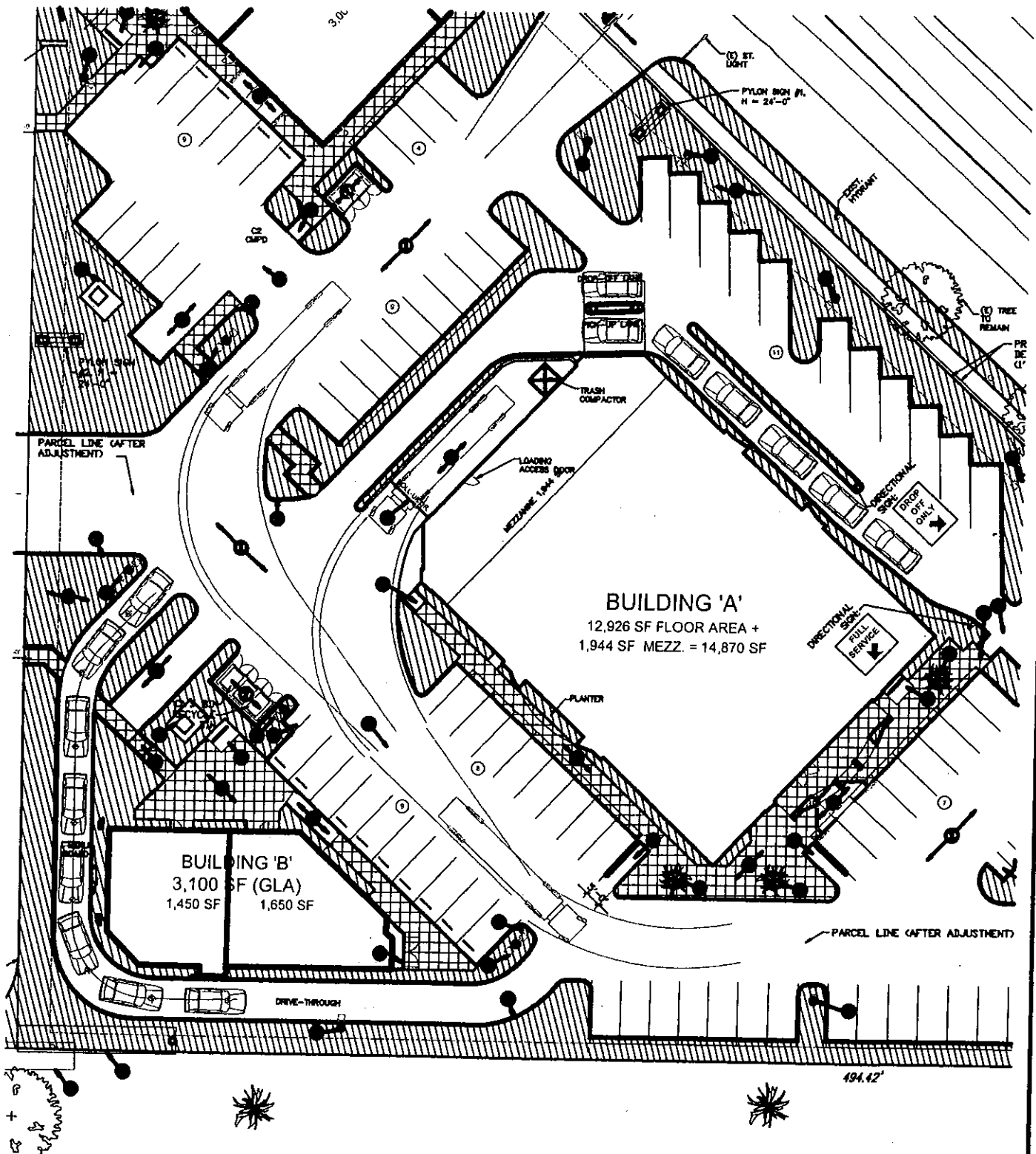

EXHIBIT 17
DRIVE THROUGH LANES CONCEPT

CITY OF OXNARD
STATE OF CALIFORNIA

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W.O. 16863.01 DRIVE-THROUGH LANE

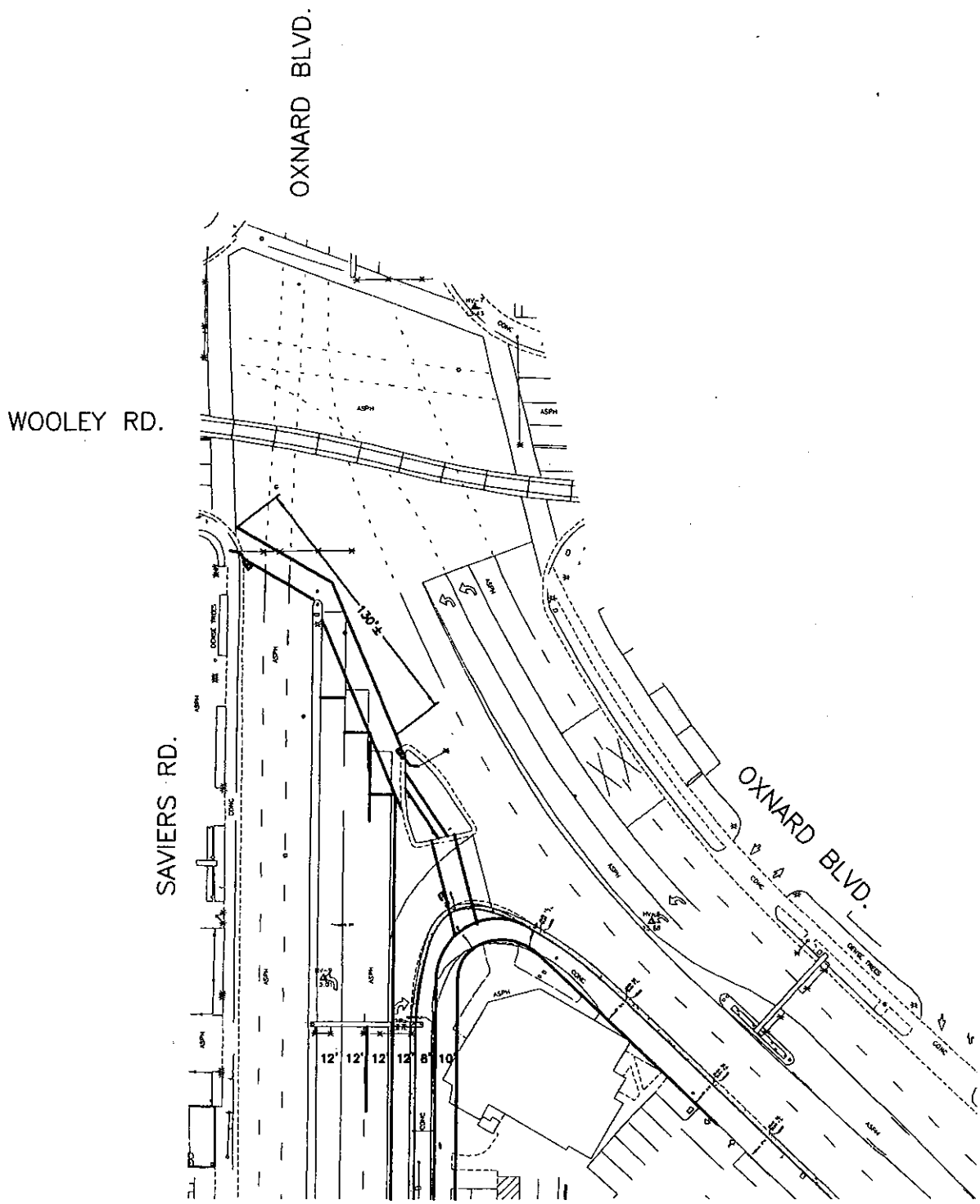

EXHIBIT 18
WOOLEY RD/SAVIERS RD
PEDESTRIAN CROSSWALK

CITY OF OXNARD
STATE OF CALIFORNIA

SCALE:= N.T.S. 12/18/06

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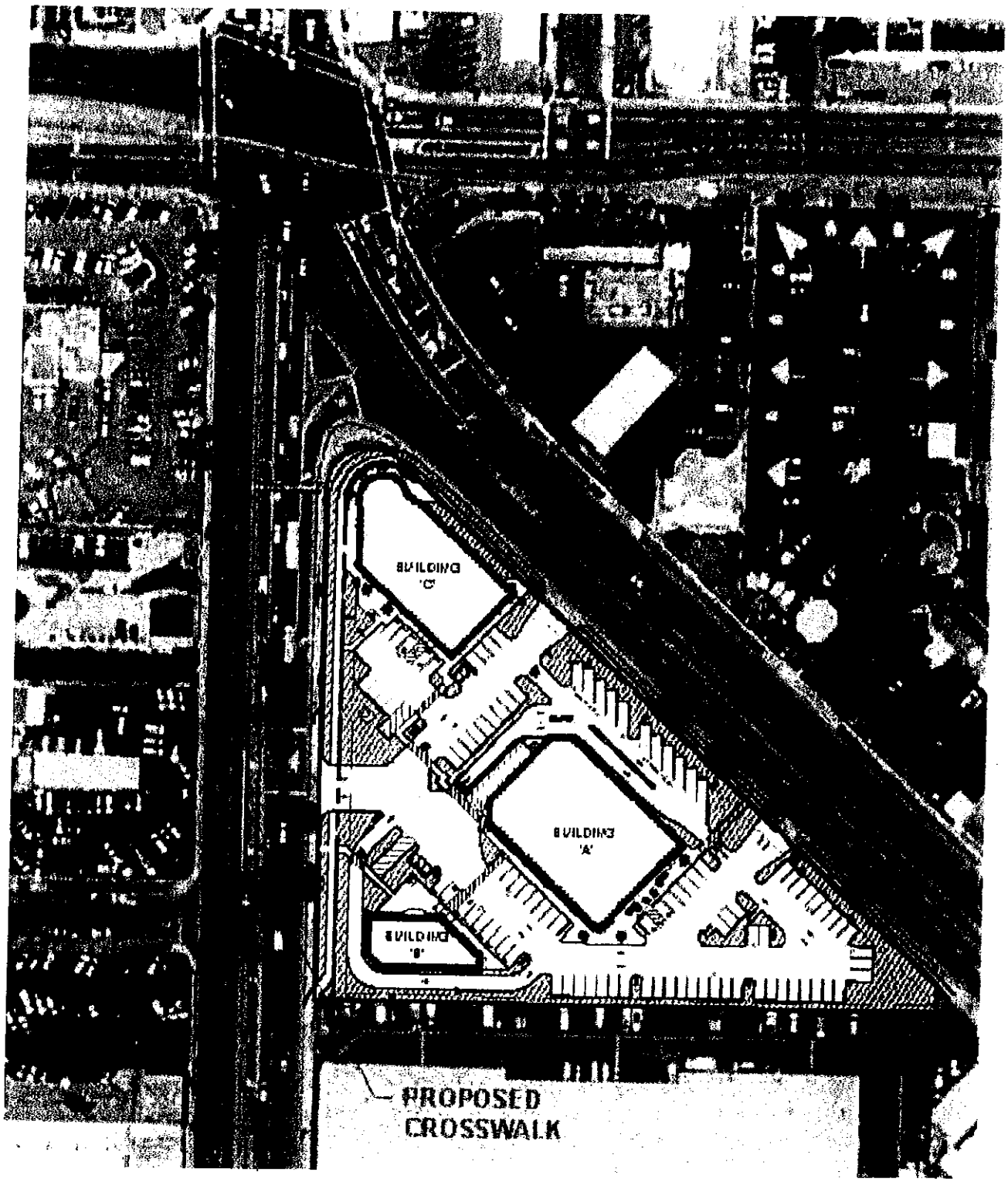

EXHIBIT 19
SAVIERS RD/WOLFF ST
PEDESTRIAN CROSSWALK

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STATE OF CALIFORNIA
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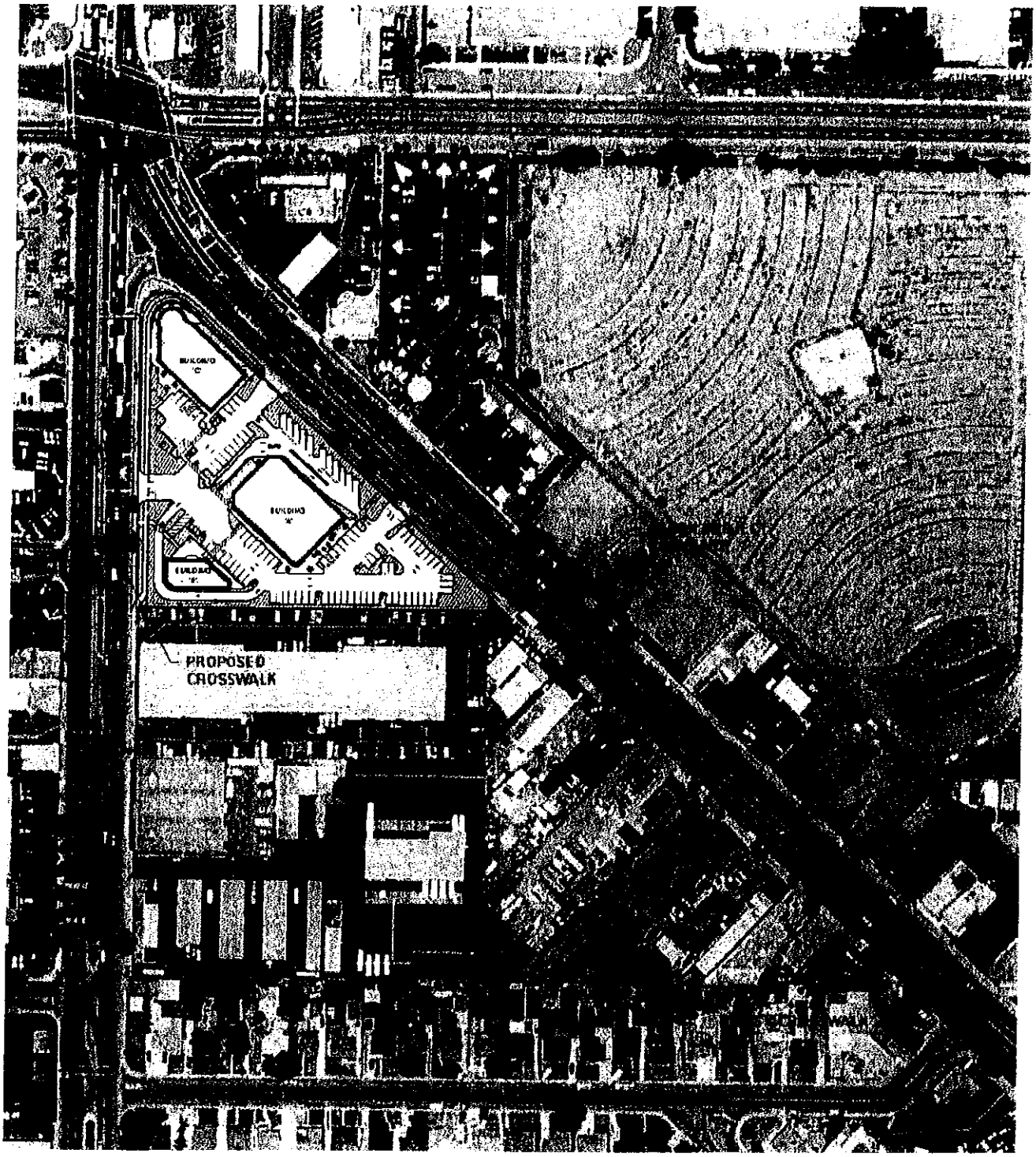

EXHIBIT 20
OXNARD BLVD/ASH ST
PEDESTRIAN PLAN

CITY OF OXNARD
STATE OF CALIFORNIA

SCALE:= N.T.S. 05/01/07

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TECHNICAL APPENDICIES

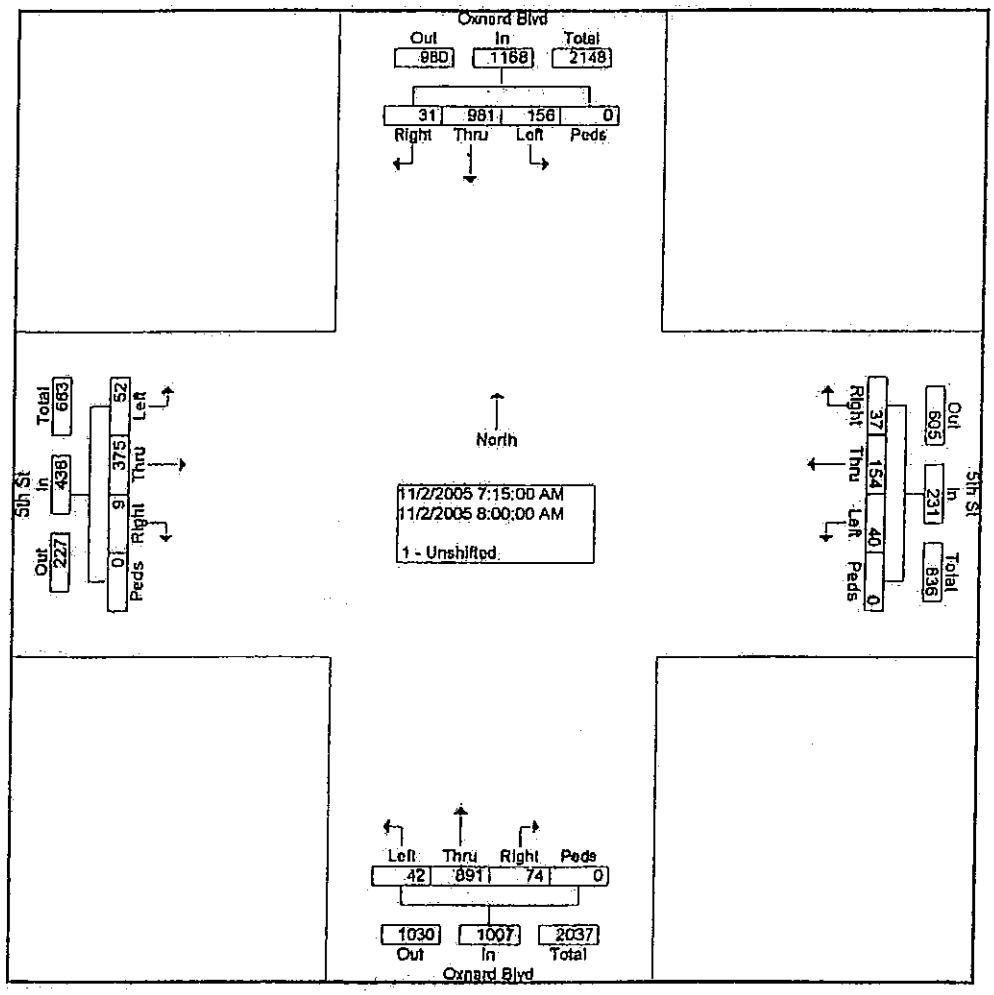
APPENDIX 1

Existing (2005) Intersection Turning Movement Counts

City Traffic Counters
(626) 256-4171

File Name : ox5th
Site Code : 00000000
Start Date : 11/2/2005
Page No : 2

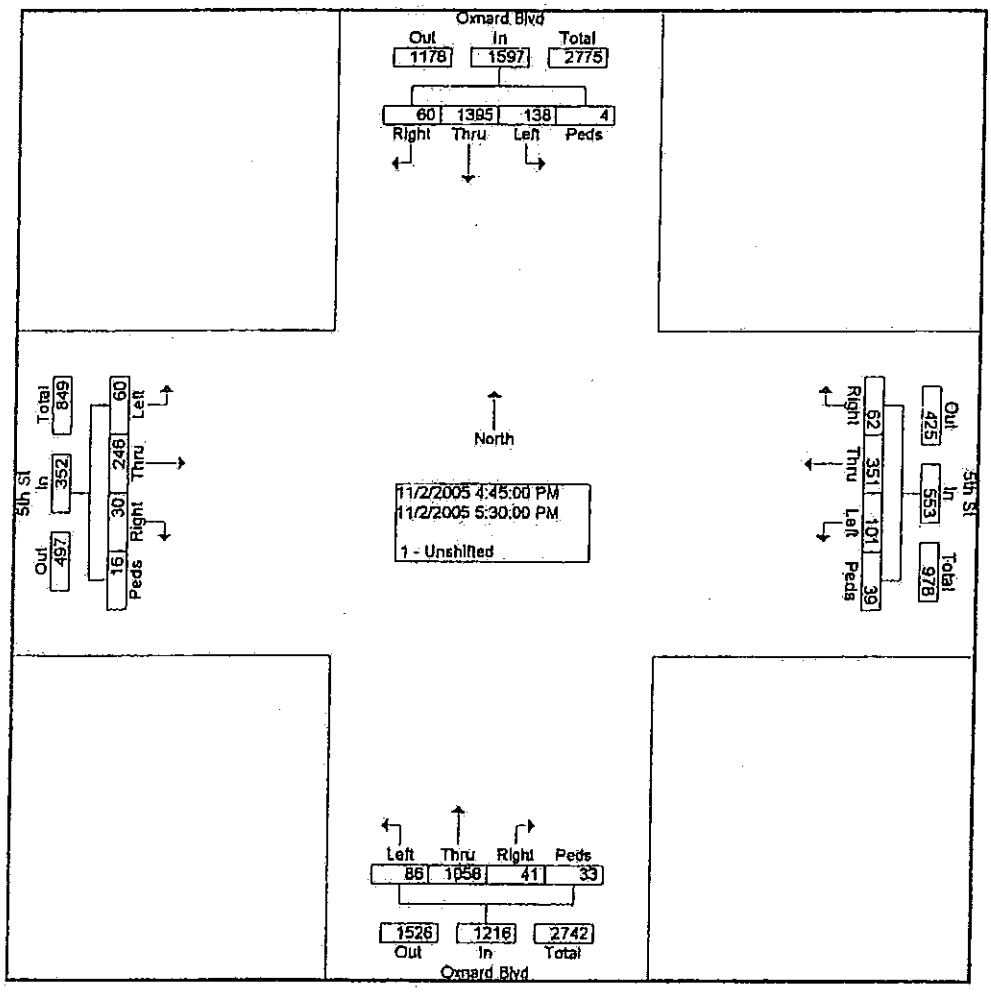
	Oxnard Blvd Southbound					5th St Westbound					Oxnard Blvd Northbound					5th St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	156	981	31	0	1168	40	154	37	0	231	42	891	74	0	1007	52	375	9	0	436	2842
Percent	13.4	84.0	2.7	0.0		17.3	66.7	16.0	0.0		4.2	88.5	7.3	0.0		11.9	86.0	2.1	0.0		
07:45 Volume	56	273	13	0	342	7	39	9	0	55	11	254	18	0	283	20	108	2	0	130	810
Peak Factor																					0.877
High Int.	07:45 AM					08:00 AM					07:45 AM					07:45 AM					
Volume	56	273	13	0	342	13	43	14	0	70	11	254	18	0	283	20	108	2	0	130	
Peak Factor					0.854					0.825					0.890					0.838	



City Traffic Counters
(626) 256-4171

File Name : ox5th
Site Code : 00000000
Start Date : 11/2/2005
Page No : 3

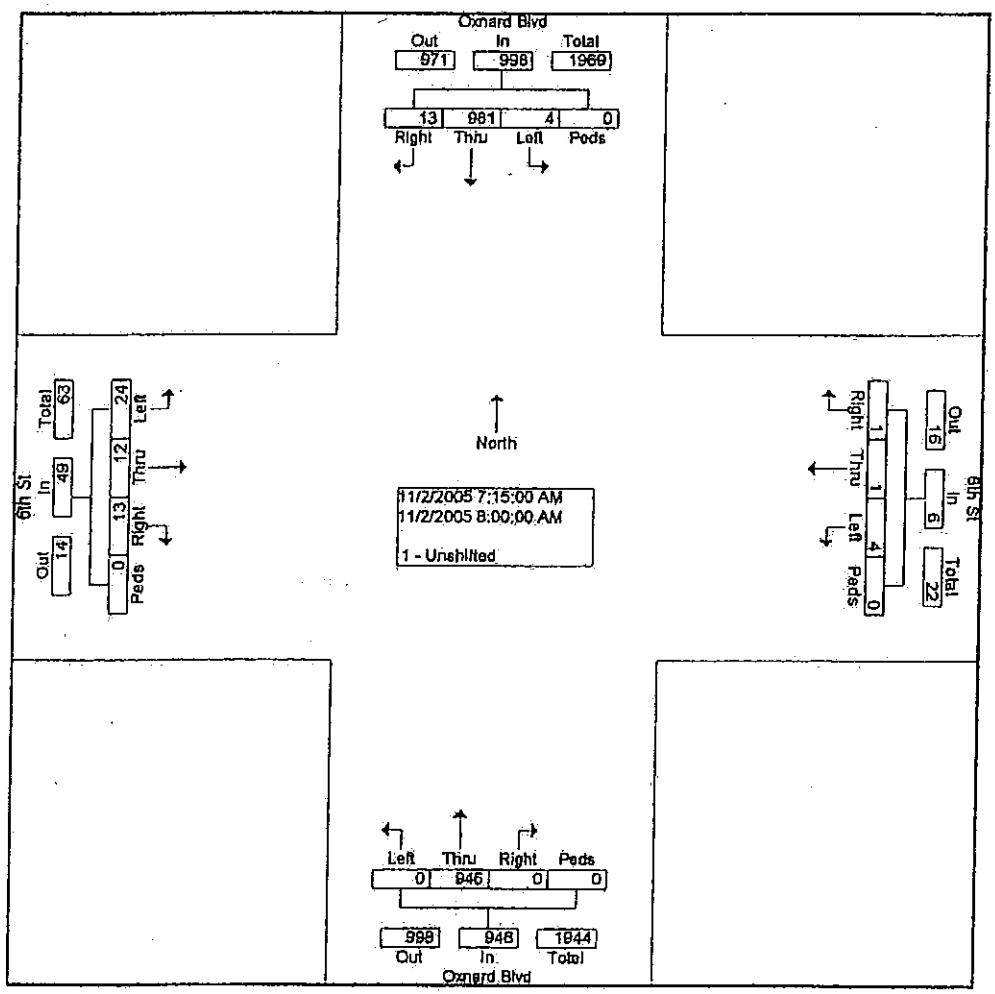
	Oxnard Blvd Southbound					5th St Westbound					Oxnard Blvd Northbound					5th St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	138	1395	60	4	1597	101	351	62	39	553	86	1056	41	33	1216	60	248	30	16	352	3718
Percent	8.6	87.4	3.8	0.3		18.3	63.5	11.2	7.1		7.1	86.8	3.4	2.7		17.0	69.9	8.5	4.5		
05:00 Volume	38	364	16	3	421	27	94	21	11	153	22	271	4	12	309	15	63	7	2	87	970
Peak Factor																					0.958
High Int.	05:00 PM					05:00 PM					05:00 PM					05:15 PM					
Volume	38	364	16	3	421	27	94	21	11	153	22	271	4	12	309	16	67	7	7	97	
Peak Factor					0.948					0.904					0.984					0.907	



City Traffic Counters
(626) 256-4171

File Name : oxn6th
Site Code : 00000000
Start Date : 11/2/2005
Page No : 2

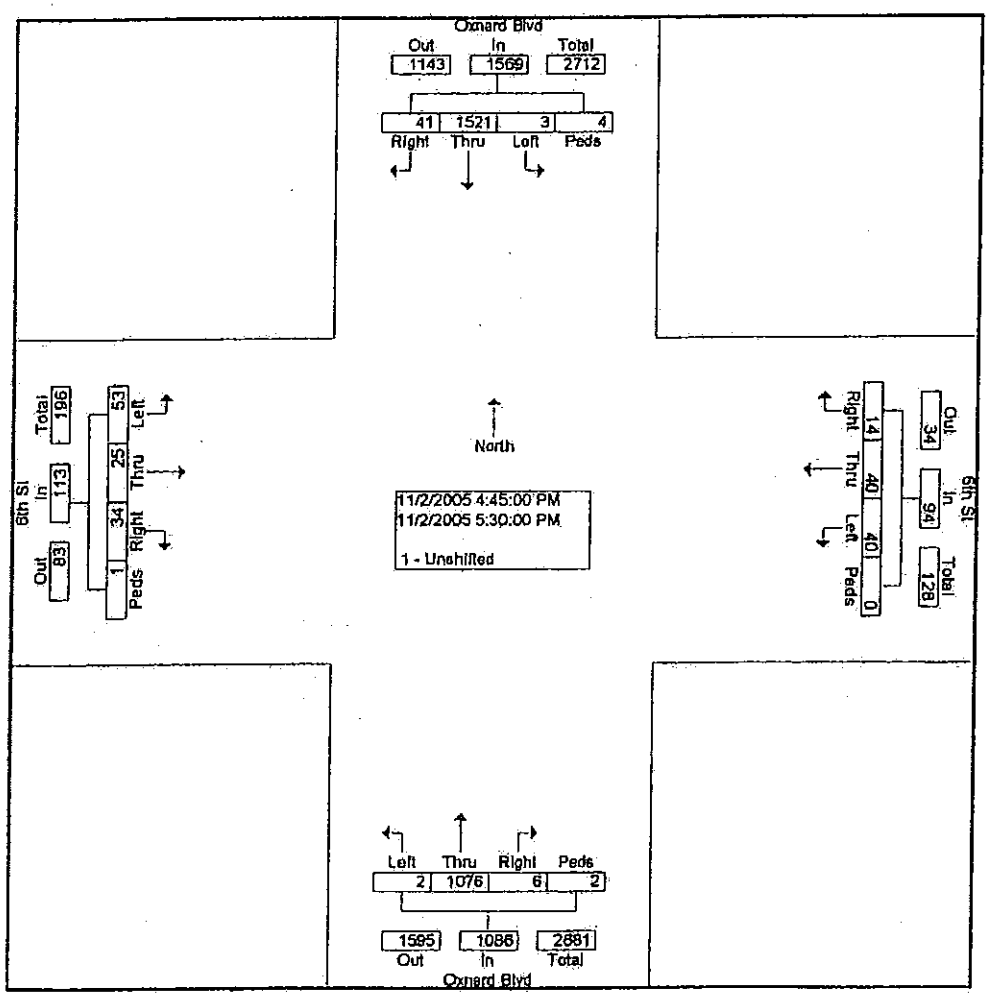
	Oxnard Blvd Southbound					6th St Westbound					Oxnard Blvd Northbound					6th St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	4	981	13	0	998	4	1	1	0	6	0	946	0	0	946	24	12	13	0	49	1999
Percent	0.4	98.3	1.3	0.0		66.7	16.7	16.7	0.0		0.0	100.0	0.0	0.0		49.0	24.5	26.5	0.0		
07:45 Volume	2	293	3	0	298	0	0	0	0	0	0	258	0	0	258	10	2	4	0	16	572
Peak Factor																					0.874
High Int.	07:45 AM					07:30 AM					08:00 AM					08:00 AM					
Volume	2	293	3	0	298	2	1	0	0	3	0	260	0	0	260	10	3	4	0	17	
Peak Factor					0.837					0.500					0.910					0.721	



City Traffic Counters
(626) 256-4171

File Name : oxn6th
Site Code : 00000000
Start Date : 11/2/2005

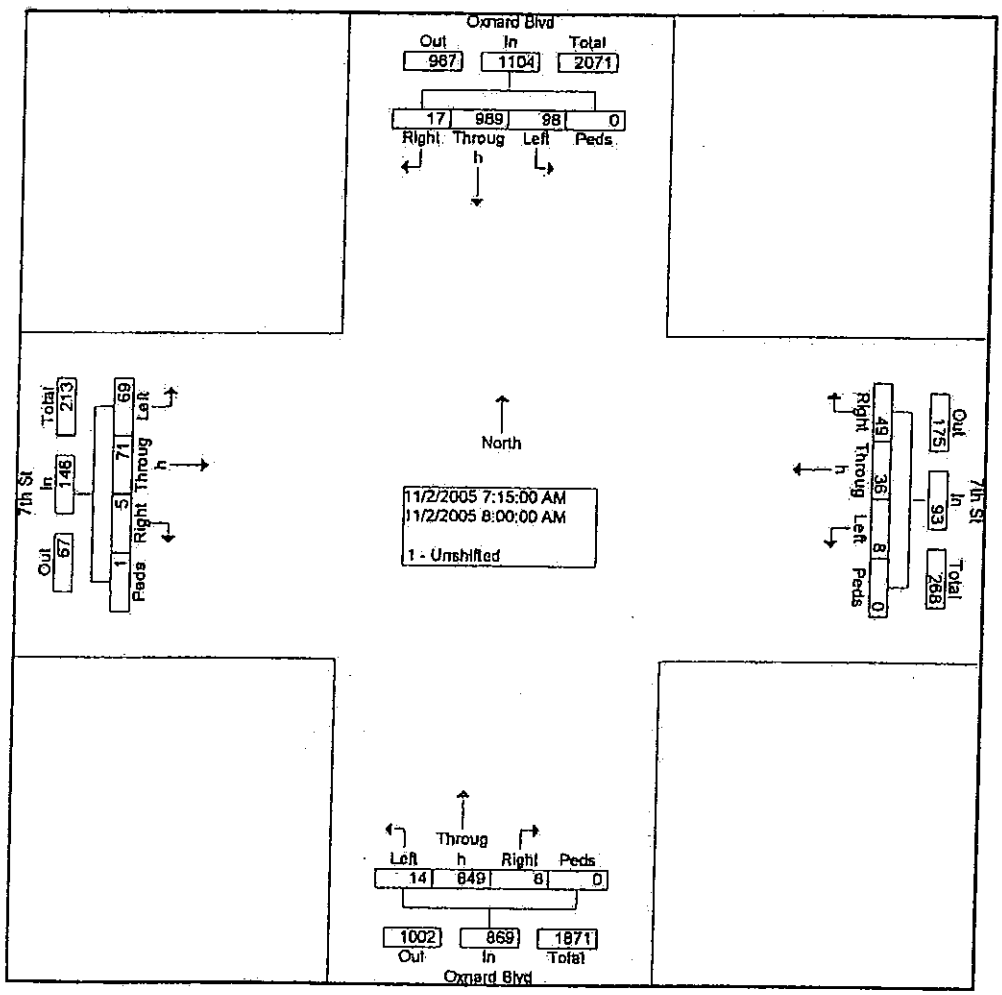
	Oxnard Blvd Southbound					6th St Westbound					Oxnard Blvd Northbound					6th St Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	3	1521	41	4	1569	40	40	14	0	94	2	1076	6	2	1086	53	25	34	1	113	2862
Percent	0.2	96.9	2.6	0.3		42.6	42.6	14.9	0.0		0.2	99.1	0.6	0.2		46.9	22.1	30.1	0.9		
05:30 Volume	0	395	9	0	404	8	8	1	0	17	2	287	0	0	289	14	4	9	0	27	737
Peak Factor																					0.971
High Int.	05:30 PM					04:45 PM					05:30 PM					05:15 PM					
Volume	0	395	9	0	404	20	13	2	0	35	2	287	0	0	289	14	8	8	1	31	
Peak Factor					0.971					0.671					0.939					0.911	



City Traffic Counters
(626) 256-4171

File Name : Oxnard7th
Site Code : 00000000
Start Date : 11/2/2005
Page No : 2

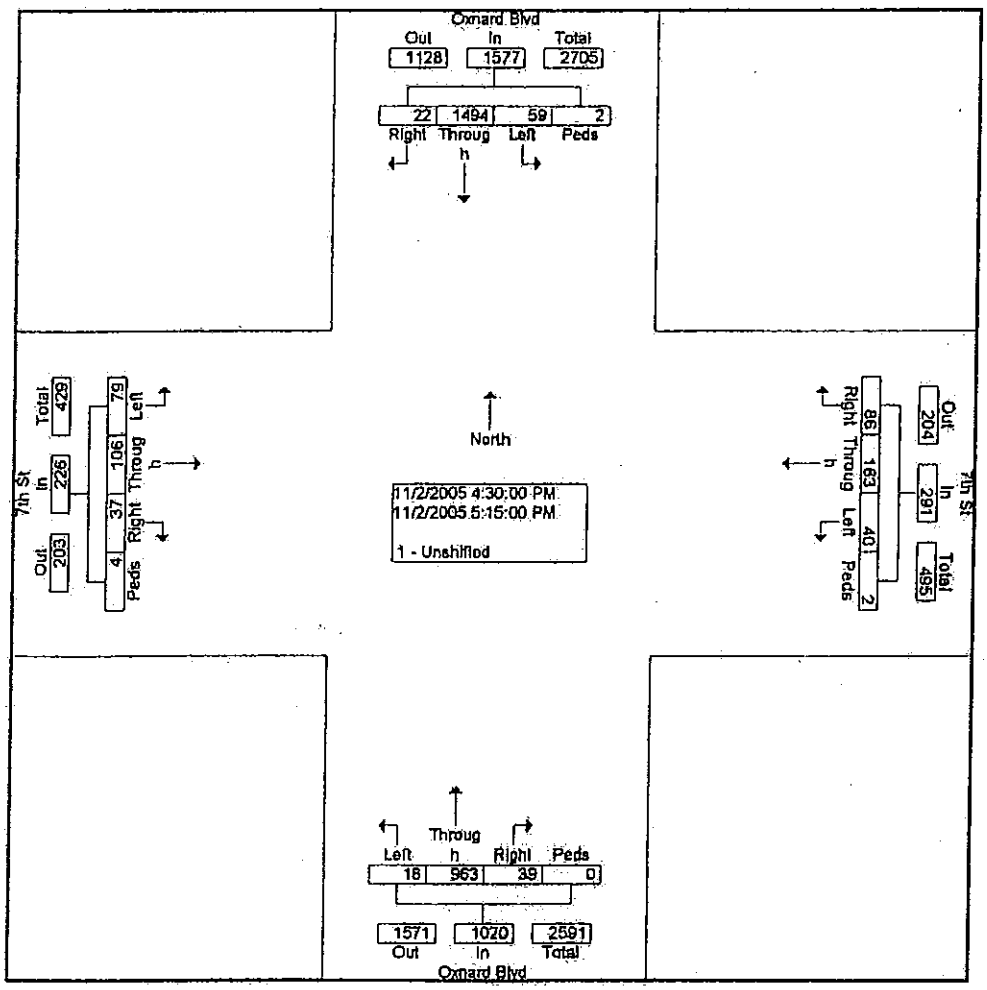
	Oxnard Blvd Southbound					7th St Westbound					Oxnard Blvd Northbound					7th St Eastbound					
Start Time	Left	Thr ough	Rig ht	Ped s	App. Total	Left	Thr ough	Rig ht	Ped s	App. Total	Left	Thr ough	Rig ht	Ped s	App. Total	Left	Thr ough	Rig ht	Ped s	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	98	989	17	0	1104	8	36	49	0	93	14	849	6	0	869	69	71	5	1	146	2212
Percent	8.9	89.6	1.5	0.0		8.6	38.7	52.7	0.0		1.6	97.7	0.7	0.0		47.3	48.6	3.4	0.7		
07:45 Volume	35	288	2	0	325	1	14	15	0	30	4	219	0	0	223	17	25	1	0	43	621
Peak Factor																					0.890
High Int.	07:45 AM					07:45 AM					08:00 AM					08:00 AM					
Volume	35	288	2	0	325	1	14	15	0	30	5	244	0	0	249	19	26	1	0	46	
Peak Factor					0.849					0.775					0.872					0.793	



City Traffic Counters
(626) 256-4171

File Name : Oxnard7th
Site Code : 00000000
Start Date : 11/2/2005
Page No : 3

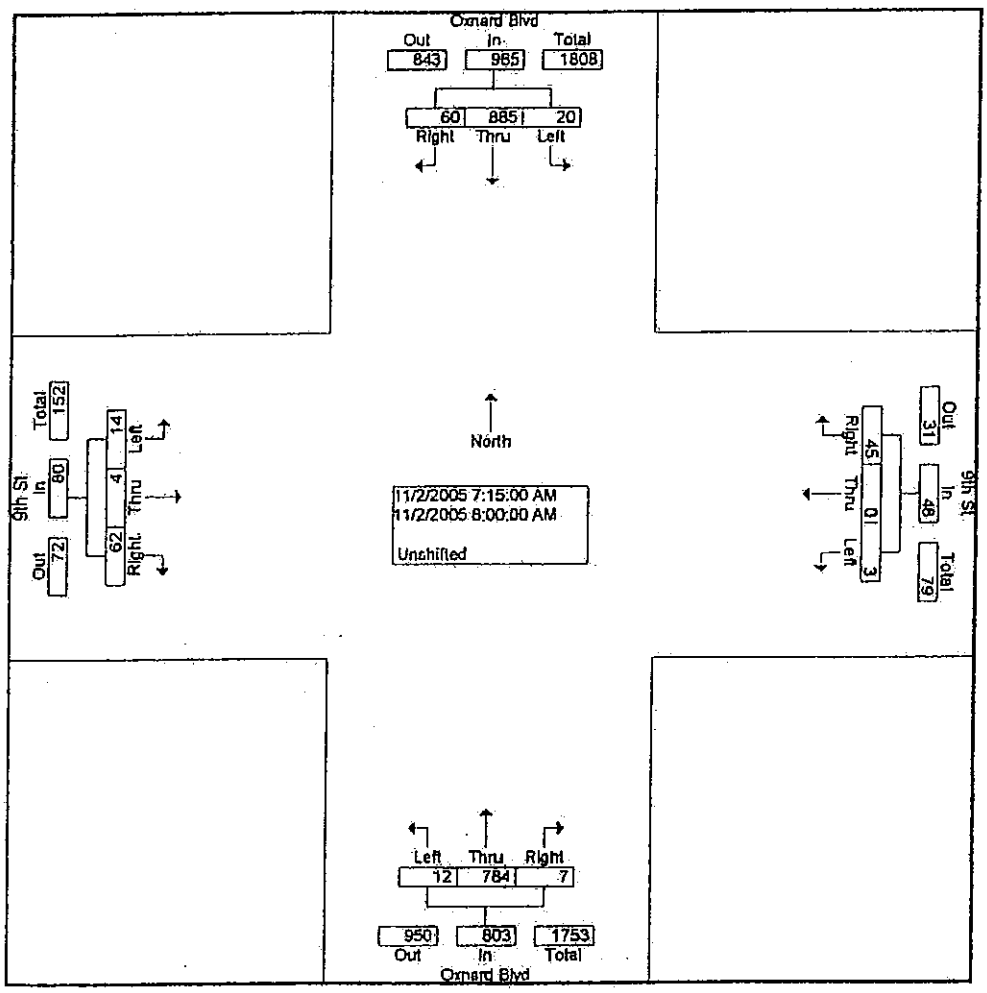
	Oxnard Blvd Southbound					7th St Westbound					Oxnard Blvd Northbound					7th St Eastbound					
Start Time	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	59	1494	22	2	1577	40	163	86	2	291	18	963	39	0	1020	79	106	37	4	226	3114
Percent	3.7	94.7	1.4	0.1		13.7	56.0	29.6	0.7		1.8	94.4	3.8	0.0		35.0	46.9	16.4	1.8		
04:30 Volume	11	378	10	2	401	12	35	34	1	82	4	270	8	0	282	32	25	14	0	71	836
Peak Factor																					0.931
High Int.	05:15 PM					04:30 PM					04:30 PM					04:30 PM					
Volume	27	378	2	0	407	12	35	34	1	82	4	270	8	0	282	32	25	14	0	71	
Peak Factor					0.969					0.887					0.904					0.796	



City Traffic Counters
(626) 256-4171

File Name : ox9th
Site Code : 00000000
Start Date : 11/2/2005
Page No : 2

	Oxnard Blvd Southbound				9th St Westbound				Oxnard Blvd Northbound				9th St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection 07:15 AM																	
Volume	20	885	60	965	3	0	45	48	12	784	7	803	14	4	62	80	1896
Percent	2.1	91.7	6.2		6.3	0.0	93.8		1.5	97.6	0.9		17.5	5.0	77.5		
07:30 Volume	8	273	9	290	1	0	11	12	2	194	2	198	8	0	13	21	521
Peak Factor																	0.910
High Int.	07:30 AM				07:15 AM				07:45 AM				07:45 AM				
Volume	8	273	9	290	0	0	14	14	3	203	2	208	1	2	20	23	
Peak Factor				0.832				0.857				0.965				0.870	



City Traffic Counters
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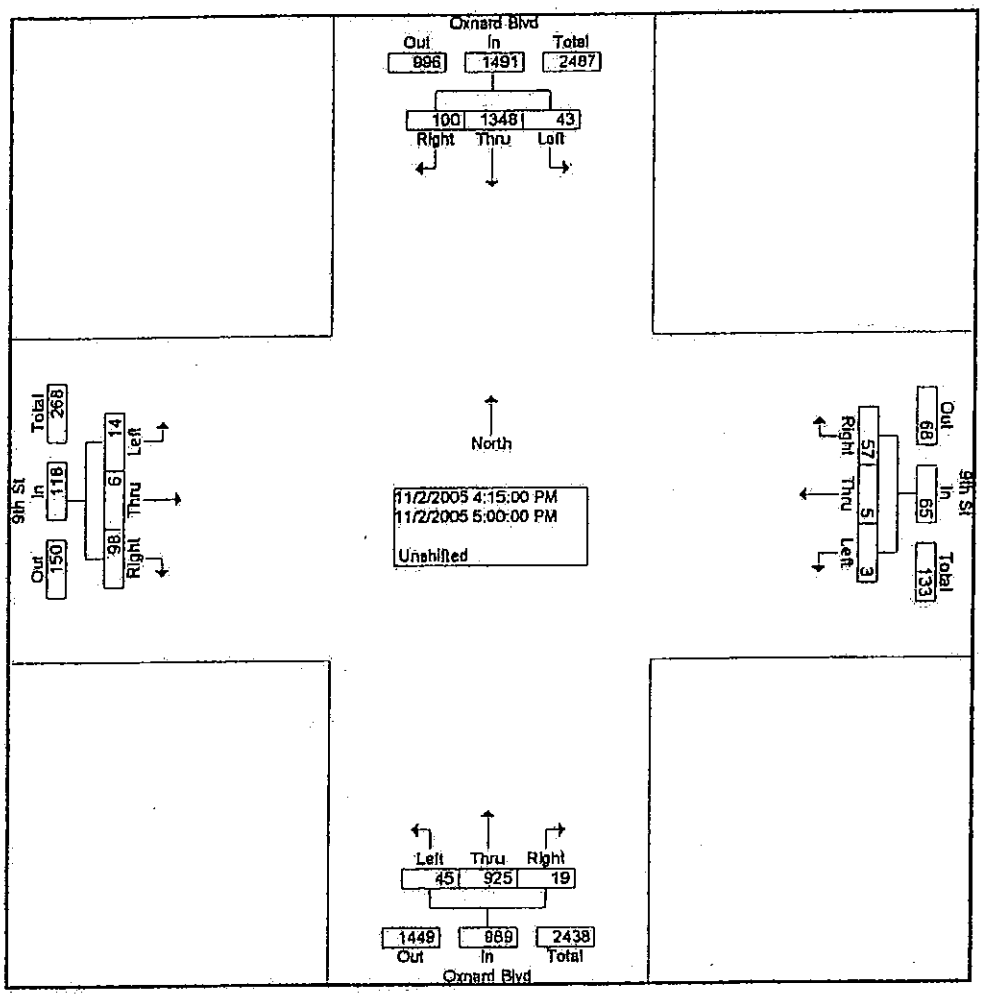
File Name : ox9th
Site Code : 00000000
Start Date : 11/2/2005
Page No : 3

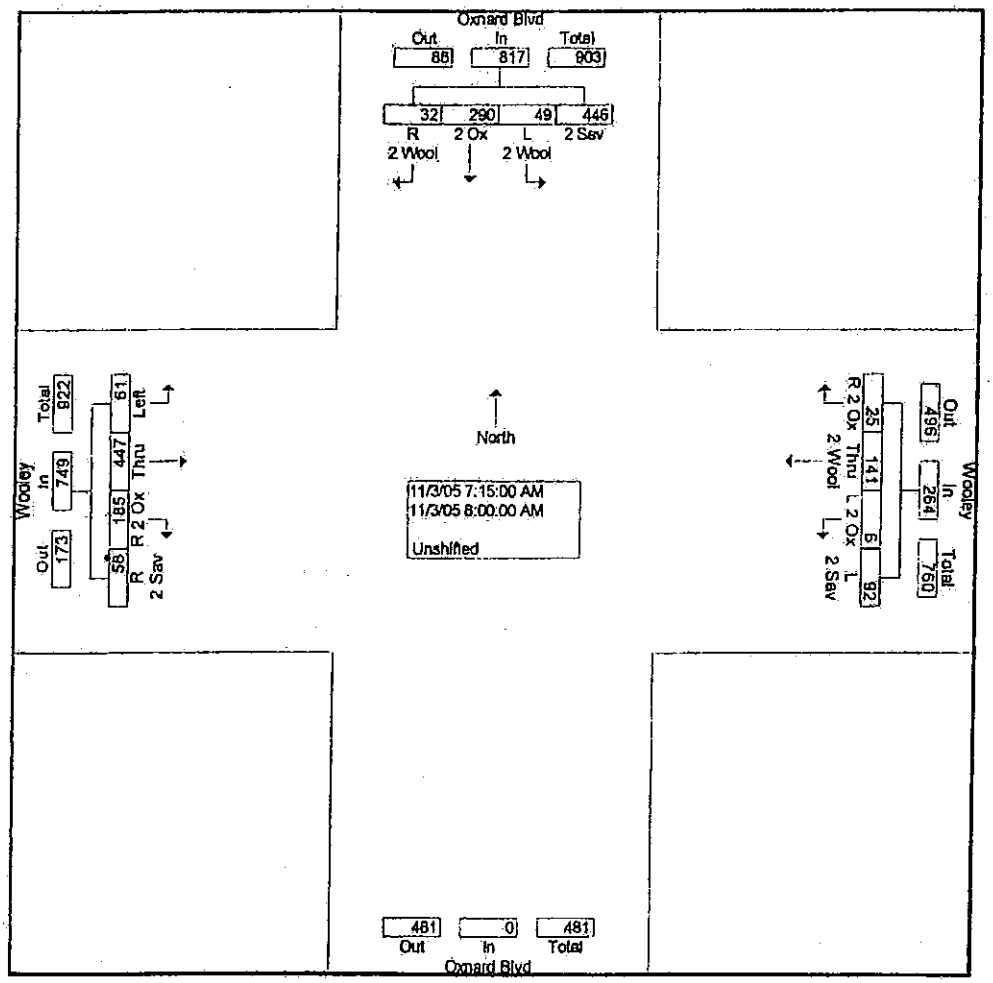
	Oxnard Blvd Southbound				9th St Westbound				Oxnard Blvd Northbound				9th St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:15 PM																
Volume	43	1348	100	1491	3	5	57	65	45	925	19	989	14	6	98	118	2663
Percent	2.9	90.4	6.7		4.6	7.7	87.7		4.6	93.5	1.9		11.9	5.1	83.1		
05:00 Volume	5	364	30	399	0	1	12	13	13	217	10	240	9	2	24	35	687
Peak Factor																	0.969
High Int.	05:00 PM				04:30 PM				04:30 PM				04:30 PM				
Volume	5	364	30	399	0	2	19	21	11	251	1	263	5	2	28	35	
Peak Factor				0.934				0.774				0.940				0.843	



City Traffic Counters
626.256.4171

File Name : oxsavwool
Site Code : 00000000
Start Date : 11/3/05
Page No : 2

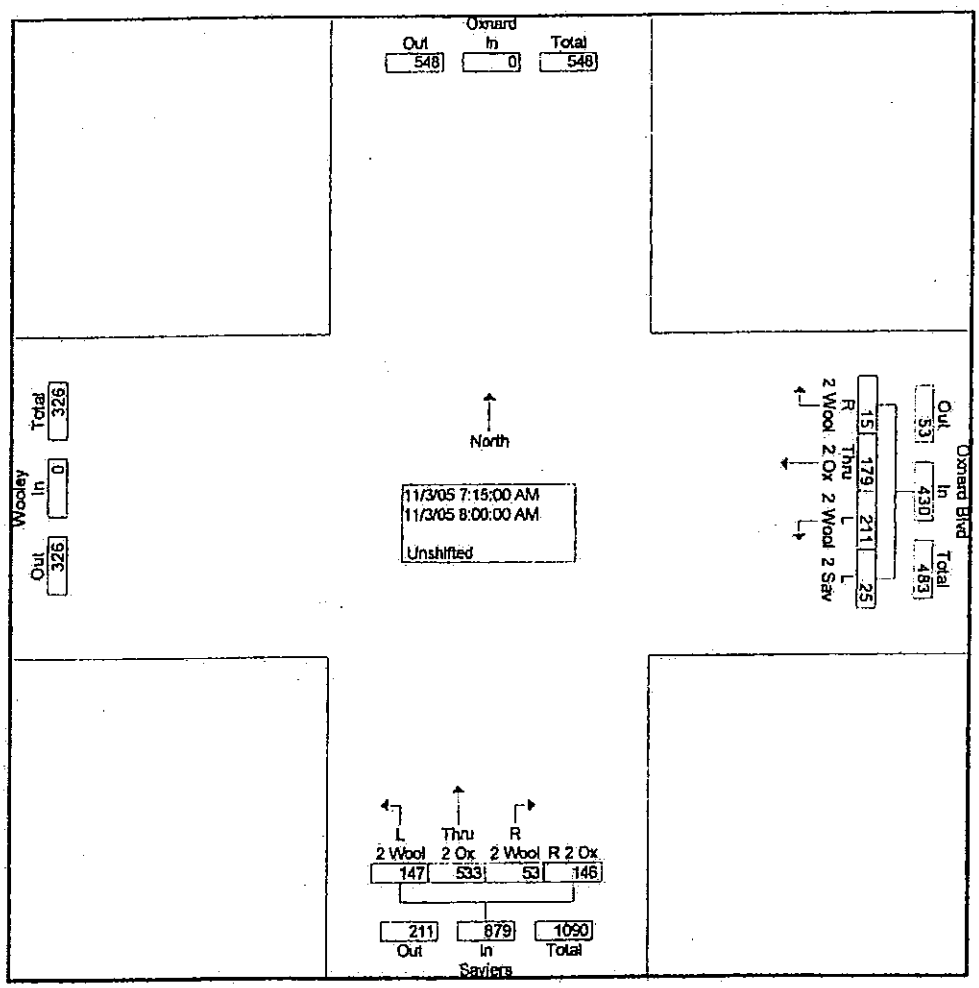
	Oxnard Blvd Southbound					Wooley Westbound						Wooley Eastbound					
Start Time	L 2 Wool	2 Ox	R 2 Wool	2 Sav	App. Total	L 2 Ox	Thru 2 Wool	R 2 Ox	L 2 Sav	App. Total	App. Total	Left	Thru	R 2 Ox	R 2 Sav	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection 07:15 AM																	
Volume	49	290	32	446	817	6	141	25	92	264	0	61	447	185	56	749	1830
Percent	6.0	35.5	3.9	54.6		2.3	53.4	9.5	34.8			8.1	59.7	24.7	7.5		
07:45 Volume	18	88	10	143	259	0	39	9	34	82	0	13	126	34	16	189	530
Peak Factor																	0.863
High Int.	07:45 AM					07:45 AM					6:45:00 AM	07:30 AM					
Volume	18	88	10	143	259	0	39	9	34	82	0	16	120	44	14	194	
Peak Factor					0.789					0.805						0.965	



City Traffic Counters
626.256.4171

File Name : oxsavwool_2
Site Code : 00000000
Start Date : 11/3/05
Page No : 2

		Oxnard Blvd Westbound					Saviers Northbound						
Start Time	App. Total	L 2 Wool	Thru 2 Ox	R 2 Wool	L 2 Sav	App. Total	L 2 Wool	Thru 2 Ox	R 2 Wool	R 2 Ox	App. Total	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1													
Intersection	07:15 AM												
Volume	0	211	179	15	25	430	147	533	53	146	879	0	1309
Percent		49.1	41.6	3.5	5.8		16.7	60.6	6.0	16.6			
07:45 Volume	0	60	63	5	5	133	39	129	14	51	233	0	366
Peak Factor													0.894
High Int.	6:45:00 AM	07:45 AM					07:30 AM					6:45:00 AM	
Volume	0	60	63	5	5	133	39	145	14	36	234		
Peak Factor						0.808					0.939		



City Traffic Counters
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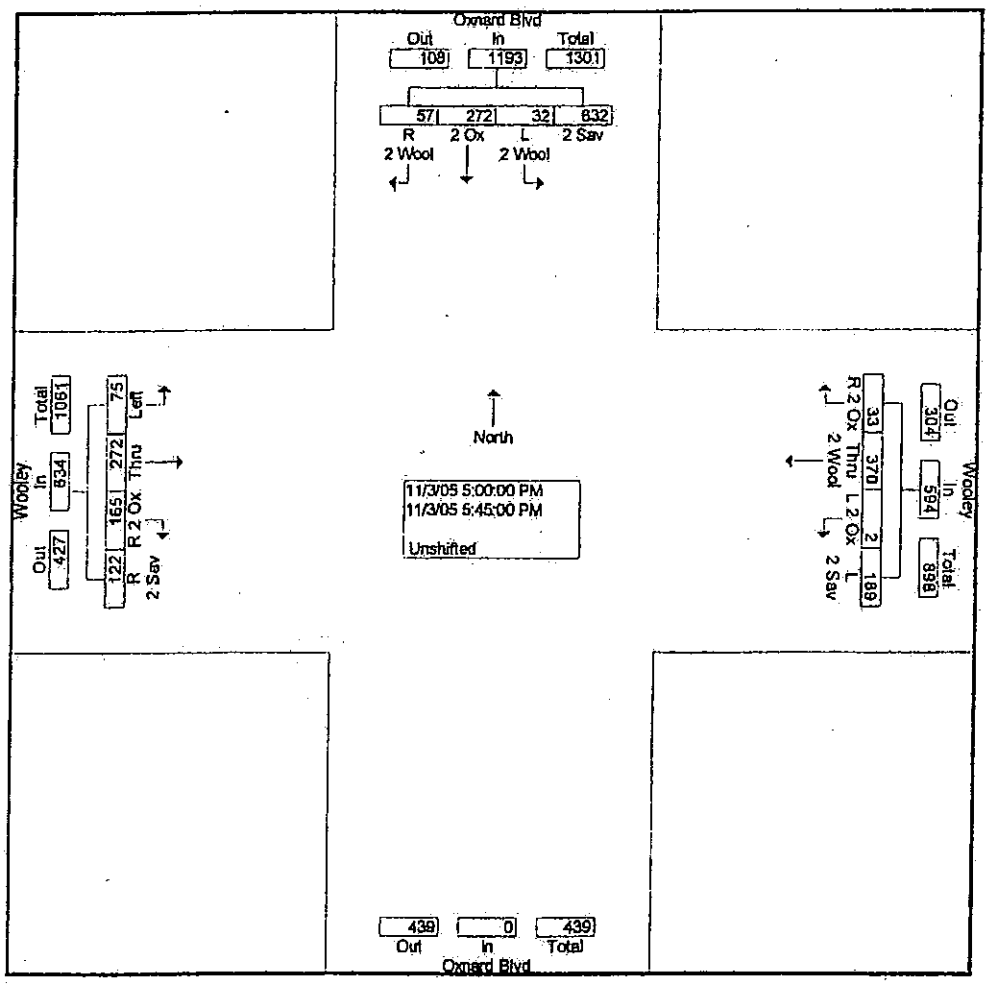
File Name : oxsavwool
Site Code : 00000000
Start Date : 11/3/05
Page No : 3

	Oxnard Blvd Southbound					Wooley Westbound						Wooley Eastbound					
Start Time	L 2 Wool	2 Ox	R 2 Wool	2 Sav	App. Total	L 2 Ox	Thru 2 Wool	R 2 Ox	L 2 Sav	App. Total	App. Total	Left	Thru	R 2 Ox	R 2 Sav	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	32	272	57	832	1193	2	370	33	189	594	0	75	272	165	122	634	2421
Percent	2.7	22.8	4.8	69.7		0.3	62.3	5.6	31.8			11.8	42.9	26.0	19.2		
05:30 Volume	8	71	16	203	298	0	102	5	50	157	0	19	80	37	45	181	636
Peak Factor																	0.952
High Int.	05:15 PM					05:15 PM						05:30 PM					
Volume	9	75	12	214	310	0	96	8	56	160	0	19	80	37	45	181	
Peak Factor					0.962					0.928						0.876	



City Traffic Counters
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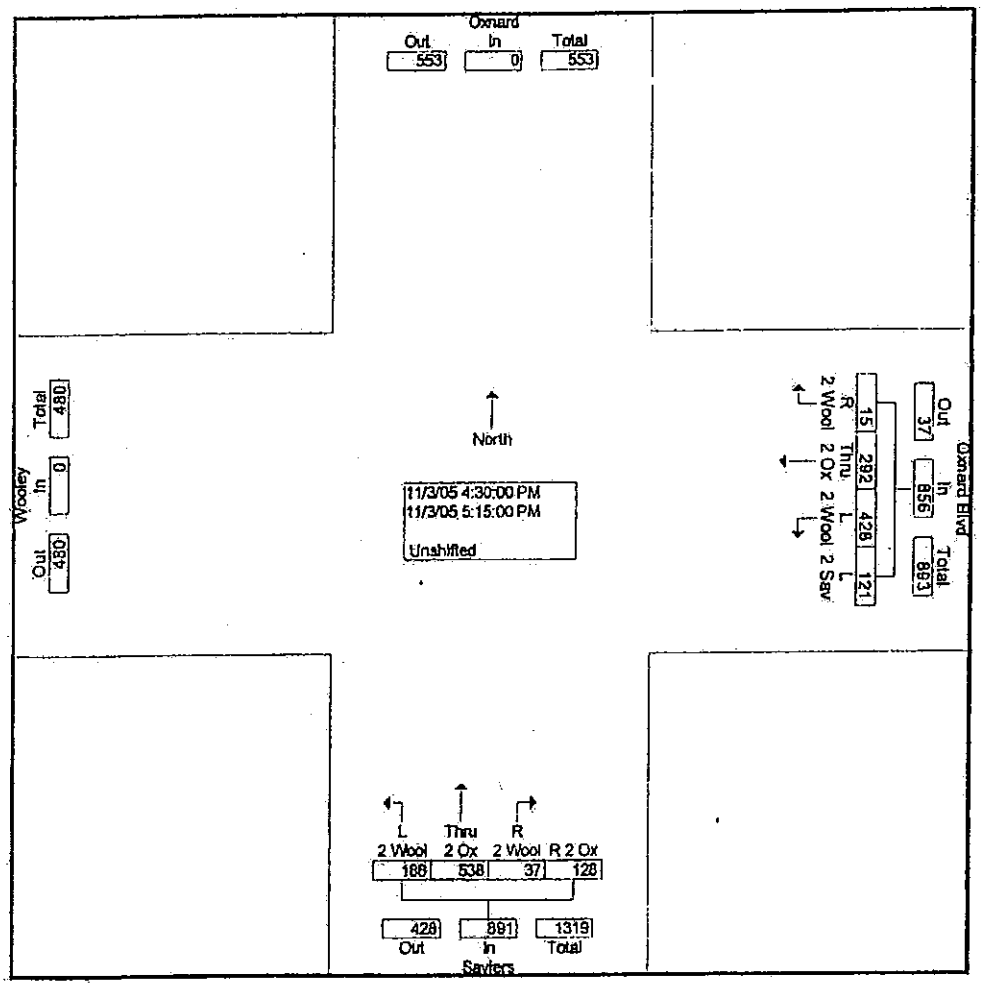
File Name : oxsavwool_2
Site Code : 00000000
Start Date : 11/3/05
Page No : 3

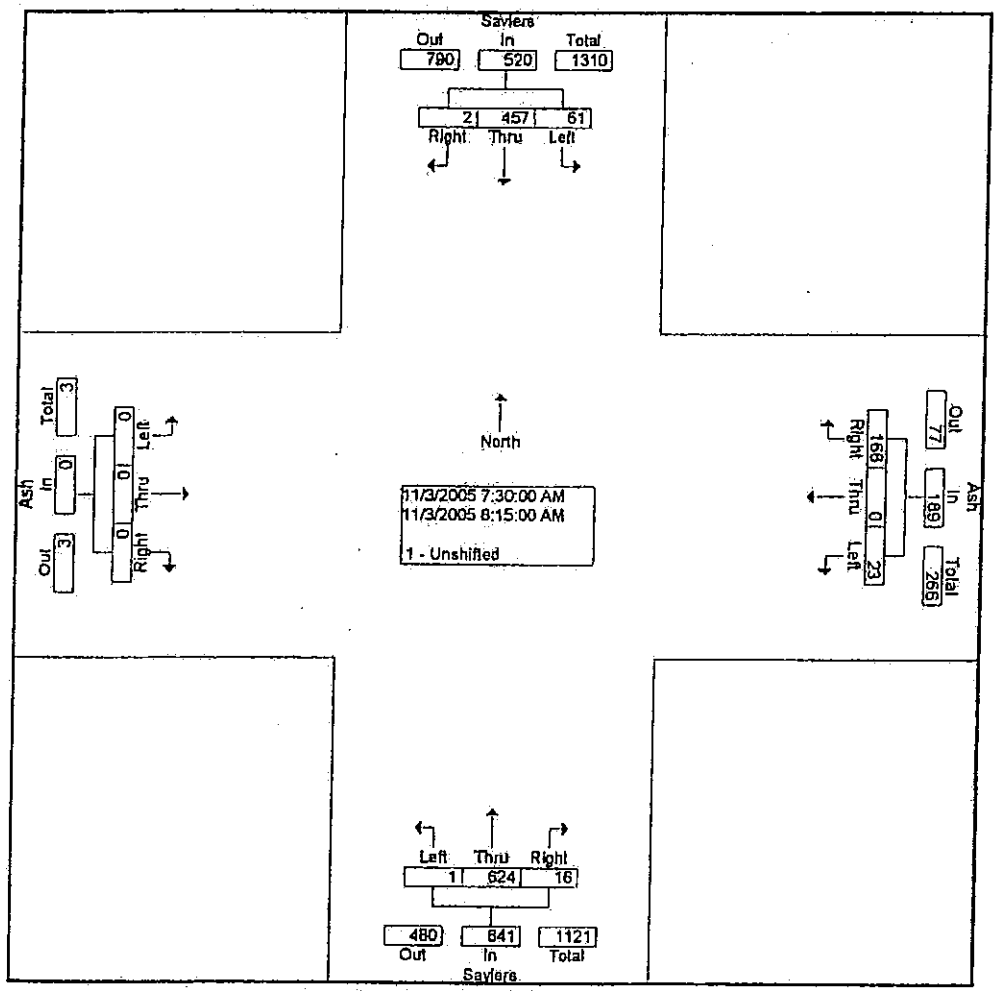
		Oxnard Blvd Westbound					Saviers Northbound						
Start Time	App. Total	L 2 Wool	Thru 2 Ox	R 2 Wool	L 2 Sav	App. Total	L 2 Wool	Thru 2 Ox	R 2 Wool	R 2 Ox	App. Total	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1													
Intersection	04:30 PM												
Volume	0	428	292	15	121	856	188	538	37	128	891	0	1747
Percent		50.0	34.1	1.8	14.1		21.1	60.4	4.2	14.4			
05:15 Volume	0	125	79	3	24	231	55	126	14	34	229	0	460
Peak Factor													0.949
High Int.		05:15 PM					04:45 PM						
Volume	0	125	79	3	24	231	34	146	8	42	230		
Peak Factor						0.926					0.968		



City Traffic Counters
(626) 256-4171

File Name : sav_ash
Site Code : 00000000
Start Date : 11/3/2005
Page No : 2

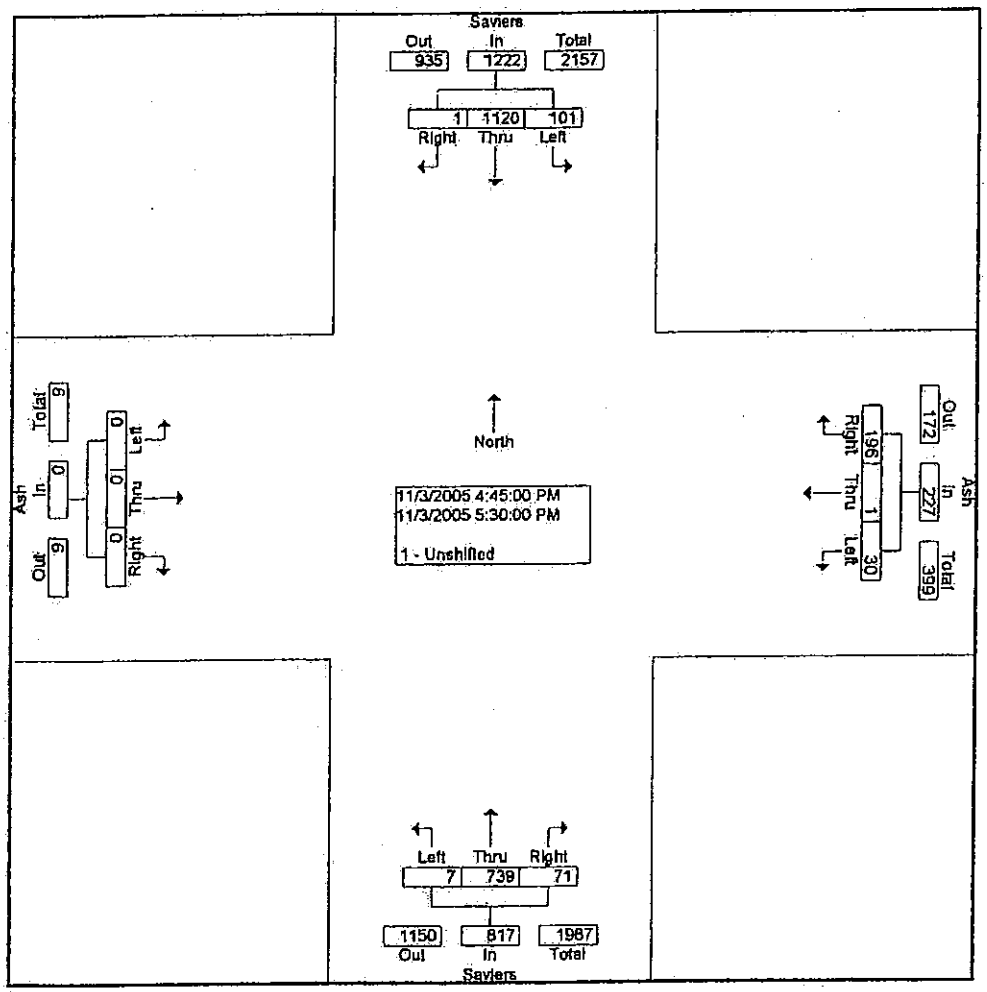
	Saviers Southbound				Ash Westbound				Saviers Northbound				Ash Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection 07:30 AM																	
Volume	61	457	2	520	23	0	166	189	1	624	16	641	0	0	0	0	1350
Percent	11.7	87.9	0.4		12.2	0.0	87.8		0.2	97.3	2.5		0.0	0.0	0.0		
07:45 Volume	19	128	0	147	11	0	56	67	0	165	6	171	0	0	0	0	385
Peak Factor																	0.877
High Int.	07:45 AM				07:45 AM				07:45 AM				6:45:00 AM				
Volume	19	128	0	147	11	0	56	67	0	165	6	171					
Peak Factor				0.884				0.705				0.937					



City Traffic Counters
(626) 256-4171

File Name : sav_ash
Site Code : 00000000
Start Date : 11/3/2005
Page No : 3

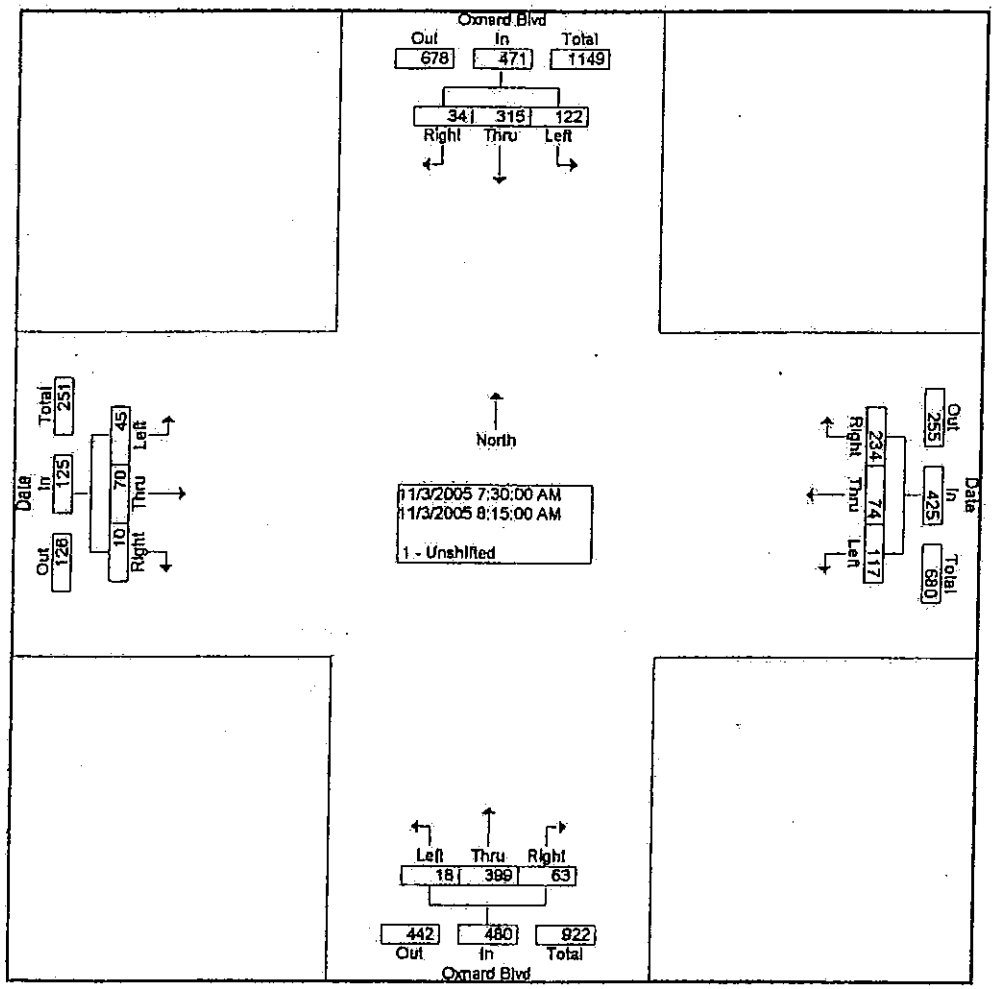
	Saviers Southbound				Ash Westbound				Saviers Northbound				Ash Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection 04:45 PM																	
Volume	101	1120	1	1222	30	1	198	227	7	739	71	817	0	0	0	0	2266
Percent	8.3	91.7	0.1		13.2	0.4	86.3		0.9	90.5	8.7		0.0	0.0	0.0		
05:15 Volume	27	294	0	321	3	1	59	63	0	178	27	205	0	0	0	0	589
Peak Factor																	0.962
High Int.	05:00 PM				05:00 PM				04:45 PM								
Volume	23	299	0	322	10	0	57	67	1	211	14	226					
Peak Factor				0.949				0.847				0.904					



City Traffic Counters
(626) 256-4171

File Name : oxdate
Site Code : 00000000
Start Date : 11/3/2005
Page No : 2

	Oxnard Blvd Southbound				Date Westbound				Oxnard Blvd Northbound				Date Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	122	315	34	471	117	74	234	425	18	399	63	480	45	70	10	125	1501
Percent	25.9	66.9	7.2		27.5	17.4	55.1		3.8	83.1	13.1		36.0	56.0	8.0		
07:45 Volume	35	91	13	139	28	21	76	125	4	102	13	119	13	25	2	40	423
Peak Factor																	0.887
High Int.	07:45 AM				07:45 AM				07:30 AM				07:45 AM				
Volume	35	91	13	139	28	21	76	125	2	109	20	131	13	25	2	40	
Peak Factor				0.847				0.850				0.916				0.781	



City Traffic Counters
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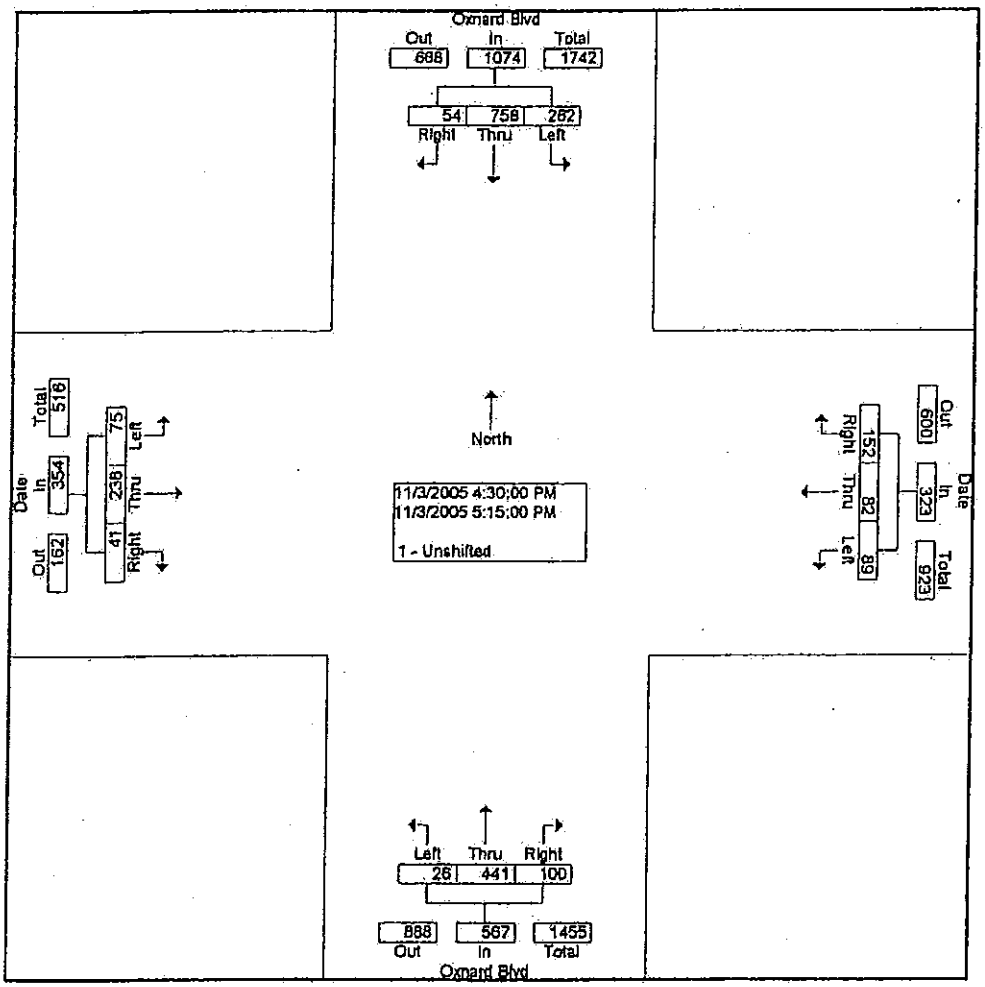
File Name : oxdate
Site Code : 00000000
Start Date : 11/3/2005
Page No : 3

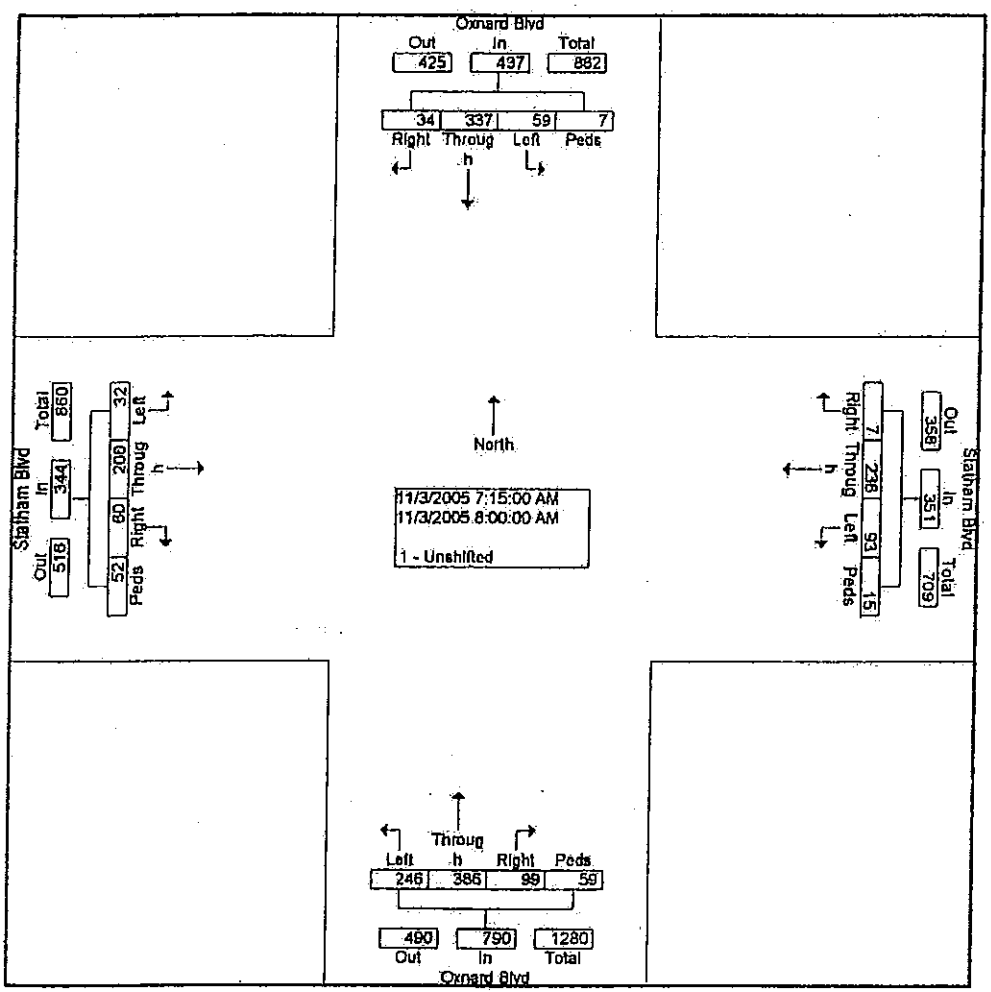
	Oxnard Blvd Southbound				Date Westbound				Oxnard Blvd Northbound				Date Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection 04:30 PM																	
Volume	262	758	54	1074	89	82	152	323	26	441	100	567	75	238	41	354	2318
Percent	24.4	70.6	5.0		27.6	25.4	47.1		4.6	77.8	17.6		21.2	67.2	11.6		
05:00 Volume	66	202	17	285	27	25	25	77	3	113	25	141	25	65	16	106	609
Peak Factor																	0.952
High Int.	05:00 PM				04:30 PM				04:30 PM				05:15 PM				
Volume	66	202	17	285	23	23	46	92	8	110	24	142	24	76	8	108	
Peak Factor				0.942				0.878				0.998				0.819	



City Traffic Counters
(626) 256-4171

File Name : Statham
Site Code : 00000000
Start Date : 11/3/2005
Page No : 2

	Oxnard Blvd Southbound					Statham Blvd Westbound					Oxnard Blvd Northbound					Statham Blvd Eastbound					
Start Time	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																				
Intersection	07:15 AM																			
Volume	59	337	34	7	437	93	236	7	15	351	246	386	99	59	790	32	200	60	52	344	1922
Percent	13.5	77.1	7.8	1.6		26.5	67.2	2.0	4.3		31.1	48.9	12.5	7.5		9.3	58.1	17.4	15.1		
07:45 Volume	29	108	9	3	149	24	77	2	3	106	80	84	33	16	213	8	67	21	15	111	579
Peak Factor																					0.830
High Int.	07:45 AM					07:45 AM					07:30 AM					07:45 AM					
Volume	29	108	9	3	149	24	77	2	3	106	56	111	35	20	222	8	67	21	15	111	
Peak Factor					0.733					0.828					0.890					0.775	



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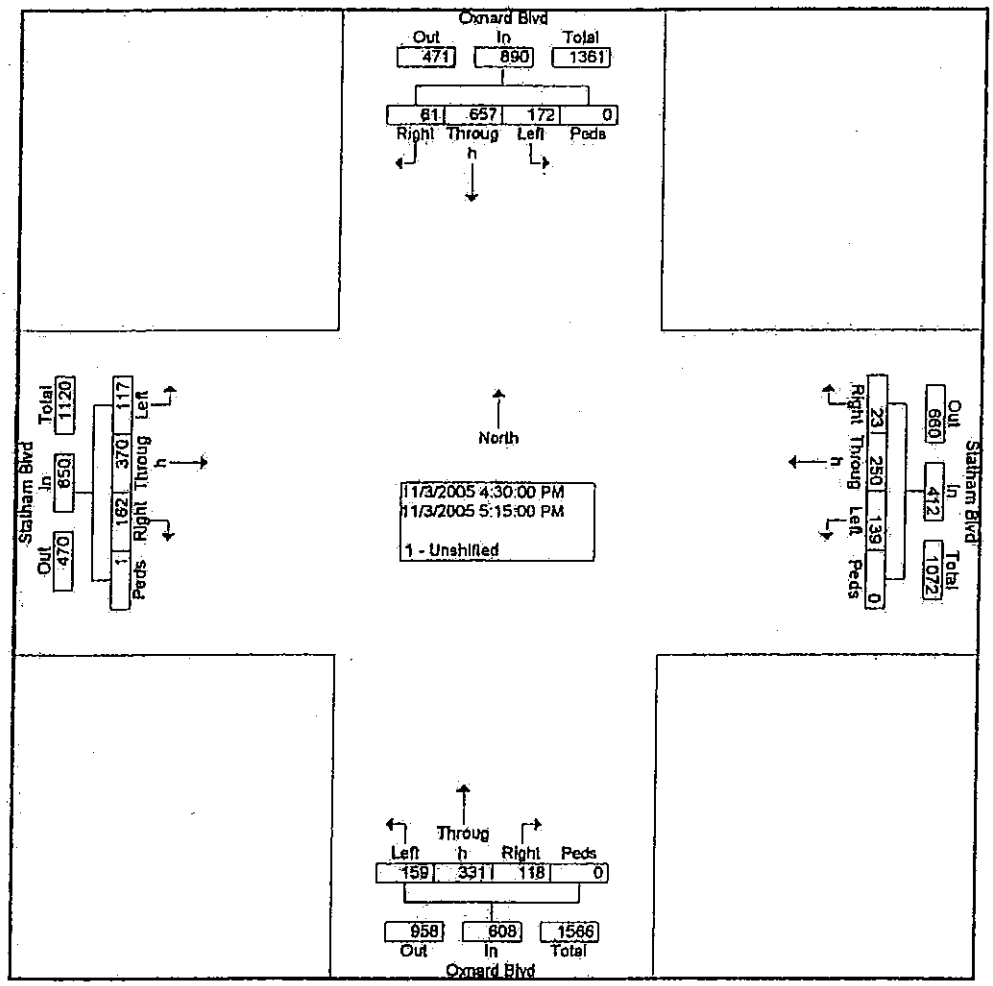
File Name : Statham
Site Code : 00000000
Start Date : 11/3/2005
Page No : 3

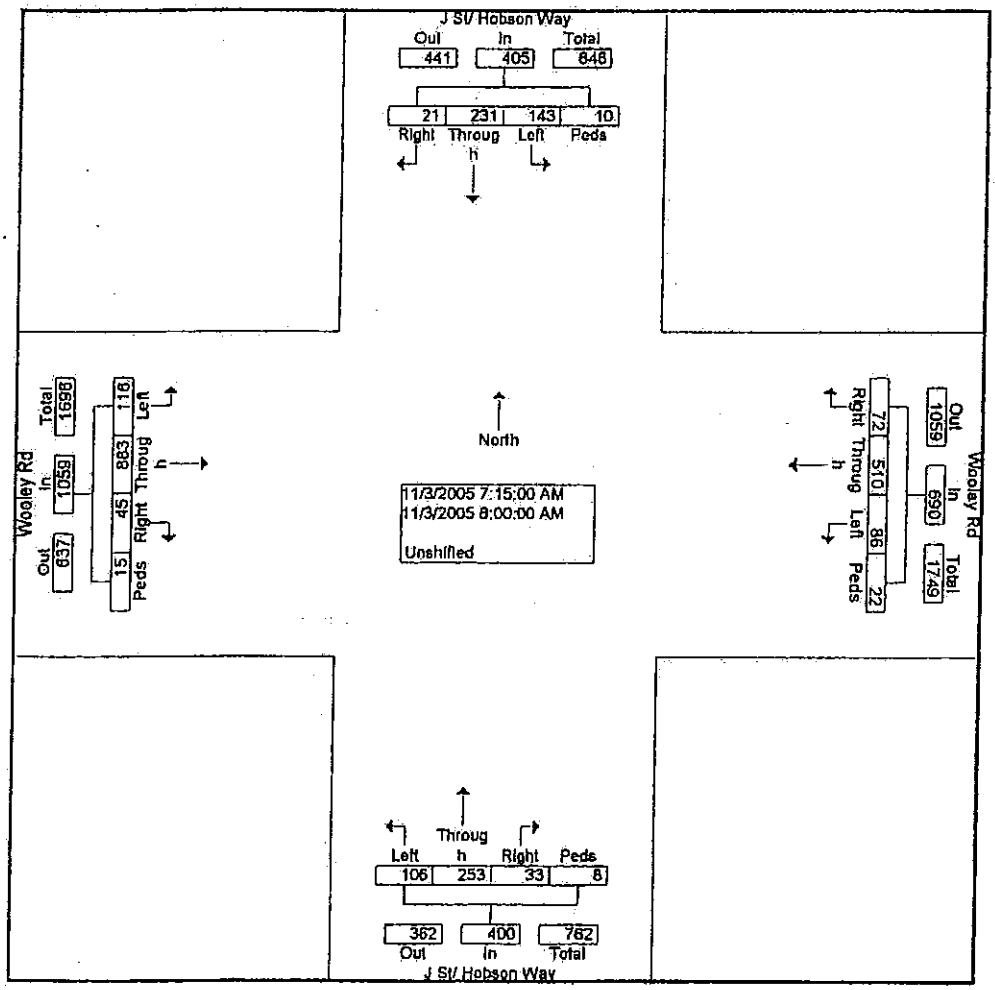
	Oxnard Blvd Southbound					Statham Blvd Westbound					Oxnard Blvd Northbound					Statham Blvd Eastbound					
Start Time	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	172	657	61	0	890	139	250	23	0	412	159	331	118	0	608	117	370	162	1	650	2560
Percent	19.3	73.8	6.9	0.0		33.7	60.7	5.6	0.0		26.2	54.4	19.4	0.0		18.0	56.9	24.9	0.2		
05:00 Volume	52	194	12	0	258	28	60	5	0	93	41	93	27	0	161	31	97	44	0	172	684
Peak Factor																					0.936
High Int.	05:00 PM					04:30 PM					05:00 PM					04:30 PM					
Volume	52	194	12	0	258	34	78	4	0	116	41	93	27	0	161	30	100	49	1	180	
Peak Factor					0.862					0.888					0.944					0.903	



City Traffic Counters
(626) 256-4171

File Name : WooleyJHob
Site Code : 00000000
Start Date : 11/3/2005
Page No : 2

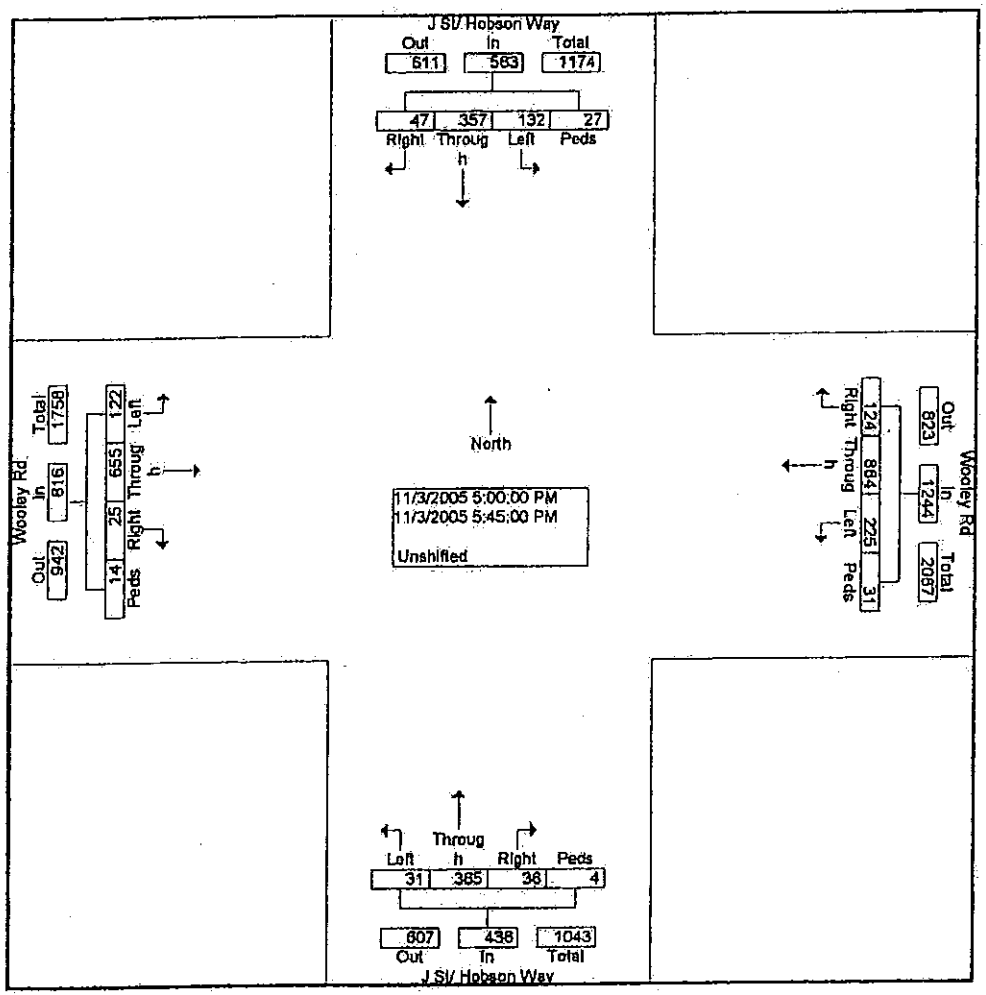
	J St/ Hobson Way Southbound					Wooley Rd Westbound					J St/ Hobson Way Northbound					Wooley Rd Eastbound					
Start Time	Left	Thrg h	Rig ht	Peds	App. Total	Left	Thrg h	Rig ht	Peds	App. Total	Left	Thrg h	Rig ht	Peds	App. Total	Left	Thrg h	Rig ht	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	143	231	21	10	405	86	510	72	22	690	106	253	33	8	400	116	883	45	15	1059	2554
Percent	35.3	57.0	5.2	2.5		12.5	73.9	10.4	3.2		26.5	63.3	8.3	2.0		11.0	83.4	4.2	1.4		
07:30 Volume	40	59	10	3	112	25	159	17	7	208	35	80	9	2	126	41	272	18	2	333	779
Peak Factor																					0.820
High Int.	08:00 AM					07:30 AM					07:30 AM					07:30 AM					
Volume	37	73	3	1	114	25	159	17	7	208	35	80	9	2	126	41	272	18	2	333	
Peak Factor					0.888					0.829					0.794					0.795	



City Traffic Counters
(626) 256-4171

File Name : WooleyJHob
Site Code : 00000000
Start Date : 11/3/2005
Page No : 3

Start Time	J St/ Hobson Way Southbound					Wooley Rd Westbound					J St/ Hobson Way Northbound					Wooley Rd Eastbound					Int. Total
	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	132	357	47	27	563	225	864	124	31	1244	31	365	36	4	436	122	655	25	14	816	3059
Percent	23.4	63.4	8.3	4.8		18.1	69.5	10.0	2.5		7.1	83.7	8.3	0.9		15.0	80.3	3.1	1.7		
05:15 Volume	37	82	16	9	144	56	230	42	6	334	9	89	9	3	110	24	175	6	5	210	798
Peak Factor																					0.958
High Int.	05:30 PM					05:30 PM					05:45 PM					05:00 PM					
Volume	33	108	11	0	152	69	227	31	10	337	6	107	8	1	122	33	171	4	4	212	
Peak Factor					0.926					0.923					0.893					0.962	



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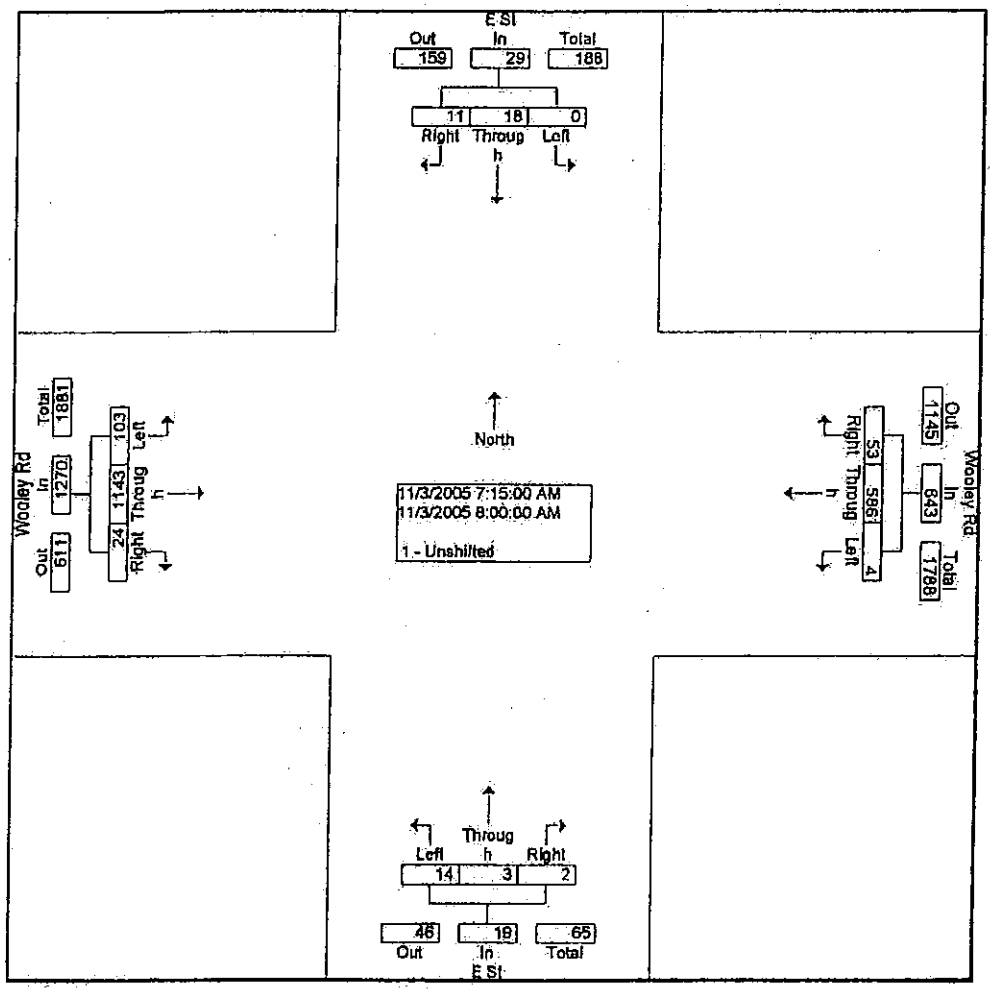
File Name : WooleyE
Site Code : 00000000
Start Date : 11/3/2005
Page No : 2

	E St Southbound				Wooley Rd Westbound				E St Northbound				Wooley Rd Eastbound				
Start Time	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Left	Thro ug h	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:15 AM																
Volume	0	18	11	29	4	586	53	643	14	3	2	19	103	1143	24	1270	1961
Percent	0.0	62.1	37.9		0.6	91.1	8.2		73.7	15.8	10.5		8.1	90.0	1.9		
07:30 Volume	0	4	5	9	0	185	18	203	0	0	0	0	41	330	4	375	587
Peak Factor																	0.835
High Int.	07:45 AM				07:30 AM				07:45 AM				07:30 AM				
Volume	0	11	6	17	0	185	18	203	14	0	0	14	41	330	4	375	
Peak Factor				0.426				0.792				0.339				0.847	



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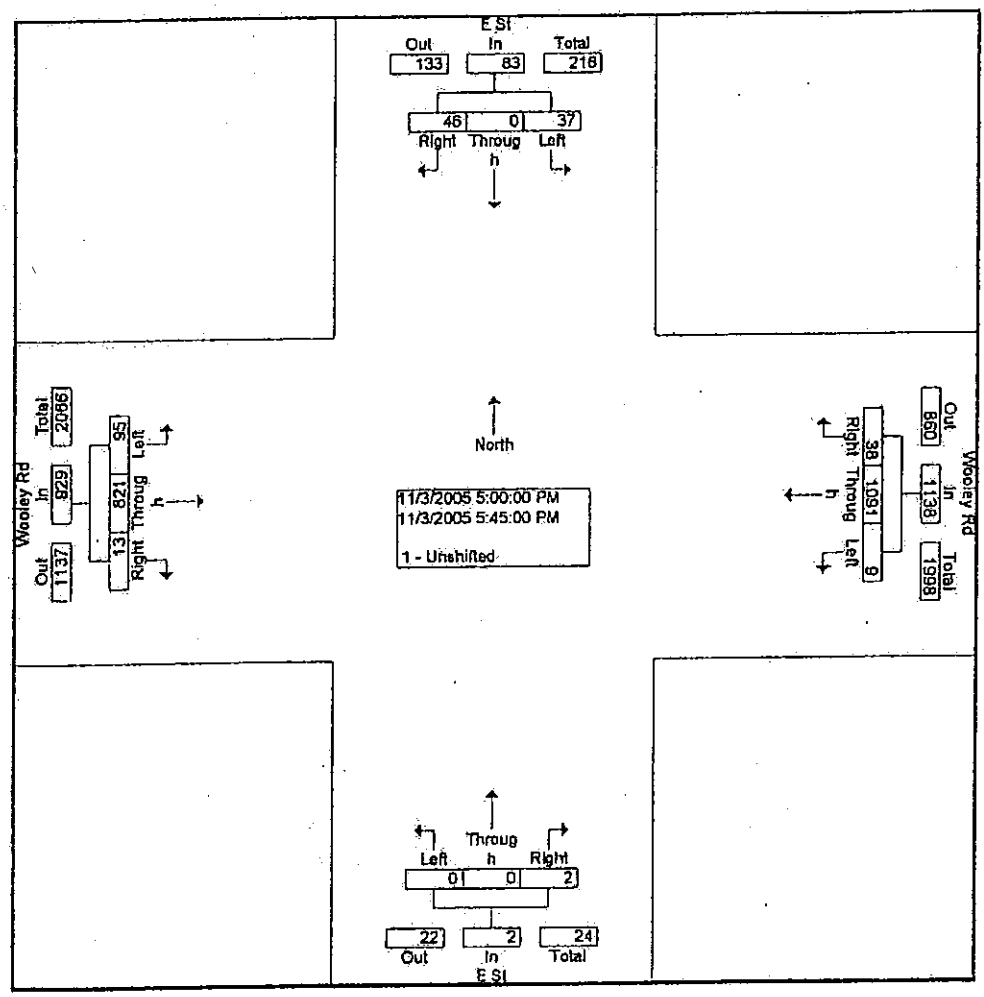
File Name : WooleyE
Site Code : 00000000
Start Date : 11/3/2005
Page No : 3

	E St Southbound				Wooley Rd Westbound				E St Northbound				Wooley Rd Eastbound				
Start Time	Left	Thro ugh	Right	App. Total	Left	Thro ugh	Right	App. Total	Left	Thro ugh	Right	App. Total	Left	Thro ugh	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	37	0	46	83	9	1091	38	1138	0	0	2	2	95	821	13	929	2152
Percent	44.6	0.0	55.4		0.8	95.9	3.3		0.0	0.0	100.0		10.2	88.4	1.4		
05:30 Volume	10	0	14	24	4	328	12	344	0	0	0	0	25	213	2	240	608
Peak Factor																	0.885
High Int.	05:30 PM				05:30 PM				05:00 PM				05:30 PM				
Volume	10	0	14	24	4	328	12	344	0	0	2	2	25	213	2	240	
Peak Factor				0.865				0.827				0.250				0.968	



City Traffic Counters
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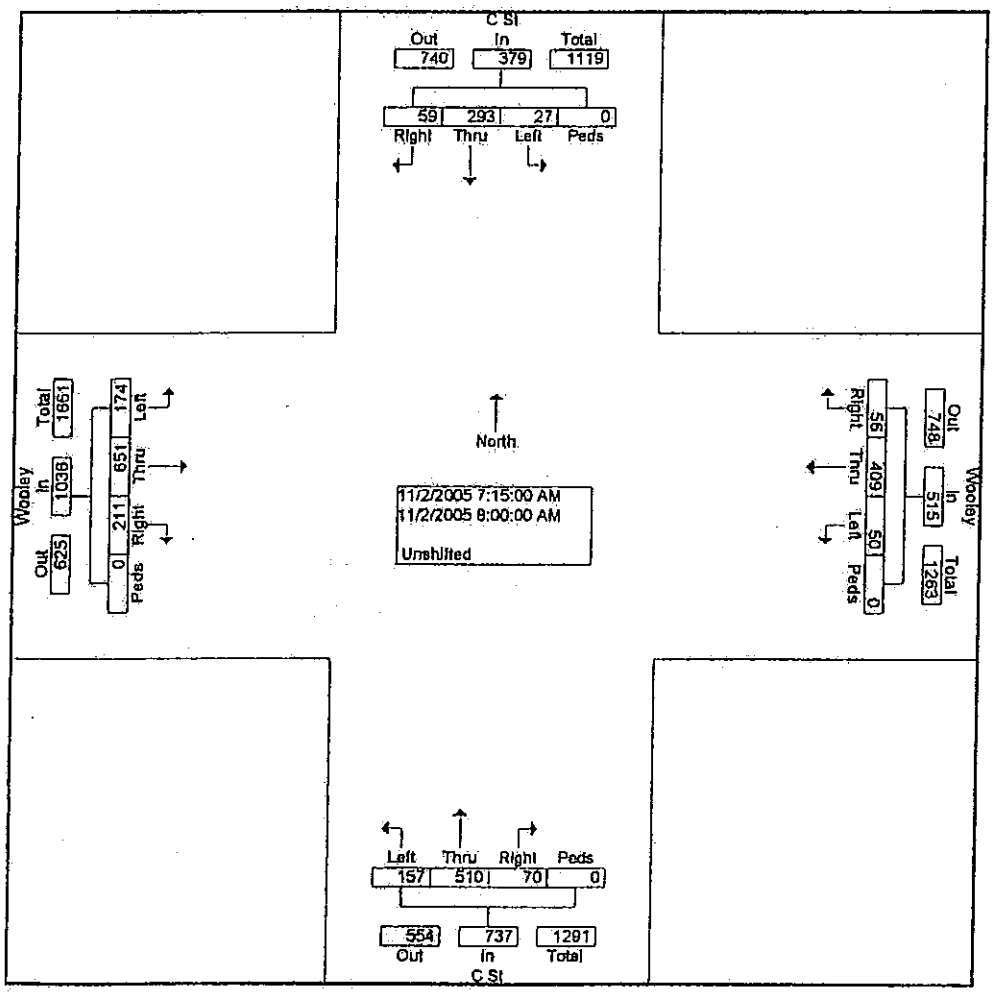
File Name : woolC
Site Code : 00000000
Start Date : 11/2/2005
Page No : 2

	C St Southbound					Wooley Westbound					C St Northbound					Wooley Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	27	293	59	0	379	50	409	56	0	515	157	510	70	0	737	174	651	211	0	1036	2667
Percent	7.1	77.3	15.6	0.0		9.7	79.4	10.9	0.0		21.3	69.2	9.5	0.0		16.8	62.8	20.4	0.0		
07:30 Volume	1	109	20	0	130	16	115	9	0	140	48	139	17	0	204	46	180	58	0	284	758
Peak Factor																					0.880
High Int.	07:30 AM					07:30 AM					07:45 AM					07:45 AM					
Volume	1	109	20	0	130	16	115	9	0	140	36	149	27	0	212	54	165	78	0	297	
Peak Factor					0.729					0.920					0.869					0.872	



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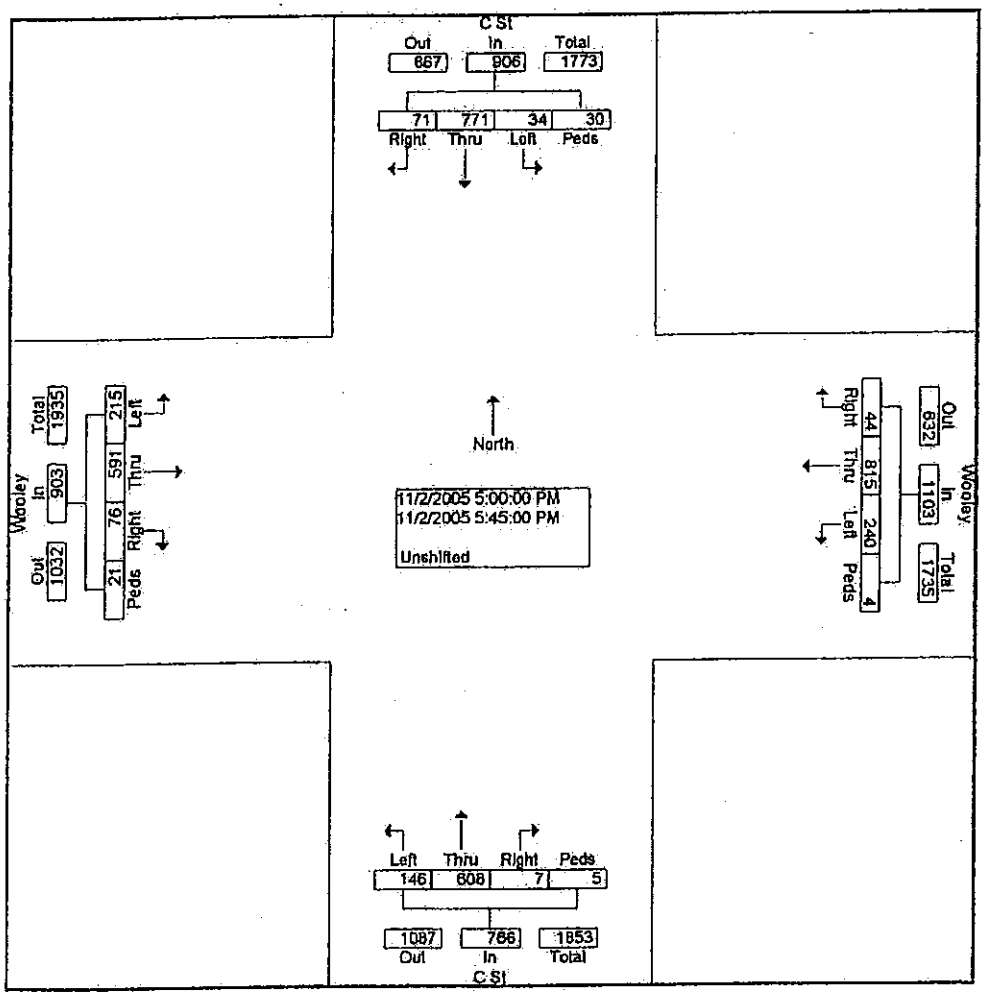
File Name : woolC
Site Code : 00000000
Start Date : 11/2/2005
Page No : 3

	C St Southbound					Wooley Westbound					C St Northbound					Wooley Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	34	771	71	30	906	240	815	44	4	1103	146	608	7	5	766	215	591	76	21	903	3678
Percent	3.8	85.1	7.8	3.3		21.8	73.9	4.0	0.4		19.1	79.4	0.9	0.7		23.8	65.4	8.4	2.3		
05:30 Volume	8	211	19	5	243	60	204	12	1	277	39	149	2	1	191	69	158	22	4	253	964
Peak Factor																					0.954
High Int.	05:30 PM					05:15 PM					05:00 PM					05:30 PM					
Volume	8	211	19	5	243	72	216	13	2	303	34	182	2	0	218	69	158	22	4	253	
Peak Factor					0.932					0.910					0.878					0.892	



City Traffic Counters
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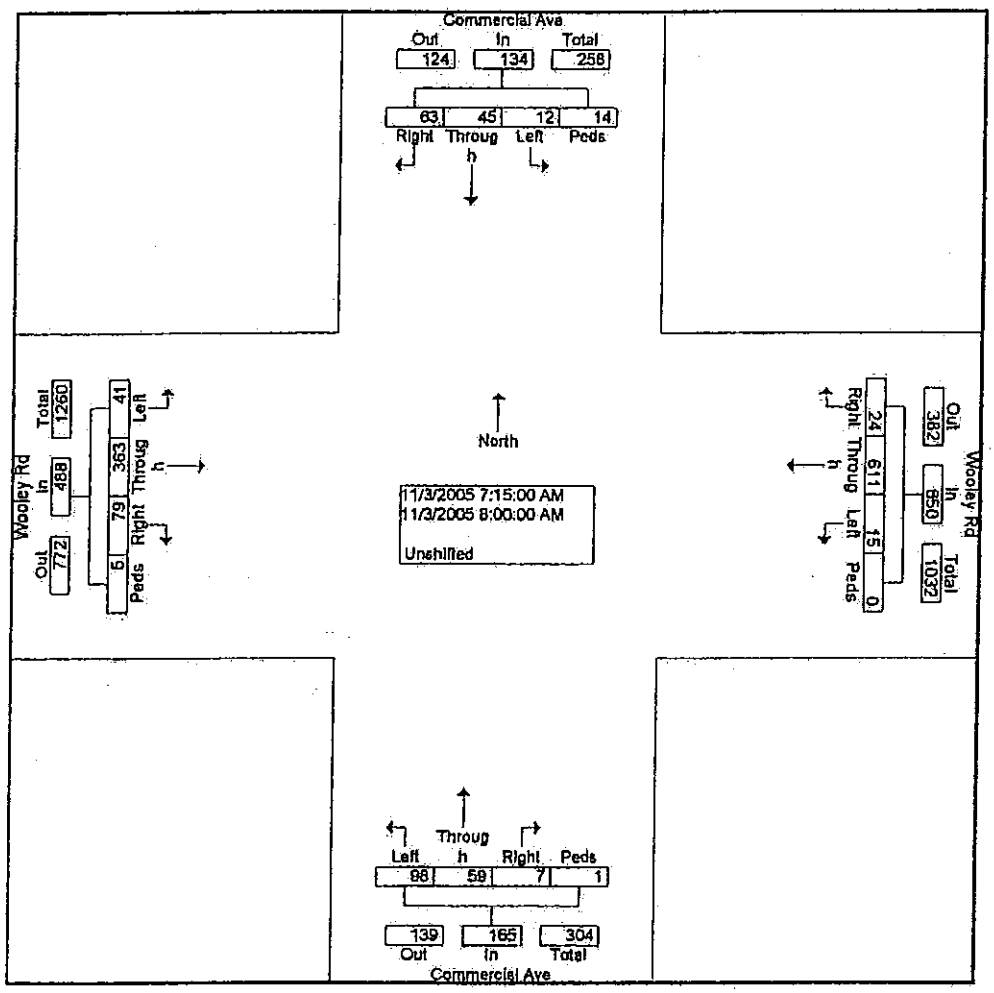
File Name : WooleyCM
Site Code : 00000000
Start Date : 11/3/2005
Page No : 2

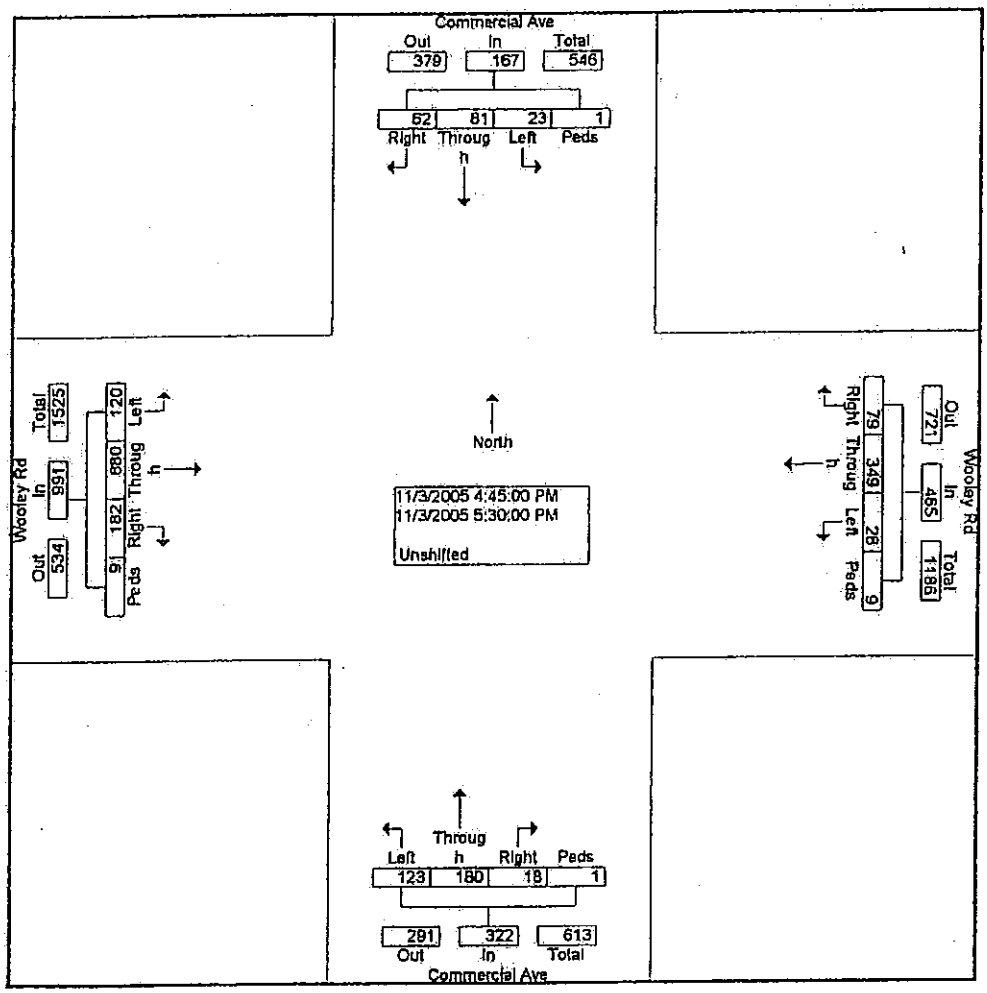
	Commercial Ave Southbound					Wooley Rd Westbound					Commercial Ave Northbound					Wooley Rd Eastbound					
Start Time	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	12	45	63	14	134	15	611	24	0	650	98	59	7	1	165	41	363	79	5	488	1437
Percent	9.0	33.6	47.0	10.4		2.3	94.0	3.7	0.0		59.4	35.8	4.2	0.6		8.4	74.4	16.2	1.0		
07:45 Volume	3	21	28	5	57	7	164	6	0	177	30	16	4	0	50	13	101	28	1	143	427
Peak Factor																					0.841
High Int.	07:45 AM					07:30 AM					07:45 AM					07:45 AM					
Volume	3	21	28	5	57	1	169	10	0	180	30	16	4	0	50	13	101	28	1	143	
Peak Factor					0.588					0.903					0.825					0.853	



City Traffic Counters
(626) 256-4171

File Name : WooleyCM
Site Code : 00000000
Start Date : 11/3/2005
Page No : 3

	Commercial Ave Southbound					Wooley Rd Westbound					Commercial Ave Northbound					Wooley Rd Eastbound					
Start Time	Left	Thr oug h	Rig ht	Ped s	App. Total	Left	Thr oug h	Rig ht	Ped s	App. Total	Left	Thr oug h	Rig ht	Ped s	App. Total	Left	Thr oug h	Rig ht	Ped s	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	23	81	62	1	167	28	349	79	9	465	123	180	18	1	322	120	680	182	9	991	1945
Percent	13.8	48.5	37.1	0.6		6.0	75.1	17.0	1.9		38.2	55.9	5.6	0.3		12.1	68.6	18.4	0.9		
05:15 Volume	8	22	14	0	44	8	80	21	8	117	30	56	5	0	91	44	187	42	5	278	530
Peak Factor																					0.917
High Int.	05:00 PM					04:45 PM					05:00 PM					05:15 PM					
Volume	7	21	17	1	46	7	99	29	1	136	34	67	7	0	108	44	187	42	5	278	
Peak Factor					0.908					0.855					0.745					0.891	



APPENDIX 2

Existing/Existing + Project AM Peak Hour Intersection Levels of Service

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 1
NORTH/SOUTH: Oxnard Blvd.
EAST/WEST: 5th

SCENARIO: Existing Conditions - 2005 AM

Move-ment	Lane		Capacity	Existing Conditions - 2005 Volume BASE	Volume W/PROJECT	V/C Ratio BASE	V/C Ratio W/PROJECT
NBL	1.0		1,600	37	37	0.02	0.02
NBT	2.0		3,200	823	834	0.28 *	0.28 *
NBR	0.0		0	59	60	0.00	0.00
SBL	1.0		1,600	163	163	0.10 *	0.10 *
SBT	2.0		3,200	890	904	0.29	0.30
SBR	0.0		0	51	51	0.00	0.00
EBL	1.0		1,600	27	27	0.02	0.02
EBT	2.0		3,200	355	355	0.12 *	0.12 *
EBR	0.0		0	14	14	0.00	0.00
WBL	1.0		1,600	45	46	0.03 *	0.03 *
WBT	1.0		1,600	143	143	0.09	0.09
WBR	1.0	u	1,600	53	53	0.00	0.00
N/S Critical Movements						0.38	0.38
E/W Critical Movements						0.15	0.15
Right Turn Critical Movement						0.00	0.00
Clearance Interval						0.00	0.00
ICU						0.53	0.53
Level of Service (LOS)						A	A

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 2
NORTH/SOUTH: Oxnard Blvd
EAST/WEST: 6th

SCENARIO: Existing Conditions - 2005 AM

Move-ment	Lane		Capacity	Existing Conditions - 2005 Volume BASE	Volume W/PROJECT	V/C Ratio BASE	V/C Ratio W/PROJECT
NBL	1.0		1,600	0	0	0.00 *	0.00 *
NBT	2.0		3,200	946	958	0.30	0.30
NBR	0.0		0	0	0	0.00	0.00
SBL	1.0		1,600	4	4	0.00	0.00
SBT	2.0		3,200	981	996	0.31 *	0.32 *
SBR	0.0		0	13	13	0.00	0.00
EBL	0.0		0	24	24	0.00	0.00
EBT	1.0		1,600	12	12	0.03 *	0.03 *
EBR	0.0		0	13	13	0.00	0.00
WBL	0.0		0	4	4	0.00 *	0.00 *
WBT	1.0		1,600	1	1	0.00	0.00
WBR	1.0	u	1,600	1	1	0.00	0.00
N/S Critical Movements						0.31	0.32
E/W Critical Movements						0.03	0.03
Right Turn Critical Movement						0.00	0.00
Clearance Interval						0.00	0.00
ICU						0.34	0.35
Level of Service (LOS)						A	A

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 3
NORTH/SOUTH: Oxnard Blvd
EAST/WEST: 7th

SCENARIO: Existing Conditions - 2005 AM

Move-ment	Lane		Capacity	Existing Conditions - 2005 Volume BASE	Volume W/PROJECT	V/C Ratio BASE	V/C Ratio W/PROJECT
NBL	1.0		1,600	14	14	0.01	0.01 *
NBT	2.0		3,200	849	861	0.27 *	0.27
NBR	0.0		0	6	6	0.00	0.00
SBL	1.0		1,600	98	98	0.06 *	0.06
SBT	2.0		3,200	989	1,004	0.31	0.32 *
SBR	0.0		0	17	17	0.00	0.00
EBL	0.0		0	69	69	0.00	0.00
EBT	1.0		1,600	71	71	0.09 *	0.09 *
EBR	1.0	(a)	1,600	5	5	0.00	0.00
WBL	0.0		0	8	8	0.00	0.00
WBT	1.0		1,600	36	36	0.03 *	0.03 *
WBR	1.0	(a)	1,600	49	49	0.03	0.03
N/S Critical Movements						0.33	0.33
E/W Critical Movements						0.12	0.12
Right Turn Critical Movement						0.00	0.00
Clearance Interval						0.00	0.00
ICU						0.45	0.45
Level of Service (LOS)						A	A

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio

(a) wide approach - space for separate RT movement

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DBR	Intersection	#4- 9TH / OXNARD BLVD
Agency/Co.	CITY OF OXNARD	Jurisdiction	
Date Performed	1/29/2006	Analysis Year	2005
Analysis Time Period	AM PEAK		

Project Description	EXISTING
East/West Street:	9TH
North/South Street:	OXNARD BLVD
Intersection Orientation:	North-South
Study Period (hrs):	1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	12	784	7	20	885	60
Peak-Hour Factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Hourly Flow Rate, HFR (veh/h)	15	4	68	3	0	49
Percent Heavy Vehicles	5	--	--	5	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		1			1	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	14	4	62	3	0	45
Peak-Hour Factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Hourly Flow Rate, HFR (veh/h)	21	972	65	13	861	7
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

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)	13	21		52			87	
c (m) (veh/h)	720	844		724			485	
v/c	0.02	0.02		0.07			0.18	
95% queue length	0.06	0.08		0.23			0.65	
Control Delay (s/veh)	10.1	9.4		10.4			14.0	
LOS	B	A		B			B	
Approach Delay (s/veh)	--	--	10.4			14.0		
Approach LOS	--	--	B			B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DBR	Intersection	#4- 9TH / OXNARD BLVD
Agency/Co.	CITY OF OXNARD	Jurisdiction	
Date Performed	1/29/2006	Analysis Year	2005 + PR
Analysis Time Period	AM PEAK		

Project Description	EXISTING + P
East/West Street:	9TH
Intersection Orientation:	North-South
North/South Street:	OXNARD BLVD
Study Period (hrs):	1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	12	796	7	20	900	60
Peak-Hour Factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Hourly Flow Rate, HFR (veh/h)	15	4	69	3	0	49
Percent Heavy Vehicles	5	--	--	5	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		1			1	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	14	4	63	3	0	45
Peak-Hour Factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Hourly Flow Rate, HFR (veh/h)	21	989	65	13	874	7
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

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)	13	21		52			88	
C (m) (veh/h)	708	833		714			478	
v/c	0.02	0.03		0.07			0.18	
95% queue length	0.06	0.08		0.24			0.67	
Control Delay (s/veh)	10.2	9.4		10.4			14.2	
LOS	B	A		B			B	
Approach Delay (s/veh)	--	--	10.4			14.2		
Approach LOS	--	--	B			B		

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INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.:	5
NORTH/SOUTH STREET:	State Route 1/Saviers Road
EAST/WEST STREET:	Wooley Road
SCENARIO:	Existing AM Peak
TIME PERIOD:	2005
COUNT DATE:	11/9/05
WORK ORDER #:	16863.01

Direction	Street	Volume	Capacity		V/C	Notes
Southbound	SR 1	531	2.5			Thru vehicles are the controlling movement.
		45	1600			Assumes 2.5 lanes.
		576	4000	0.14	0.14	
Northbound	SR 1	426	2			
		95	1600			
		521	3200	0.16		
					0.16	
		288	2			
		14	1600			
		302	3200	0.09		
Northbound	Saviers Rd.	521	2			
		85	1600			
		606	3200	0.19		
					0.19	
		210	1			
		0	1600			
		210	1600	0.13		
Westbound	Wooley Rd.	10	1			
		97	1600			
		107	1600	0.07		
					0.07	
		206	2			No. 3 Thru Lane only 150'
		36	1600			Increase capacity by 180
		242	3380	0.07		
Eastbound	Wooley Rd.	98	1			
		0	1600			
		98	1600	0.06		
		491	2		0.25	
		204				
		103	1600			No. 3 lane contains some thru movements.
		798	3200	0.25		

INTERSECTION ICU VALUE	0.81
LEVEL OF SERVICE	D

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.:	5
NORTH/SOUTH STREET:	State Route 1/Saviers Road
EAST/WEST STREET:	Wooley Road
SCENARIO:	Existing + Project AM Peak
TIME PERIOD:	2005
COUNT DATE:	11/9/05
WORK ORDER #:	16863.01

Direction	Street	Volume	Capacity		V/C	Notes
Southbound	SR 1	531	2.5			Thru vehicles are the controlling movement.
		45	1600			Assumes 2.5 lanes.
		576	4000	0.14	0.14	
Northbound	SR 1	426	2			
		98	1600			
		524	3200	0.16		
					0.16	
		297	2			
		20	1600			
		317	3200	0.10		
Northbound	Saviers Rd.	524	2			
		85	1600			
		609	3200	0.19		
					0.19	
		222	1			
		0	1600			
		222	1600	0.14		
Westbound	Wooley Rd.	17	1			
		97	1600			
		114	1600	0.07		
					0.07	
		206	2			No. 3 Thru Lane only 150'
		36	1600			Increase capacity by 180
		242	3380	0.07		
Eastbound	Wooley Rd.	98	1			
		0	1600			
		98	1600	0.06		
		491	2		0.25	
		219				
		103	1600			No. 3 lane contains some thru movements.
		813	3200	0.25		
INTERSECTION ICU VALUE					0.81	
LEVEL OF SERVICE					D	

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.:	5
NORTH/SOUTH STREET:	State Route 1/Saviers Road
EAST/WEST STREET:	Wooley Road
SCENARIO:	Existing + Project AM Peak- with mitigation
TIME PERIOD:	2005
COUNT DATE:	11/9/05
WORK ORDER #:	16863.01

Direction	Street	Volume	Capacity		V/C	Notes
Southbound	SR 1	531	2.5			Thru vehicles are the controlling movement.
		45	1600			Assumes 2.5 lanes.
		576	4000	0.14	0.14	
Northbound	SR 1	426	4			Mitg.- Assumes shared left-thru lane in No. 3 lane
		98	1600			
		297				
		20				
		841	6400	0.13	0.13	
Northbound	Saviers Rd.	524	2			
		85	1600			
		609	3200	0.19		
					0.19	
		222	1			
		0	1600			
		222	1600	0.14		
Westbound	Wooley Rd.	17	3.1125			Mitg.- Assumes shared left-thru lane in No. 2 lane
		97	1600			
		206				
		36				No. 3 Thru Lane only 150'
		356	4980	0.07	0.07	Increase capacity by 180
Eastbound	Wooley Rd.	98	1			
		0	1600			
		98	1600	0.06		
					0.25	
		491	2			
		219				
		103	1600			
		813	3200	0.25		No. 3 lane contains some thru movements.

INTERSECTION ICU VALUE	0.78
LEVEL OF SERVICE	C

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*DBR*	Intersection	*#6- ASH / SAVIERS*
Agency/Co.	*CITY OF OXNARD*	Jurisdiction	
Date Performed	*1/29/2006*	Analysis Year	*2005*
Analysis Time Period	*AM PEAK*		

Project Description	*EXISTING*
East/West Street: *ASH*	North/South Street: *SAVIERS*
Intersection Orientation: *North-South*	Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*1*	*624*	*16*	*61*	*457*	*2*
Peak-Hour Factor, PHF	*0.88*	*0.88*	*0.88*	*0.88*	*0.88*	*0.88*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*26*	*0*	*188*
Percent Heavy Vehicles	*4*	–	–	*4*	–	–
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration	*LT*	*T*	*R*	*L*	*T*	*TR*
Upstream Signal		*0*			*1*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*0*	*0*	*0*	*23*	*0*	*166*
Peak-Hour Factor, PHF	*0.88*	*0.88*	*0.88*	*0.88*	*0.88*	*0.88*
Hourly Flow Rate, HFR (veh/h)	*69*	*519*	*2*	*1*	*709*	*18*
Percent Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration		*LTR*		*LT*		*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*	*L*	*LT*		*R*		*LTR*	
v (veh/h)	*1*	*69*	*26*		*188*		*0*	
c (m) (veh/h)	*1158*	*859*	*353*		*642*			
v/c	*0.00*	*0.08*	*0.07*		*0.29*			
95% queue length	*0.00*	*0.26*	*0.24*		*1.24*			
Control Delay (s/veh)	*8.1*	*9.6*	*16.0*		*12.9*			
LOS	*A*	*A*	*C*		*B*			
Approach Delay (s/veh)	–	–	*13.3*					
Approach LOS	–	–	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DBR	Intersection	#6- ASH / SAVIERS
Agency/Co.	CITY OF OXNARD	Jurisdiction	
Date Performed	1/29/2006	Analysis Year	2005 + Pic
Analysis Time Period	AM PEAK		

Project Description	EXISTING + P
East/West Street: ASH	North/South Street: SAVIERS
Intersection Orientation: North-South	Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	1	628	16	62	460	2
Peak-Hour Factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Hourly Flow Rate, HFR (veh/h)	0	0	0	26	0	189
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	2	1	1	2	0
Configuration	LT	T	R	L	T	TR
Upstream Signal		0			1	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	23	0	167
Peak-Hour Factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Hourly Flow Rate, HFR (veh/h)	70	522	2	1	713	18
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	1
Configuration		LTR		LT		R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	L	LT		R		LTR	
v (veh/h)	1	70	26		189		0	
C (m) (veh/h)	1155	856	350		640			
v/c	0.00	0.08	0.07		0.30			
95% queue length	0.00	0.27	0.24		1.25			
Control Delay (s/veh)	8.1	9.6	16.1		13.0			
LOS	A	A	C		B			
Approach Delay (s/veh)	--	--	13.4					
Approach LOS	--	--	B					

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INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 7
NORTH/SOUTH: Oxnard Blvd.
EAST/WEST: Date

SCENARIO: Existing Conditions - 2005
AM Peak Hour

Move-ment	Lane	Capacity	Volume BASE	Volume W/PROJECT	V/C Ratio BASE	V/C Ratio W/PROJECT
			Existing Conditions - 2005			
NBL	1.0	1,600	18	18	0.01	0.01
NBT	2.0	3,200	399	422	0.14 *	0.15 *
NBR	0.0	0	63	63	0.00	0.00
SBL	1.0	1,600	122	124	0.08 *	0.08 *
SBT	2.0	3,200	315	335	0.11	0.12
SBR	0.0	0	34	36	0.00	0.00
EBL	0.0	0	45	48	0.00	0.00
EBT	1.0	1,600	70	70	0.08 *	0.08 *
EBR	0.0	0	10	15	0.00	0.00
WBL	0.0	0	117	126	0.00	0.00
WBT	1.0	1,600	74	74	0.27 *	0.27 *
WBR	0.0	0	234	237	0.00	0.00
N/S Critical Movements					0.22	0.23
E/W Critical Movements					0.35	0.35
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.00	0.00
ICU					0.57	0.58
Level of Service (LOS)					A	A

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 8
NORTH/SOUTH: Oxnard Blvd.
EAST/WEST: Statham

SCENARIO: Existing Conditions - 2005 AM

Move-ment	Lane		Capacity	Volume BASE	Volume W/PROJECT	V/C Ratio BASE	V/C Ratio W/PROJECT
			Existing Conditions - 2005				
NBL	1.0		1,600	246	246	0.15 *	0.15 *
NBT	2.0		3,200	386	402	0.12	0.13
NBR	1.0	u	1,600	99	99	0.00	0.00
SBL	1.0		1,600	59	61	0.04	0.04
SBT	2.0		3,200	337	350	0.11 *	0.11 *
SBR	1.0	u	1,600	34	36	0.00	0.00
EBL	1.0		1,600	32	35	0.02	0.02
EBT	2.0		3,200	200	200	0.08 *	0.08 *
EBR	0.0		0	60	64	0.00	0.00
WBL	1.0		1,600	93	99	0.06 *	0.06 *
WBT	2.0		3,200	236	236	0.08	0.08
WBR	0.0		0	7	9	0.00	0.00
N/S Critical Movements						0.26	0.26
E/W Critical Movements						0.14	0.14
Right Turn Critical Movement						0.00	0.00
Clearance Interval						0.00	0.00
ICU						0.40	0.40
Level of Service (LOS)						A	A

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 9
NORTH/SOUTH: J / Hobson
EAST/WEST: Wooley

SCENARIO: Existing Conditions - 2005
AM Peak Hour

Move-ment	Lane		Existing Conditions - 2005 Capacity	Volume BASE	Volume W/PROJECT	V/C Ratio BASE	V/C Ratio W/PROJECT
NBL	1.0		1,600	106	106	0.07	0.07
NBT	1.0		1,600	253	253	0.18 *	0.18 *
NBR	0.0		0	33	34	0.00	0.00
SBL	1.0		1,600	143	146	0.09 *	0.09 *
SBT	1.0		1,600	231	231	0.14	0.14
SBR	1.0	u	1,600	21	21	0.00	0.00
EBL	1.0		1,600	116	116	0.07	0.07
EBT	2.0		3,200	883	892	0.29 *	0.29 *
EBR	0.0		0	45	45	0.00	0.00
WBL	1.0		1,600	86	88	0.05 *	0.06 *
WBT	2.0		3,200	510	517	0.18	0.18
WBR	0.0		0	72	73	0.00	0.00
N/S Critical Movements						0.27	0.27
E/W Critical Movements						0.34	0.35
Right Turn Critical Movement						0.00	0.00
Clearance Interval						0.00	0.00
ICU						0.61	0.62
Level of Service (LOS)						B	B

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DBR	Intersection	#10- E / WOOLEY
Agency/Co.	CITY OF OXNARD	Jurisdiction	
Date Performed	1/29/2006	Analysis Year	2005
Analysis Time Period	AM PEAK		

Project Description	EXISTING
East/West Street:	WOOLEY
North/South Street:	E
Intersection Orientation:	East-West
Study Period (hrs):	1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	103	1143	24	4	586	53
Peak-Hour Factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84
Hourly Flow Rate, HFR (veh/h)	122	1360	28	4	697	63
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	1	2	1
Configuration	L	T	TR	L	T	R
Upstream Signal		1			1	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	14	3	2	0	18	11
Peak-Hour Factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84
Hourly Flow Rate, HFR (veh/h)	16	3	2	0	21	13
Percent Heavy Vehicles	2	0	0	2	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	1
Configuration		LTR		LT		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR		LT		R
v (veh/h)	122	4		21		21		13
c (m) (veh/h)	895	512		117		141		805
v/c	0.14	0.01		0.18		0.15		0.02
95% queue length	0.47	0.02		0.65		0.52		0.05
Control Delay (s/veh)	9.7	12.1		42.5		35.0		9.5
LOS	A	B		E		D		A
Approach Delay (s/veh)	--	--	42.5			25.3		
Approach LOS	--	--	E			D		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DBR	Intersection	#10- E / WOOLEY
Agency/Co.	CITY OF OXNARD	Jurisdiction	
Date Performed	1/29/2006	Analysis Year	2005 + PR
Analysis Time Period	AM PEAK		

Project Description	EXISTING + P
East/West Street:	WOOLEY
North/South Street:	E
Intersection Orientation:	East-West
Study Period (hrs):	1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	103	1156	24	4	595	54
Peak-Hour Factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84
Hourly Flow Rate, HFR (veh/h)	122	1376	28	4	708	64
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	1	2	1
Configuration	L	T	TR	L	T	R
Upstream Signal		1			1	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	14	3	2	0	18	11
Peak-Hour Factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84
Hourly Flow Rate, HFR (veh/h)	16	3	2	0	21	13
Percent Heavy Vehicles	2	0	0	2	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	1
Configuration		LTR		LT		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR		LT		R
v (veh/h)	122	4		21		21		13
C (m) (veh/h)	885	503		113		137		797
v/c	0.14	0.01		0.19		0.15		0.02
95% queue length	0.48	0.02		0.67		0.54		0.05
Control Delay (s/veh)	9.7	12.2		44.1		36.0		9.6
LOS	A	B		E		E		A
Approach Delay (s/veh)	--	--	44.1			25.9		
Approach LOS	--	--	E			D		

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INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 11
NORTH/SOUTH: C Street
EAST/WEST: Wooley

SCENARIO: Existing Conditions - 2005
AM Peak Hour

Move-ment	Lane		Capacity	Volume BASE	Volume W/PROJECT	V/C Ratio BASE	V/C Ratio W/PROJECT
			Existing Conditions - 2005				
NBL	1.0		1,600	157	157	0.10	0.10
NBT	1.0		1,600	510	510	0.32 *	0.32 *
NBR	1.0	u	1,600	70	71	0.00	0.00
SBL	1.0		1,600	27	28	0.02 *	0.02 *
SBT	2.0		3,200	293	293	0.09	0.09
SBR	1.0	u	1,600	59	59	0.00	0.00
EBL	1.0		1,600	174	174	0.11	0.11
EBT	2.0		3,200	651	664	0.20 *	0.21 *
EBR	1.0		1,600	211	211	0.00	0.00
WBL	1.0		1,600	50	54	0.03 *	0.03 *
WBT	3.0		4,800	409	419	0.10	0.10
WBR	0.0		0	56	58	0.00	0.00
N/S Critical Movements						0.34	0.34
E/W Critical Movements						0.23	0.24
Right Turn Critical Movement						0.00	0.00
Clearance Interval						0.00	0.00
ICU						0.57	0.58
Level of Service (LOS)						A	A

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 12
NORTH/SOUTH STREET: Commercial
EAST/WEST STREET: Wooley
SCENARIO: Existing 2005
TIME PERIOD: AM Peak Hour

	Existing Conditions - 2005						
Movement	Lane		Capacity	Volume		V/C Ratio	
				BASE	W/PROJECT	BASE	W/PROJECT
NBL	0.0		0	98	100	0.00	0.00
NBT	1.0		1,600	59	59	0.10 *	0.10 *
NBR	1.0	u	1,600	7	7	0.00	0.00
SBL	0.0		0	12	12	0.00	0.00
SBT	1.0		1,600	45	45	0.04 *	0.04 *
SBR	1.0	u	1,600	63	63	0.00	0.00
EBL	1.0		1,600	41	41	0.03 *	0.03 *
EBT	2.0		3,200	363	368	0.14	0.14
EBR	0.0		0	79	81	0.00	0.00
WBL	1.0		1,600	15	15	0.01	0.01
WBT	2.0		3,200	611	617	0.20 *	0.20 *
WBR	0.0		0	24	24	0.00	0.00
N/S Critical Movements						0.14	0.14
E/W Critical Movements						0.23	0.23
Right Turn Critical Movement						0.00	0.00
Clearance Interval						0.00	0.00
ICU						0.37	0.37
Level of Service (LOS)						A	A

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
P - Protected right turn movement
U - Unprotected right turn movement
N - No right turn on red
F - Free right turn lane

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DBR	Intersection	Oxnard Blvd/Northern Dwy
Agency/Co.	P&S	Jurisdiction	City of Oxnard
Date Performed	8/2/2006	Analysis Year	Ex + Project
Analysis Time Period	AM Peak		

Project Description	E+P
East/West Street:	Northern Driveway -Oxnard Blvd
Intersection Orientation:	North-South
North/South Street:	Oxnard Blvd
Study Period (hrs):	1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	15	822	20	17	516	22
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	12	14	0	14
Percent Heavy Vehicles	1	--	--	1	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		0			1	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	12	14		14
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	17	516	22	15	822	20
Percent Heavy Vehicles	1	1	1	1	0	1
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	1	0	1
Configuration		LTR		L		R

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	L		R		LTR	
v (veh/h)	15	17	14		14		12	
C (m) (veh/h)	1033	796	310		584		732	
v/c	0.01	0.02	0.05		0.02		0.02	
95% queue length	0.04	0.07	0.14		0.07		0.05	
Control Delay (s/veh)	8.5	9.6	17.2		11.3		10.0	
LOS	A	A	C		B		A	
Approach Delay (s/veh)	--	--	14.2			10.0		
Approach LOS	--	--	B			A		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DBR	Intersection	Oxnard Blvd/Southern Dwy
Agency/Co.	P&S	Jurisdiction	City of Oxnard
Date Performed	8/2/2006	Analysis Year	Ex + Pr
Analysis Time Period	AM Peak		

Project Description E+P

East/West Street: Southern Driveway -Oxnard Blvd | North/South Street: Oxnard Blvd

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

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	16	827	14	26	532	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	18	0	14	1	0	17
Percent Heavy Vehicles	1	--	--	1	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	1	2	1
Configuration	L	T	TR	L	T	R
Upstream Signal		0			1	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	18	0	14	1		17
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	26	532	26	16	827	14
Percent Heavy Vehicles	1	1	1	1	0	1
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	1	0	1
Configuration		LTR		L		R

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	L		R		LTR	
v (veh/h)	16	26	1		17		32	
C (m) (veh/h)	1016	797	308		585		527	
v/c	0.02	0.03	0.00		0.03		0.06	
95% queue length	0.05	0.10	0.01		0.09		0.19	
Control Delay (s/veh)	8.6	9.7	16.7		11.3		12.3	
LOS	A	A	C		B		B	
Approach Delay (s/veh)	--	--	11.6			12.3		
Approach LOS	--	--	B			B		

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APPENDIX 3

Existing/Existing + Project PM Peak Hour Intersection Levels of Service

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 1
NORTH/SOUTH: Oxnard Blvd.
EAST/WEST: 5th

SCENARIO: Existing Conditions - 2005
PM Peak Hour

Move-ment	Lane		Capacity	Volume BASE	Volume W/PROJECT	V/C Ratio BASE	V/C Ratio W/PROJECT
			Existing Conditions - 2005				
NBL	1.0		1,600	76	78	0.05 *	0.05 *
NBT	2.0		3,200	946	958	0.32	0.33
NBR	0.0		0	82	84	0.00	0.00
SBL	1.0		1,600	123	123	0.08	0.08
SBT	2.0		3,200	1,250	1,262	0.41 *	0.42 *
SBR	0.0		0	75	75	0.00	0.00
EBL	1.0		1,600	75	75	0.05 *	0.05 *
EBT	2.0		3,200	252	252	0.10	0.10
EBR	0.0		0	52	54	0.00	0.00
WBL	1.0		1,600	87	89	0.05	0.06
WBT	1.0		1,600	319	319	0.20 *	0.20 *
WBR	1.0	u	1,600	89	89	0.00	0.00
N/S Critical Movements						0.46	0.47
E/W Critical Movements						0.25	0.25
Right Turn Critical Movement						0.00	0.00
Clearance Interval						0.00	0.00
ICU						0.71	0.72
Level of Service (LOS)						C	C

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 2
NORTH/SOUTH: Oxnard Blvd
EAST/WEST: 6th

SCENARIO: Existing Conditions - 2005
PM Peak Hour

	Existing Conditions - 2005						
Move-ment	Lane		Capacity	Volume BASE	Volume W/PROJECT	V/C Ratio BASE	V/C Ratio W/PROJECT
NBL	1.0		1,600	2	3	0.00 *	0.00 *
NBT	2.0		3,200	1,076	1,093	0.34	0.34
NBR	0.0		0	6	6	0.00	0.00
SBL	1.0		1,600	3	3	0.00	0.00
SBT	2.0		3,200	1,521	1,538	0.49 *	0.49 *
SBR	0.0		0	41	41	0.00	0.00
EBL	0.0		0	53	53	0.00	0.00
EBT	1.0		1,600	25	25	0.07 *	0.07 *
EBR	0.0		0	34	35	0.00	0.00
WBL	0.0		0	40	40	0.00	0.00
WBT	1.0		1,600	40	40	0.05 *	0.05 *
WBR	1.0	u	1,600	14	14	0.00	0.00
N/S Critical Movements						0.49	0.49
E/W Critical Movements						0.12	0.12
Right Turn Critical Movement						0.00	0.00
Clearance Interval						0.00	0.00
ICU						0.61	0.61
Level of Service (LOS)						B	B

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 3
NORTH/SOUTH: Oxnard Blvd
EAST/WEST: 7th

SCENARIO: Existing Conditions - 2005
PM Peak Hour

Move-ment	Lane		Existing Conditions - 2005 Capacity	Volume BASE	Volume W/PROJECT	V/C Ratio BASE	V/C Ratio W/PROJECT
NBL	1.0		1,600	18	20	0.01 *	0.01 *
NBT	2.0		3,200	963	981	0.31	0.32
NBR	0.0		0	39	41	0.00	0.00
SBL	1.0		1,600	59	59	0.04	0.04
SBT	2.0		3,200	1,494	1,512	0.47 *	0.48 *
SBR	0.0		0	22	22	0.00	0.00
EBL	0.0		0	79	79	0.00	0.00
EBT	1.0		1,600	106	106	0.12 *	0.12 *
EBR	1.0	(a)	1,600	37	39	0.02	0.02
WBL	0.0		0	40	42	0.00	0.00
WBT	1.0		1,600	163	163	0.13 *	0.13 *
WBR	1.0	(a)	1,600	86	86	0.05	0.05
N/S Critical Movements						0.48	0.49
E/W Critical Movements						0.25	0.25
Right Turn Critical Movement						0.00	0.00
Clearance Interval						0.00	0.00
ICU						0.73	0.74
Level of Service (LOS)						C	C

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio

(a) wide approach - space for separate RT movement

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DBR	Intersection	#4- 9TH / OXNARD BLVD
Agency/Co.	CITY OF OXNARD	Jurisdiction	
Date Performed	1/29/2006	Analysis Year	2005
Analysis Time Period	PMPEAK		

Project Description	EXISTING
East/West Street:	9TH
North/South Street:	OXNARD BLVD
Intersection Orientation:	North-South
Study Period (hrs):	1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	45	925	19	43	1348	100
Peak-Hour Factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Hourly Flow Rate, HFR (veh/h)	14	6	101	3	5	58
Percent Heavy Vehicles	5	--	--	5	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		1			1	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	14	6	98	3	5	57
Peak-Hour Factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Hourly Flow Rate, HFR (veh/h)	44	1389	103	46	953	19
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

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)	46	44		66			121	
C (m) (veh/h)	680	791		553			446	
v/c	0.07	0.06		0.12			0.27	
95% queue length	0.22	0.18		0.41			1.11	
Control Delay (s/veh)	10.7	9.8		12.4			16.1	
LOS	B	A		B			C	
Approach Delay (s/veh)	--	--	12.4			16.1		
Approach LOS	--	--	B			C		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DBR	Intersection	#4- 9TH / OXNARD BLVD
Agency/Co.	CITY OF OXNARD	Jurisdiction	
Date Performed	1/29/2006	Analysis Year	2005 + PM
Analysis Time Period	PM PEAK		

Project Description: EXISTING + P

East/West Street: 9TH | North/South Street: OXNARD BLVD

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

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	47	947	19	43	1370	100
Peak-Hour Factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Hourly Flow Rate, HFR (veh/h)	14	6	103	3	5	58
Percent Heavy Vehicles	5	--	--	5	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		1			1	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	14	6	100	3	5	57
Peak-Hour Factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Hourly Flow Rate, HFR (veh/h)	44	1412	103	48	976	19
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

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)	48	44		66			123	
C (m) (veh/h)	657	773		532			437	
v/c	0.07	0.06		0.12			0.28	
95% queue length	0.24	0.18		0.42			1.17	
Control Delay (s/veh)	10.9	9.9		12.7			16.5	
LOS	B	A		B			C	
Approach Delay (s/veh)	--	--	12.7			16.5		
Approach LOS	--	--	B			C		

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INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.:	5
NORTH/SOUTH STREET:	State Route 1/Saviers Road
EAST/WEST STREET:	Wooley Road
SCENARIO:	Existing PM Peak
TIME PERIOD:	2005
COUNT DATE:	11/9/05
WORK ORDER #:	16863.01

Direction	Street	Volume	Capacity		V/C	Notes
Southbound	SR 1	865	2.5			Thru vehicles are the controlling movement.
		94	1600			Assumes 2.5 lanes.
		959	4000	0.24	**0.24**	
Northbound	SR 1	540	2			
		71	1600			
		611	3200	0.19		
					0.19	
		437	2			
		14	1600			
		451	3200	0.14		
Northbound	Saviers Rd.	600	2			
		42	1600			
		642	3200	0.20		
					0.20	
		201	1			
		0	1600			
		201	1600	0.13		
Westbound	Wooley Rd.	7	1			
		296	1600			
		303	1600	0.19		
					0.19	
		445	2			No. 3 Thru Lane only 150'
		43	1600			Increase capacity by 180
		488	3380	0.14		
Eastbound	Wooley Rd.	99	1			
		0	1600			
		99	1600	0.06		
		273	2		**0.16**	
		171				
		67	1600			No. 3 lane contains some thru movements.
		511	3200	0.16		

INTERSECTION ICU VALUE	0.98
LEVEL OF SERVICE	E

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.:	5
NORTH/SOUTH STREET:	State Route 1/Saviers Road
EAST/WEST STREET:	Wooley Road
SCENARIO:	Existing + Project PM Peak
TIME PERIOD:	2005
COUNT DATE:	11/9/05
WORK ORDER #:	16863.01

Direction	Street	Volume	Capacity		V/C	Notes
Southbound	SR 1	865	2.5			Thru vehicles are the controlling movement.
		94	1600			Assumes 2.5 lanes.
		959	4000	0.24	0.24	
Northbound	SR 1	546	2			
		77	1600			
		623	3200	0.19		
					0.19	
		437	2			
		29	1600			
		466	3200	0.15		
Northbound	Saviers Rd.	612	2			
		42	1600			
		654	3200	0.20		
					0.20	
		219	1			
		0	1600			
		219	1600	0.14		
Westbound	Wooley Rd.	19	1			
		296	1600			
		315	1600	0.20		
					0.20	
		445	2			No. 3 Thru Lane only 150'
		43	1600			Increase capacity by 180
		488	3380	0.14		
Eastbound	Wooley Rd.	99	1			
		0	1600			
		99	1600	0.06		
		273	2		0.17	
		195				
		67	1600			No. 3 lane contains some thru movements.
		535	3200	0.17		

INTERSECTION ICU VALUE	1.00
LEVEL OF SERVICE	E

MITIGATED

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.:	5
NORTH/SOUTH STREET:	State Route 1/Saviers Road
EAST/WEST STREET:	Wooley Road
SCENARIO:	Existing + Project PM Peak
TIME PERIOD:	2005
COUNT DATE:	11/9/05
WORK ORDER #:	16863.01

Direction	Street	Volume	Capacity		V/C	Notes
Southbound	SR 1	865	2.5			Thru vehicles are the controlling movement.
		94	1600			Assumes 2.5 lanes.
		959	4000	0.24	**0.24**	
Northbound	SR 1	546	2			
		77	1600			
		623	3200	0.19		
					0.19	
		437	2			
		29	1600			
		466	3200	0.15		
Northbound	Saviers Rd.	612	2			
		42	1600			
		654	3200	0.20		
					0.20	
		219	1			
		0	1600			
		219	1600	0.14		
Westbound	Wooley Rd.	19	3.1125			
		296				
		445			**0.16**	Mit. Assumes No. 2 lane is shared left-thru
		43	1600			
		803	4980	0.16		No. 3 Thru Lane only 150'
						Increase capacity by 180
Eastbound	Wooley Rd.	99	1			
		0	1600			
		99	1600	0.06		
		273	2		**0.17**	
		195				
		67	1600			No. 3 lane contains some thru movements.
		535	3200	0.17		

INTERSECTION ICU VALUE	**0.96**
LEVEL OF SERVICE	**E**

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DBR	Intersection	#6- ASH / SAVIERS
Agency/Co.	CITY OF OXNARD	Jurisdiction	
Date Performed	1/29/2006	Analysis Year	2005
Analysis Time Period	PM PEAK		

Project Description: EXISTING

East/West Street: ASH | North/South Street: SAVIERS

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

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	7	739	71	101	1120	1
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	0	0	0	31	1	204
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	2	1	1	2	0
Configuration	LT	T	R	L	T	TR
Upstream Signal		0			1	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	30	1	196
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	105	1166	1	7	769	73
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	1
Configuration		LTR		LT		R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	L	LT		R		LTR	
v (veh/h)	7	105	32		204		0	
C (m) (veh/h)	729	777	291		614			
v/c	0.01	0.14	0.11		0.33			
95% queue length	0.03	0.47	0.37		1.48			
Control Delay (s/veh)	10.0	10.4	18.9		13.8			
LOS	A	B	C		B			
Approach Delay (s/veh)	--	--	14.5					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DBR	Intersection	#6- ASH / SAVIERS
Agency/Co.	CITY OF OXNARD	Jurisdiction	
Date Performed	1/29/2006	Analysis Year	2005 + PR
Analysis Time Period	PM PEAK		

Project Description	EXISTING + P
East/West Street: ASH	North/South Street: SAVIERS
Intersection Orientation: North-South	Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	7	745	71	101	1126	1
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	0	0	0	31	1	204
Percent Heavy Vehicles	4	–	–	4	–	–
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	2	1	1	2	0
Configuration	LT	T	R	L	T	TR
Upstream Signal		0			1	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	30	1	196
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	105	1172	1	7	776	73
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	1
Configuration		LTR		LT		R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	L	LT		R		LTR	
v (veh/h)	7	105	32		204		0	
C (m) (veh/h)	723	772	288		611			
v/c	0.01	0.14	0.11		0.33			
95% queue length	0.03	0.47	0.37		1.49			
Control Delay (s/veh)	10.0	10.4	19.1		13.8			
LOS	B	B	C		B			
Approach Delay (s/veh)	–	–	14.5					
Approach LOS	–	–	B					

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INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 7
NORTH/SOUTH: Oxnard Blvd.
EAST/WEST: Date

SCENARIO: Existing Conditions - 2005
PM Peak Hour

Move-ment	Existing Conditions - 2005					
			Volume		V/C Ratio	
	Lane	Capacity	BASE	W/PROJECT	BASE	W/PROJECT
NBL	1.0	1,600	26	26	0.02	0.02
NBT	2.0	3,200	441	482	0.17 *	0.18 *
NBR	0.0	0	100	100	0.00	0.00
SBL	1.0	1,600	262	268	0.16 *	0.17 *
SBT	2.0	3,200	758	800	0.25	0.27
SBR	0.0	0	54	58	0.00	0.00
EBL	0.0	0	75	79	0.00	0.00
EBT	1.0	1,600	238	238	0.22 *	0.22 *
EBR	0.0	0	41	41	0.00	0.00
WBL	0.0	0	89	89	0.00	0.00
WBT	1.0	1,600	82	82	0.20 *	0.21 *
WBR	0.0	0	152	158	0.00	0.00
N/S Critical Movements					0.33	0.35
E/W Critical Movements					0.42	0.43
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.00	0.00
ICU					0.75	0.78
Level of Service (LOS)					C	C

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 8
NORTH/SOUTH: Oxnard Blvd.
EAST/WEST: Statham

SCENARIO: Existing Conditions - 2005
PM Peak Hour

	Existing Conditions - 2005						
Move-ment	Lane		Capacity	Volume BASE	Volume W/PROJECT	V/C Ratio BASE	V/C Ratio W/PROJECT
NBL	1.0		1,600	159	159	0.10 *	0.10 *
NBT	2.0		3,200	331	357	0.10	0.11
NBR	1.0	u	1,600	118	118	0.00	0.00
SBL	1.0		1,600	172	175	0.11	0.11
SBT	2.0		3,200	657	684	0.21 *	0.21 *
SBR	1.0	u	1,600	61	70	0.00	0.00
EBL	1.0		1,600	117	126	0.07	0.08
EBT	2.0		3,200	370	370	0.17 *	0.17 *
EBR	0.0		0	162	162	0.00	0.00
WBL	1.0		1,600	139	139	0.09 *	0.09 *
WBT	2.0		3,200	250	250	0.09	0.09
WBR	0.0		0	23	26	0.00	0.00
N/S Critical Movements						0.31	0.31
E/W Critical Movements						0.26	0.26
Right Turn Critical Movement						0.00	0.00
Clearance Interval						0.00	0.00
ICU						0.57	0.57
Level of Service (LOS)						A	A

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 9
NORTH/SOUTH: J / Hobson
EAST/WEST: Wooley

SCENARIO: Existing Conditions - 2005
PM Peak Hour

Move-ment	Lane		Capacity	Existing Conditions - 2005 Volume BASE	Volume W/PROJECT	V/C Ratio BASE	V/C Ratio W/PROJECT
NBL	1.0		1,600	31	31	0.02	0.02
NBT	1.0		1,600	365	365	0.25 *	0.25 *
NBR	0.0		0	36	38	0.00	0.00
SBL	1.0		1,600	132	137	0.08 *	0.09 *
SBT	1.0		1,600	357	357	0.22	0.22
SBR	1.0	u	1,600	47	47	0.00	0.00
EBL	1.0		1,600	122	122	0.08 *	0.08 *
EBT	2.0		3,200	655	666	0.21	0.22
EBR	0.0		0	25	25	0.00	0.00
WBL	1.0		1,600	225	227	0.14	0.14
WBT	2.0		3,200	864	875	0.31 *	0.31 *
WBR	0.0		0	124	125	0.00	0.00
N/S Critical Movements						0.33	0.34
E/W Critical Movements						0.39	0.39
Right Turn Critical Movement						0.00	0.00
Clearance Interval						0.00	0.00
ICU						0.72	0.73
Level of Service (LOS)						C	C

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
P - Protected right turn movement
U - Unprotected right turn movement
N - No right turn on red
F - Free right turn lane

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DBR	Intersection	#10- E / WOOLEY
Agency/Co.	CITY OF OXNARD	Jurisdiction	
Date Performed	1/29/2006	Analysis Year	2005
Analysis Time Period	PM PEAK		

Project Description	EXISTING
East/West Street:	WOOLEY
North/South Street:	E
Intersection Orientation:	East-West
Study Period (hrs):	1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	95	821	13	9	1091	38
Peak-Hour Factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Hourly Flow Rate, HFR (veh/h)	106	922	14	10	1225	42
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	1	2	1
Configuration	L	T	TR	L	T	R
Upstream Signal		1			1	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	2	37	0	46
Peak-Hour Factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Hourly Flow Rate, HFR (veh/h)	0	0	2	41	0	51
Percent Heavy Vehicles	2	0	0	2	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	1
Configuration		LTR		LT		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR		LT		R
v (veh/h)	106	10		2		41		51
C (m) (veh/h)	560	760		668		189		545
v/c	0.19	0.01		0.00		0.22		0.09
95% queue length	0.70	0.04		0.01		0.82		0.31
Control Delay (s/veh)	12.9	9.8		10.4		29.3		12.3
LOS	B	A		B		D		B
Approach Delay (s/veh)	--	--	10.4			19.9		
Approach LOS	--	--	B			C		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DBR	Intersection	#10- E / WOOLEY
Agency/Co.	CITY OF OXNARD	Jurisdiction	
Date Performed	1/29/2006	Analysis Year	2005 + PR2
Analysis Time Period	PM PEAK		

Project Description	EXISTING + P
East/West Street:	WOOLEY
North/South Street:	E
Intersection Orientation:	East-West
Study Period (hrs):	1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	95	839	13	11	1105	40
Peak-Hour Factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Hourly Flow Rate, HFR (veh/h)	106	942	14	12	1241	44
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	1	2	1
Configuration	L	T	TR	L	T	R
Upstream Signal		1			1	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	2	37	0	46
Peak-Hour Factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Hourly Flow Rate, HFR (veh/h)	0	0	2	41	0	51
Percent Heavy Vehicles	2	0	0	2	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	1
Configuration		LTR		LT		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR		LT		R
v (veh/h)	106	12		2		41		51
c (m) (veh/h)	549	745		656		183		538
v/c	0.19	0.02		0.00		0.22		0.09
95% queue length	0.72	0.05		0.01		0.86		0.31
Control Delay (s/veh)	13.1	9.9		10.5		30.3		12.4
LOS	B	A		B		D		B
Approach Delay (s/veh)	--	--	10.5			20.4		
Approach LOS	--	--	B			C		

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INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 11
NORTH/SOUTH: C Street
EAST/WEST: Wooley

SCENARIO: Existing Conditions - 2005
PM Peak Hour

Move-ment	Lane		Capacity	Existing Conditions - 2005 Volume BASE	Volume W/PROJECT	V/C Ratio BASE	V/C Ratio W/PROJECT
NBL	1.0		1,600	146	146	0.09	0.09
NBT	1.0		1,600	608	608	0.38 *	0.38 *
NBR	1.0	u	1,600	7	8	0.00	0.00
SBL	1.0		1,600	34	39	0.02 *	0.02 *
SBT	2.0		3,200	771	771	0.24	0.24
SBR	1.0	u	1,600	71	71	0.00	0.00
EBL	1.0		1,600	215	215	0.13	0.13
EBT	2.0		3,200	591	609	0.18 *	0.19 *
EBR	1.0		1,600	76	76	0.00	0.00
WBL	1.0		1,600	240	244	0.15 *	0.15 *
WBT	3.0		4,800	815	833	0.18	0.18
WBR	0.0		0	44	46	0.00	0.00
N/S Critical Movements						0.40	0.40
E/W Critical Movements						0.33	0.34
Right Turn Critical Movement						0.00	0.00
Clearance Interval						0.00	0.00
ICU						0.73	0.74
Level of Service (LOS)						C	C

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
P - Protected right turn movement
U - Unprotected right turn movement
N - No right turn on red
F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 12
NORTH/SOUTH STREET: Commercial
EAST/WEST STREET: Wooley
SCENARIO: Existing 2005
TIME PERIOD: PM Peak Hour

	Existing Conditions - 2005						
Movement	Lane		Capacity	Volume BASE	Volume W/PROJECT	V/C Ratio BASE	V/C Ratio W/PROJECT
NBL	0.0		0	123	125	0.00	0.00
NBT	1.0		1,600	180	180	0.19 *	0.19 *
NBR	1.0	u	1,600	18	18	0.00	0.00
SBL	0.0		0	23	23	0.00	0.00
SBT	1.0		1,600	81	81	0.07 *	0.07 *
SBR	1.0	u	1,600	62	64	0.00	0.00
EBL	1.0		1,600	120	122	0.08	0.08
EBT	2.0		3,200	680	688	0.27 *	0.27 *
EBR	0.0		0	182	184	0.00	0.00
WBL	1.0		1,600	28	28	0.02 *	0.02 *
WBT	2.0		3,200	349	357	0.13	0.14
WBR	0.0		0	79	79	0.00	0.00
N/S Critical Movements						0.26	0.26
E/W Critical Movements						0.29	0.29
Right Turn Critical Movement						0.00	0.00
Clearance Interval						0.00	0.00
ICU						0.55	0.55
Level of Service (LOS)						A	A

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
P - Protected right turn movement
U - Unprotected right turn movement
N - No right turn on red
F - Free right turn lane

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DBR	Intersection	
Agency/Co.	City of Oxnard	Jurisdiction	
Date Performed	8/2/2006	Analysis Year	Ex + Pr
Analysis Time Period	PM Peak		

Project Description	E+P
East/West Street:	Southern Driveway -Oxnard Blvd
Intersection Orientation:	North-South
North/South Street:	Oxnard Blvd
Study Period (hrs):	1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	32	1075	13	20	644	24
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	36	0	32	1	0	15
Percent Heavy Vehicles	1	--	--	1	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	1	2	1
Configuration	L	T	TR	L	T	R
Upstream Signal		0			1	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	36	0	32	1		15
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	20	644	24	32	1075	13
Percent Heavy Vehicles	1	1	1	1	0	1
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	1	0	1
Configuration		LTR		L		R

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	L		R		LTR	
v (veh/h)	32	20	1		15		68	
C (m) (veh/h)	924	643	205		486		462	
v/c	0.03	0.03	0.00		0.03		0.15	
95% queue length	0.11	0.10	0.01		0.10		0.52	
Control Delay (s/veh)	9.0	10.8	22.6		12.6		14.1	
LOS	A	B	C		B		B	
Approach Delay (s/veh)	--	--	13.3			14.1		
Approach LOS	--	--	B			B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*DBR*	Intersection	
Agency/Co.	*City of Oxnard*	Jurisdiction	
Date Performed	*8/2/2006*	Analysis Year	*2005*
Analysis Time Period	*PM Peak*		

Project Description	*E+P*
East/West Street:	*Northern Driveway -Oxnard Blvd*
North/South Street:	*Oxnard Blvd*
Intersection Orientation:	*North-South*
Study Period (hrs):	*1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*21*	*1079*	*13*	*22*	*627*	*16*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*22*	*19*	*0*	*19*
Percent Heavy Vehicles	*1*	–	–	*1*	–	–
Median Type	*Two Way Left Turn Lane*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*0*	*1*	*2*	*0*
Configuration	*L*	*T*	*TR*	*L*	*T*	*TR*
Upstream Signal		*0*			*1*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*0*	*0*	*22*	*19*		*19*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*22*	*627*	*16*	*21*	*1079*	*13*
Percent Heavy Vehicles	*1*	*1*	*1*	*1*	*0*	*1*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*1*	*0*	*1*
Configuration		*LTR*		*L*		*R*

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*	*L*		*R*		*LTR*	
v (veh/h)	*21*	*22*	*19*		*19*		*22*	
C (m) (veh/h)	*945*	*641*	*212*		*484*		*677*	
v/c	*0.02*	*0.03*	*0.09*		*0.04*		*0.03*	
95% queue length	*0.07*	*0.11*	*0.29*		*0.12*		*0.10*	
Control Delay (s/veh)	*8.9*	*10.8*	*23.7*		*12.7*		*10.5*	
LOS	*A*	*B*	*C*		*B*		*B*	
Approach Delay (s/veh)	–	–	*18.2*			*10.5*		
Approach LOS	–	–	*C*			*B*		

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APPENDIX 4

Cumulative/Cumulative + Project AM Peak Hour Intersection Levels of Service

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 1
NORTH/SOUTH: Oxnard Blvd.
EAST/WEST: 5th

SCENARIO: Future Conditions - 2005
AM Peak Hour

Move-ment	Lane		Capacity	Volume BASE	Volume W/PROJECT	V/C Ratio BASE	V/C Ratio W/PROJECT
			Future Conditions - 2005				
NBL	1.0		1,600	40	42	0.03	0.03
NBT	2.0		3,200	910	921	0.31 *	0.31 *
NBR	0.0		0	80	81	0.00	0.00
SBL	1.0		1,600	160	160	0.10 *	0.10 *
SBT	2.0		3,200	1,040	1,054	0.33	0.34
SBR	0.0		0	30	30	0.00	0.00
EBL	1.0		1,600	60	60	0.04	0.04
EBT	2.0		3,200	380	380	0.12 *	0.12 *
EBR	0.0		0	10	10	0.00	0.00
WBL	1.0		1,600	40	41	0.03 *	0.03 *
WBT	1.0		1,600	160	160	0.10	0.10
WBR	1.0	u	1,600	50	50	0.00	0.00
N/S Critical Movements						0.41	0.41
E/W Critical Movements						0.15	0.15
Right Turn Critical Movement						0.00	0.00
Clearance Interval						0.00	0.00
ICU						0.56	0.56
Level of Service (LOS)						A	A

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 2
NORTH/SOUTH: Oxnard Blvd
EAST/WEST: 6th

SCENARIO: Future Conditions - 2005
AM Peak Hour

Move-ment	Lane		Capacity	Volume BASE	Volume W/PROJECT	V/C Ratio BASE	V/C Ratio W/PROJECT
			Future Conditions - 2005				
NBL	1.0		1,600	0	0	0.00 *	0.00 *
NBT	2.0		3,200	990	1,002	0.31	0.31
NBR	0.0		0	0	0	0.00	0.00
SBL	1.0		1,600	10	10	0.01	0.01
SBT	2.0		3,200	1,070	1,085	0.34 *	0.34 *
SBR	0.0		0	13	13	0.00	0.00
EBL	0.0		0	40	40	0.00	0.00
EBT	1.0		1,600	12	12	0.04 *	0.04 *
EBR	0.0		0	10	13	0.00	0.00
WBL	0.0		0	4	4	0.00 *	0.00 *
WBT	1.0		1,600	1	1	0.00	0.00
WBR	1.0	u	1,600	1	1	0.00	0.00
N/S Critical Movements						0.34	0.34
E/W Critical Movements						0.04	0.04
Right Turn Critical Movement						0.00	0.00
Clearance Interval						0.00	0.00
ICU						0.38	0.38
Level of Service (LOS)						A	A

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 3
NORTH/SOUTH: Oxnard Blvd
EAST/WEST: 7th

SCENARIO: Future Conditions - 2005
AM Peak Hour

Move-ment	Lane		Capacity	Volume BASE	Volume W/PROJECT	V/C Ratio BASE	V/C Ratio W/PROJECT
			Future Conditions - 2005				
NBL	1.0		1,600	14	14	0.01 *	0.01 *
NBT	2.0		3,200	870	882	0.28	0.28
NBR	0.0		0	20	20	0.00	0.00
SBL	1.0		1,600	110	110	0.07	0.07
SBT	2.0		3,200	1,060	1,075	0.34 *	0.34 *
SBR	0.0		0	20	20	0.00	0.00
EBL	0.0		0	70	70	0.00	0.00
EBT	1.0		1,600	90	90	0.10 *	0.10 *
EBR	1.0	(a)	1,600	20	20	0.00	0.00
WBL	0.0		0	10	10	0.00	0.00
WBT	1.0		1,600	40	40	0.03 *	0.03 *
WBR	1.0	(a)	1,600	50	50	0.00	0.00
N/S Critical Movements						0.35	0.35
E/W Critical Movements						0.13	0.13
Right Turn Critical Movement						0.00	0.00
Clearance Interval						0.00	0.00
ICU						0.48	0.48
Level of Service (LOS)						A	A

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio

(a) wide approach

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DBR	Intersection	#4- 9TH / OXNARD BLVD
Agency/Co.	CITY OF OXNARD	Jurisdiction	
Date Performed	1/29/2006	Analysis Year	Future
Analysis Time Period	AM PEAK		

Project Description FUTURE

East/West Street: 9TH	North/South Street: OXNARD BLVD
Intersection Orientation: North-South	Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	12	800	10	20	980	60
Peak-Hour Factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Hourly Flow Rate, HFR (veh/h)	15	10	76	10	10	54
Percent Heavy Vehicles	5	--	--	5	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		1			1	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	14	10	70	10	10	50
Peak-Hour Factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Hourly Flow Rate, HFR (veh/h)	21	1076	65	13	879	10
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

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)	13	21		74			101	
c (m) (veh/h)	649	827		442			408	
v/c	0.02	0.03		0.17			0.25	
95% queue length	0.06	0.08		0.60			0.98	
Control Delay (s/veh)	10.7	9.5		14.8			16.7	
LOS	B	A		B			C	
Approach Delay (s/veh)	--	--	14.8			16.7		
Approach LOS	--	--	B			C		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DBR	Intersection	#4- 9TH / OXNARD BLVD
Agency/Co.	CITY OF OXNARD	Jurisdiction	
Date Performed	1/29/2006	Analysis Year	Future + Proged
Analysis Time Period	AM PEAK		

Project Description FUTURE + P

East/West Street: 9TH	North/South Street: OXNARD BLVD
Intersection Orientation: North-South	Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	12	812	10	20	995	60
Peak-Hour Factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Hourly Flow Rate, HFR (veh/h)	15	10	78	10	10	54
Percent Heavy Vehicles	5	--	--	5	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		1			1	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	14	10	71	10	10	50
Peak-Hour Factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Hourly Flow Rate, HFR (veh/h)	21	1093	65	13	892	10
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

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)	13	21		74			103	
c (m) (veh/h)	638	816		435			403	
v/c	0.02	0.03		0.17			0.26	
95% queue length	0.06	0.08		0.61			1.02	
Control Delay (s/veh)	10.8	9.5		15.0			17.0	
LOS	B	A		B			C	
Approach Delay (s/veh)	--	--	15.0			17.0		
Approach LOS	--	--	B			C		

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INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.:	5
NORTH/SOUTH STREET:	State Route 1/Saviers Road
EAST/WEST STREET:	Wooley Road
SCENARIO:	Cumulative AM Peak
TIME PERIOD:	Cumulative
COUNT DATE:	
WORK ORDER #:	16863.01

Direction	Street	Volume	Capacity		V/C	Notes
Southbound	SR 1	450	2.5			Thru vehicles are the controlling movement.
		60	1600			Assumes 2.5 lanes.
		510	4000	0.13	0.13	
Northbound	SR 1	430	2			
		130	1600			
		560	3200	0.18		
					0.18	
		310	2			
		30	1600			
		340	3200	0.11		
Northbound	Saviers Rd.	530	2			
		90	1600			
		620	3200	0.19		
					0.19	
		210	1			
		0	1600			
		210	1600	0.13		
Westbound	Wooley Rd.	10	1			
		100	1600			
		110	1600	0.07		
					0.07	
		210	2			No. 3 Thru Lane only 150'
		40	1600			Increase capacity by 180
		250	3380	0.07		
Eastbound	Wooley Rd.	100	1			
		0	1600			
		100	1600	0.06		
		550	2		0.25	
		200				
		60	1600			No. 3 lane contains some thru movements.
		810	3200	0.25		

INTERSECTION ICU VALUE	0.82
LEVEL OF SERVICE	D

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.:	5
NORTH/SOUTH STREET:	State Route 1/Saviers Road
EAST/WEST STREET:	Wooley Road
SCENARIO:	Cumulative + Project AM Peak
TIME PERIOD:	Cumulative
COUNT DATE:	-
WORK ORDER #:	16863.01

Direction	Street	Volume	Capacity		V/C	Notes
Southbound	SR 1	450	2.5			Thru vehicles are the controlling movement.
		60	1600			Assumes 2.5 lanes.
		510	4000	0.13	0.13	
Northbound	SR 1	430	2			
		133	1600			
		563	3200	0.18		
					0.18	
		319	2			
		36	1600			
		355	3200	0.11		
Northbound	Saviers Rd.	533	2			
		90	1600			
		623	3200	0.19		
					0.19	
		222	1			
		0	1600			
		222	1600	0.14		
Westbound	Wooley Rd.	17	1			
		100	1600			
		117	1600	0.07		
					0.07	
		210	2			No. 3 Thru Lane only 150'
		40	1600			Increase capacity by 180
		250	3380	0.07		
Eastbound	Wooley Rd.	100	1			
		0	1600			
		100	1600	0.06		
		550	2		0.26	
		215				
		60	1600			No. 3 lane contains some thru movements.
		825	3200	0.26		

INTERSECTION ICU VALUE	0.83
LEVEL OF SERVICE	D

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DBR	Intersection	#6- ASH / SAVIERS
Agency/Co.	CITY OF OXNARD	Jurisdiction	
Date Performed	1/29/2006	Analysis Year	Future
Analysis Time Period	AM PEAK		

Project Description: FUTURE

East/West Street: ASH | North/South Street: SAVIERS

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

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	1	730	16	80	475	2
Peak-Hour Factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Hourly Flow Rate, HFR (veh/h)	0	0	0	26	0	227
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	2	1	1	2	0
Configuration	LT	T	R	L	T	TR
Upstream Signal		0			1	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	23	0	200
Peak-Hour Factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Hourly Flow Rate, HFR (veh/h)	90	539	2	1	829	18
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	1
Configuration		LTR		LT		R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	L	LT		R		LTR	
v (veh/h)	1	90	26		227		0	
c (m) (veh/h)	1136	773	295		587			
v/c	0.00	0.12	0.09		0.39			
95% queue length	0.00	0.39	0.29		1.87			
Control Delay (s/veh)	8.2	10.3	18.4		15.0			
LOS	A	B	C		B			
Approach Delay (s/veh)	--	--	15.3					
Approach LOS	--	--	C					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DBR	Intersection	#6- ASH / SAVIERS
Agency/Co.	CITY OF OXNARD	Jurisdiction	
Date Performed	1/29/2006	Analysis Year	Future + Project
Analysis Time Period	AM PEAK		

Project Description	FUTURE + P
East/West Street:	ASH
North/South Street:	SAVIERS
Intersection Orientation:	North-South
Study Period (hrs):	1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	1	734	16	81	478	2
Peak-Hour Factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Hourly Flow Rate, HFR (veh/h)	0	0	0	26	0	227
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	2	1	1	2	0
Configuration	LT	T	R	L	T	TR
Upstream Signal		0			1	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	23	0	200
Peak-Hour Factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Hourly Flow Rate, HFR (veh/h)	92	543	2	1	834	18
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	1
Configuration		LTR		LT		R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	L	LT		R		LTR	
v (veh/h)	1	92	26		227		0	
c (m) (veh/h)	1132	770	293		585			
v/c	0.00	0.12	0.09		0.39			
95% queue length	0.00	0.41	0.29		1.88			
Control Delay (s/veh)	8.2	10.3	18.5		15.0			
LOS	A	B	C		C			
Approach Delay (s/veh)	--	--	15.4					
Approach LOS	--	--	C					

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INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 7
NORTH/SOUTH: Oxnard Blvd.
EAST/WEST: Date

SCENARIO: Future Conditions - 2005
An

	Future Conditions - 2005					
Move-ment	Lane	Capacity	Volume BASE	Volume W/PROJECT	V/C Ratio BASE	V/C Ratio W/PROJECT
NBL	1.0	1,600	18	18	0.01	0.01
NBT	2.0	3,200	450	473	0.16 *	0.17 *
NBR	0.0	0	63	63	0.00	0.00
SBL	1.0	1,600	130	132	0.08 *	0.08 *
SBT	2.0	3,200	340	360	0.12	0.13
SBR	0.0	0	40	42	0.00	0.00
EBL	0.0	0	45	48	0.00	0.00
EBT	1.0	1,600	70	70	0.08 *	0.09 *
EBR	0.0	0	15	20	0.00	0.00
WBL	0.0	0	130	130	0.00	0.00
WBT	1.0	1,600	74	74	0.27 *	0.28 *
WBR	0.0	0	234	237	0.00	0.00
N/S Critical Movements					0.24	0.25
E/W Critical Movements					0.35	0.37
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.00	0.00
ICU					0.59	0.62
Level of Service (LOS)					A	B

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 8
NORTH/SOUTH: Oxnard Blvd.
EAST/WEST: Statham

SCENARIO: Future Conditions - 2005
AM

Move-ment	Lane		Capacity	Volume BASE	Volume W/PROJECT	V/C Ratio BASE	V/C Ratio W/PROJECT
				Future Conditions - 2005			
NBL	1.0		1,600	250	250	0.16 *	0.16 *
NBT	2.0		3,200	390	406	0.12	0.13
NBR	1.0	u	1,600	100	100	0.00	0.00
SBL	1.0		1,600	60	62	0.04	0.04
SBT	2.0		3,200	350	363	0.11 *	0.11 *
SBR	1.0	u	1,600	40	42	0.00	0.00
EBL	1.0		1,600	40	43	0.03	0.03
EBT	2.0		3,200	200	200	0.09 *	0.09 *
EBR	0.0		0	80	80	0.00	0.00
WBL	1.0		1,600	90	90	0.06 *	0.06 *
WBT	2.0		3,200	240	240	0.08	0.08
WBR	0.0		0	10	12	0.00	0.00
N/S Critical Movements						0.27	0.27
E/W Critical Movements						0.15	0.15
Right Turn Critical Movement						0.00	0.00
Clearance Interval						0.00	0.00
ICU						0.42	0.42
Level of Service (LOS)						A	A

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 9
NORTH/SOUTH: J / Hobson
EAST/WEST: Wooley

SCENARIO: Future Conditions - 2005
AM Peak Hour

Move-ment	Lane		Capacity	Future Conditions - 2005 Volume BASE	Volume W/PROJECT	V/C Ratio BASE	V/C Ratio W/PROJECT
NBL	1.0		1,600	110	110	0.07	0.07
NBT	1.0		1,600	270	270	0.19 *	0.19 *
NBR	0.0		0	40	41	0.00	0.00
SBL	1.0		1,600	140	146	0.09 *	0.09 *
SBT	1.0		1,600	240	240	0.15	0.15
SBR	1.0	u	1,600	20	20	0.00	0.00
EBL	1.0		1,600	120	120	0.08	0.08
EBT	2.0		3,200	940	949	0.31 *	0.31 *
EBR	0.0		0	50	50	0.00	0.00
WBL	1.0		1,600	90	91	0.06 *	0.06 *
WBT	2.0		3,200	520	527	0.18	0.19
WBR	0.0		0	70	73	0.00	0.00
N/S Critical Movements						0.28	0.28
E/W Critical Movements						0.37	0.37
Right Turn Critical Movement						0.00	0.00
Clearance Interval						0.00	0.00
ICU						0.65	0.65
Level of Service (LOS)						B	B

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DBR	Intersection	#10- E / WOOLEY
Agency/Co.	CITY OF OXNARD	Jurisdiction	
Date Performed	1/29/2006	Analysis Year	Future
Analysis Time Period	AM PEAK		

Project Description: FUTURE

East/West Street: WOOLEY	North/South Street: E
Intersection Orientation: East-West	Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	120	1200	20	10	590	50
Peak-Hour Factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84
Hourly Flow Rate, HFR (veh/h)	142	1428	23	11	702	59
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	1	2	1
Configuration	L	T	TR	L	T	R
Upstream Signal		1			1	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	10	10	10	20	20	10
Peak-Hour Factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84
Hourly Flow Rate, HFR (veh/h)	11	11	11	23	23	11
Percent Heavy Vehicles	2	0	0	2	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	1
Configuration		LTR		LT		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR		LT		R
v (veh/h)	142	11		33		46		11
c (m) (veh/h)	903	487		141		154		826
v/c	0.16	0.02		0.23		0.30		0.01
95% queue length	0.56	0.07		0.90		1.25		0.04
Control Delay (s/veh)	9.7	12.6		38.3		38.3		9.4
LOS	A	B		E		E		A
Approach Delay (s/veh)	--	--	38.3			32.7		
Approach LOS	--	--	E			D		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DBR	Intersection	#10- E / WOOLEY
Agency/Co.	CITY OF OXNARD	Jurisdiction	
Date Performed	1/29/2006	Analysis Year	Future + Proj ect
Analysis Time Period	AM PEAK		

Project Description: FUTURE + P

East/West Street: WOOLEY | North/South Street: E

Intersection Orientation: East-West | Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	120	1213	20	10	599	50
Peak-Hour Factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84
Hourly Flow Rate, HFR (veh/h)	142	1444	23	11	713	59
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	1	2	1
Configuration	L	T	TR	L	T	R
Upstream Signal		1			1	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	10	10	10	20	20	10
Peak-Hour Factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84
Hourly Flow Rate, HFR (veh/h)	11	11	11	23	23	11
Percent Heavy Vehicles	2	0	0	2	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	1
Configuration		LTR		LT		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR		LT		R
v (veh/h)	142	11		33		46		11
c (m) (veh/h)	894	479		137		150		820
v/c	0.16	0.02		0.24		0.31		0.01
95% queue length	0.57	0.07		0.94		1.29		0.04
Control Delay (s/veh)	9.8	12.7		39.6		39.5		9.4
LOS	A	B		E		E		A
Approach Delay (s/veh)	--	--	39.6			33.7		
Approach LOS	--	--	E			D		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MITIGATED INTERSECTION	Intersection	#10- E / WOOLEY - MITIGATED
Agency/Co.	CITY OF OXNARD	Jurisdiction	
Date Performed	1/29/2006	Analysis Year	CUMULATIVE + PROJECT PM
Analysis Time Period	PM PEAK		

Project Description	FUTURE + P
East/West Street:	WOOLEY
North/South Street:	E
Intersection Orientation:	East-West
Study Period (hrs):	1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	100	838	13	12	1134	52
Peak-Hour Factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Hourly Flow Rate, HFR (veh/h)	112	941	14	13	1274	58
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	1	2	1
Configuration	L	T	TR	L	T	R
Upstream Signal		1			1	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	10	20	40	10	70
Peak-Hour Factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Hourly Flow Rate, HFR (veh/h)	0	11	22	44	11	78
Percent Heavy Vehicles	2	0	0	2	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	1
Configuration		LTR		LT		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR		LT		R
v (veh/h)	112	13		33		55		78
C (m) (veh/h)	525	746		245		169		523
v/c	0.21	0.02		0.13		0.33		0.15
95% queue length	0.81	0.05		0.46		1.41		0.52
Control Delay (s/veh)	13.7	9.9		22.0		36.5		13.1
LOS	B	A		C		E		B
Approach Delay (s/veh)	--	--	22.0			22.8		
Approach LOS	--	--	C			C		

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INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 11
NORTH/SOUTH: C Street
EAST/WEST: Wooley

SCENARIO: Future Conditions - 2005
AM Peak Hour

Move-ment	Lane		Capacity	Future Conditions - 2005 Volume BASE	Volume W/PROJECT	V/C Ratio BASE	V/C Ratio W/PROJECT
NBL	1.0		1,600	180	180	0.11	0.11
NBT	1.0		1,600	510	510	0.32 *	0.32 *
NBR	1.0	u	1,600	70	71	0.00	0.00
SBL	1.0		1,600	30	31	0.02 *	0.02 *
SBT	2.0		3,200	290	290	0.09	0.09
SBR	1.0	u	1,600	60	60	0.00	0.00
EBL	1.0		1,600	170	170	0.11	0.11
EBT	2.0		3,200	710	723	0.22 *	0.23 *
EBR	1.0		1,600	210	210	0.00	0.00
WBL	1.0		1,600	50	51	0.03 *	0.03 *
WBT	3.0		4,800	410	420	0.10	0.10
WBR	0.0		0	80	81	0.00	0.00
N/S Critical Movements						0.34	0.34
E/W Critical Movements						0.25	0.26
Right Turn Critical Movement						0.00	0.00
Clearance Interval						0.00	0.00
ICU						0.59	0.60
Level of Service (LOS)						A	A

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 12
NORTH/SOUTH STREET: Commercial
EAST/WEST STREET: Wooley
SCENARIO: Future Conditions - 2005
TIME PERIOD: AM Peak Hour

	Future Conditions - 2005						
Movement	Lane		Capacity	Volume		V/C Ratio	
				BASE	W/PROJECT	BASE	W/PROJECT
NBL	0.0		0	100	101	0.00	0.00
NBT	1.0		1,600	60	60	0.10 *	0.10 *
NBR	1.0	u	1,600	10	10	0.00	0.00
SBL	0.0		0	10	10	0.00	0.00
SBT	1.0		1,600	60	60	0.04 *	0.04 *
SBR	1.0	u	1,600	70	70	0.00	0.00
EBL	1.0		1,600	40	41	0.03 *	0.03 *
EBT	2.0		3,200	410	415	0.15	0.16
EBR	0.0		0	80	81	0.00	0.00
WBL	1.0		1,600	20	20	0.01	0.01
WBT	2.0		3,200	611	617	0.20 *	0.20 *
WBR	0.0		0	20	20	0.00	0.00
N/S Critical Movements						0.14	0.14
E/W Critical Movements						0.23	0.23
Right Turn Critical Movement						0.00	0.00
Clearance Interval						0.00	0.00
ICU						0.37	0.37
Level of Service (LOS)						A	A

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
P - Protected right turn movement
U - Unprotected right turn movement
N - No right turn on red
F - Free right turn lane

APPENDIX 5

Cumulative/Cumulative + Project PM Peak Hour Intersection Levels of Service

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 1
NORTH/SOUTH: Oxnard Blvd.
EAST/WEST: 5th

SCENARIO: Future Conditions - 2005
PM Peak Hour

	Future Conditions - 2005					
Move-ment	Lane	Capacity	Volume BASE	Volume W/PROJECT	V/C Ratio BASE	V/C Ratio W/PROJECT
NBL	1.0	1,600	90	92	0.06 *	0.06 *
NBT	2.0	3,200	1,110	1,122	0.36	0.36
NBR	0.0	0	41	43	0.00	0.00
SBL	1.0	1,600	160	160	0.10	0.10
SBT	2.0	3,200	1,440	1,452	0.47 *	0.47 *
SBR	0.0	0	60	60	0.00	0.00
EBL	1.0	1,600	70	70	0.04 *	0.04 *
EBT	2.0	3,200	250	250	0.09	0.09
EBR	0.0	0	30	32	0.00	0.00
WBL	1.0	1,600	110	112	0.07	0.07
WBT	1.0	1,600	370	370	0.23 *	0.23 *
WBR	1.0 u	1,600	62	62	0.00	0.00
N/S Critical Movements					0.53	0.53
E/W Critical Movements					0.27	0.27
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.00	0.00
ICU					0.80	0.80
Level of Service (LOS)					C	C

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 2
NORTH/SOUTH: Oxnard Blvd
EAST/WEST: 6th

SCENARIO: Future Conditions - 2005
PM Peak Hour

	Future Conditions - 2005						
Move-ment	Lane		Capacity	Volume BASE	Volume W/PROJECT	V/C Ratio BASE	V/C Ratio W/PROJECT
NBL	1.0		1,600	2	3	0.00 *	0.00 *
NBT	2.0		3,200	1,100	1,117	0.35	0.35
NBR	0.0		0	10	10	0.00	0.00
SBL	1.0		1,600	10	10	0.01	0.01
SBT	2.0		3,200	1,570	1,587	0.50 *	0.51 *
SBR	0.0		0	41	41	0.00	0.00
EBL	0.0		0	53	53	0.00	0.00
EBT	1.0		1,600	25	25	0.07 *	0.07 *
EBR	0.0		0	34	35	0.00	0.00
WBL	0.0		0	40	40	0.00 *	0.00 *
WBT	1.0		1,600	40	40	0.05	0.05
WBR	1.0	u	1,600	14	14	0.00	0.00
N/S Critical Movements						0.50	0.51
E/W Critical Movements						0.07	0.07
Right Turn Critical Movement						0.00	0.00
Clearance Interval						0.00	0.00
ICU						0.57	0.58
Level of Service (LOS)						A	A

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 3
NORTH/SOUTH: Oxnard Blvd
EAST/WEST: 7th

SCENARIO: Future Conditions - 2005
PM Peak Hour

Move-ment	Lane		Capacity	Future Conditions - 2005 Volume BASE	Volume W/PROJECT	V/C Ratio BASE	V/C Ratio W/PROJECT
NBL	1.0		1,600	20	22	0.01 *	0.01 *
NBT	2.0		3,200	970	988	0.32	0.32
NBR	0.0		0	40	42	0.00	0.00
SBL	1.0		1,600	80	80	0.05	0.05
SBT	2.0		3,200	1,494	1,508	0.48 *	0.49 *
SBR	0.0		0	50	50	0.00	0.00
EBL	0.0		0	90	90	0.00	0.00
EBT	1.0		1,600	110	110	0.13 *	0.13 *
EBR	1.0	(a)	1,600	40	42	0.00	0.00
WBL	0.0		0	40	42	0.00	0.00
WBT	1.0		1,600	163	160	0.13 *	0.13 *
WBR	1.0	(a)	1,600	90	90	0.00	0.00
N/S Critical Movements						0.49	0.50
E/W Critical Movements						0.26	0.26
Right Turn Critical Movement						0.00	0.00
Clearance Interval						0.00	0.00
ICU						0.75	0.76
Level of Service (LOS)						C	C

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio

(a) wide approach

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DBR	Intersection	#4- 9TH / OXNARD BLVD
Agency/Co.	CITY OF OXNARD	Jurisdiction	
Date Performed	1/29/2006	Analysis Year	Future
Analysis Time Period	PM PEAK		

Project Description	FUTURE
East/West Street:	9TH
North/South Street:	OXNARD BLVD
Intersection Orientation:	North-South
Study Period (hrs):	1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	50	930	20	43	1350	110
Peak-Hour Factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Hourly Flow Rate, HFR (veh/h)	14	10	113	10	10	61
Percent Heavy Vehicles	5	--	--	5	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		1			1	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	14	10	110	10	10	60
Peak-Hour Factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Hourly Flow Rate, HFR (veh/h)	44	1391	113	51	958	20
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

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)	51	44		81			137	
C (m) (veh/h)	667	786		408			424	
v/c	0.08	0.06		0.20			0.32	
95% queue length	0.25	0.18		0.74			1.42	
Control Delay (s/veh)	10.8	9.9		16.0			17.5	
LOS	B	A		C			C	
Approach Delay (s/veh)	--	--	16.0			17.5		
Approach LOS	--	--	C			C		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DBR	Intersection	#4- 9TH / OXNARD BLVD
Agency/Co.	CITY OF OXNARD	Jurisdiction	
Date Performed	1/29/2006	Analysis Year	Future + Project
Analysis Time Period	PM PEAK		

Project Description	FUTURE + P
East/West Street:	9TH
North/South Street:	OXNARD BLVD
Intersection Orientation:	North-South
Study Period (hrs):	1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	52	952	20	43	1372	110
Peak-Hour Factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Hourly Flow Rate, HFR (veh/h)	14	10	115	10	10	61
Percent Heavy Vehicles	5	--	--	5	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		1			1	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	14	10	112	10	10	60
Peak-Hour Factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Hourly Flow Rate, HFR (veh/h)	44	1414	113	53	981	20
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

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)	53	44		81			139	
c (m) (veh/h)	644	768		390			416	
v/c	0.08	0.06		0.21			0.33	
95% queue length	0.27	0.18		0.78			1.49	
Control Delay (s/veh)	11.1	10.0		16.6			18.0	
LOS	B	A		C			C	
Approach Delay (s/veh)	--	--	16.6			18.0		
Approach LOS	--	--	C			C		

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INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.:	5
NORTH/SOUTH STREET:	State Route 1/Saviers Road
EAST/WEST STREET:	Wooley Road
SCENARIO:	Cumulative PM Peak
TIME PERIOD:	Cumulative
COUNT DATE:	-
WORK ORDER #:	16863.01

Direction	Street	Volume	Capacity		V/C	Notes
Southbound	SR 1	910	2.5			Thru vehicles are the controlling movement.
		90	1600			Assumes 2.5 lanes.
		1000	4000	0.25	0.25	
Northbound	SR 1	570	2			
		110	1600			
		680	3200	0.21		
					0.21	
		440	2			
		20	1600			
		460	3200	0.14		
Northbound	Saviers Rd.	610	2			
		40	1600			
		650	3200	0.20		
					0.20	
		200	1			
		0	1600			
		200	1600	0.13		
Westbound	Wooley Rd.	20	1			
		210	1600			
		230	1600	0.14		
					0.17	
		500	2			No. 3 Thru Lane only 150'
		60	1600			Increase capacity by 180
		560	3380	0.17		
Eastbound	Wooley Rd.	100	1			
		0	1600			
		100	1600	0.06		
					0.19	
		310	2			
		170				
		130	1600			
		610	3200	0.19		No. 3 lane contains some thru movements.
INTERSECTION ICU VALUE					1.02	
LEVEL OF SERVICE					F	

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.:	5
NORTH/SOUTH STREET:	State Route 1/Saviers Road
EAST/WEST STREET:	Wooley Road
SCENARIO:	Cumulative + Project PM Peak
TIME PERIOD:	Cumulative
COUNT DATE:	-
WORK ORDER #:	16863.01

Direction	Street	Volume	Capacity		V/C	Notes
Southbound	SR 1	910	2.5			Thru vehicles are the controlling movement.
		90	1600			Assumes 2.5 lanes.
		1000	4000	0.25	**0.25**	*increase = 0*
Northbound	SR 1	576	2			
		116	1600			
		692	3200	0.21		
					0.21	*increase = 12 / 3200 = .00375*
		452	2			
		32	1600			
		484	3200	0.15		
Northbound	Saviers Rd.	622	2			
		40	1600			
		662	3200	0.21		
					0.21	*increase = 12 / 3200 = .00375*
		218	1			
		0	1600			
		218	1600	0.14		
Westbound	Wooley Rd.	32	1			
		210	1600			
		242	1600	0.15		
					0.17	*increase = 0*
		500	2			No. 3 Thru Lane only 150'
		60	1600			Increase capacity by 180
		560	3380	0.17		
Eastbound	Wooley Rd.	100	1			
		0	1600			
		100	1600	0.06		
					0.20	*increase = 24 / 3200 = .075*
		310	2			
		194				
		130	1600			
		634	3200	0.20		No. 3 lane contains some thru movements.
INTERSECTION ICU VALUE					**1.04**	*total increase = 0.15*
LEVEL OF SERVICE					**E**	

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DBR	Intersection	#6- ASH / SAVIERS
Agency/Co.	CITY OF OXNARD	Jurisdiction	
Date Performed	1/29/2006	Analysis Year	Future
Analysis Time Period	PM PEAK		

Project Description: FUTURE

East/West Street: ASH	North/South Street: SAVIERS
Intersection Orientation: North-South	Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	7	760	71	105	1165	1
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	0	0	0	31	1	213
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	2	1	1	2	0
Configuration	LT	T	R	L	T	TR
Upstream Signal		0			1	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	30	1	205
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	109	1213	1	7	791	73
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	1
Configuration		LTR		LT		R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	L	LT		R		LTR	
v (veh/h)	7	109	32		213		0	
c (m) (veh/h)	691	762	278		603			
v/c	0.01	0.14	0.12		0.35			
95% queue length	0.03	0.50	0.39		1.62			
Control Delay (s/veh)	10.3	10.5	19.6		14.2			
LOS	B	B	C		B			
Approach Delay (s/veh)	--	--	14.9					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DBR	Intersection	#6- ASH / SAVIERS
Agency/Co.	CITY OF OXNARD	Jurisdiction	
Date Performed	1/29/2006	Analysis Year	Future + Prqgd
Analysis Time Period	PM PEAK		

Project Description FUTURE + P

East/West Street: ASH	North/South Street: SAVIERS
Intersection Orientation: North-South	Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	7	766	71	105	1171	1
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	0	0	0	31	1	213
Percent Heavy Vehicles	4	–	–	4	–	–
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	2	1	1	2	0
Configuration	LT	T	R	L	T	TR
Upstream Signal		0			1	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	30	1	205
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	109	1219	1	7	797	73
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	1
Configuration		LTR		LT		R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	L	LT		R		LTR	
v (veh/h)	7	109	32		213		0	
c (m) (veh/h)	686	758	275		601			
v/c	0.01	0.14	0.12		0.35			
95% queue length	0.03	0.50	0.39		1.63			
Control Delay (s/veh)	10.3	10.5	19.8		14.3			
LOS	B	B	C		B			
Approach Delay (s/veh)	–	–	15.0					
Approach LOS	–	–	B					

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INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 7
NORTH/SOUTH: Oxnard Blvd.
EAST/WEST: Date

SCENARIO: Future Conditions - 2005
PM Peak Hour

Move-ment	Lane	Capacity	Future Conditions - 2005 Volume BASE	Volume W/PROJECT	V/C Ratio BASE	V/C Ratio W/PROJECT
NBL	1.0	1,600	30	30	0.02	0.02
NBT	2.0	3,200	470	511	0.18 *	0.19 *
NBR	0.0	0	100	100	0.00	0.00
SBL	1.0	1,600	290	296	0.18 *	0.19 *
SBT	2.0	3,200	840	882	0.28	0.30
SBR	0.0	0	60	64	0.00	0.00
EBL	0.0	0	80	84	0.00	0.00
EBT	1.0	1,600	240	240	0.23 *	0.23 *
EBR	0.0	0	40	40	0.00	0.00
WBL	0.0	0	90	90	0.00	0.00
WBT	1.0	1,600	80	80	0.21 *	0.21 *
WBR	0.0	0	160	166	0.00	0.00
N/S Critical Movements					0.36	0.38
E/W Critical Movements					0.44	0.44
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.00	0.00
ICU					0.80	0.82
Level of Service (LOS)					C	D

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
P - Protected right turn movement
U - Unprotected right turn movement
N - No right turn on red
F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 8
NORTH/SOUTH: Oxnard Blvd.
EAST/WEST: Statham

SCENARIO: Future Conditions - 2005
PM Peak Hour

Move-ment	Lane		Capacity	Volume BASE	Volume W/PROJECT	V/C Ratio BASE	V/C Ratio W/PROJECT
			Future Conditions - 2005				
NBL	1.0		1,600	180	180	0.11 *	0.11 *
NBT	2.0		3,200	331	356	0.10	0.11
NBR	1.0	u	1,600	120	120	0.00	0.00
SBL	1.0		1,600	190	193	0.12	0.12
SBT	2.0		3,200	670	697	0.21 *	0.22 *
SBR	1.0	u	1,600	70	79	0.00	0.00
EBL	1.0		1,600	120	129	0.08	0.08
EBT	2.0		3,200	380	380	0.17 *	0.17 *
EBR	0.0		0	162	160	0.00	0.00
WBL	1.0		1,600	140	140	0.09 *	0.09 *
WBT	2.0		3,200	250	250	0.09	0.09
WBR	0.0		0	23	33	0.00	0.00
N/S Critical Movements						0.32	0.33
E/W Critical Movements						0.26	0.26
Right Turn Critical Movement						0.00	0.00
Clearance Interval						0.00	0.00
ICU						0.58	0.59
Level of Service (LOS)						A	A

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 9
NORTH/SOUTH: J / Hobson
EAST/WEST: Wooley

SCENARIO: Future Conditions - 2005
PM Peak Hour

Move-ment	Lane		Capacity	Volume BASE	Volume W/PROJECT	V/C Ratio BASE	V/C Ratio W/PROJECT
			Future Conditions - 2005				
NBL	1.0		1,600	40	40	0.03	0.03
NBT	1.0		1,600	390	390	0.27 *	0.27 *
NBR	0.0		0	40	42	0.00	0.00
SBL	1.0		1,600	130	137	0.08 *	0.09 *
SBT	1.0		1,600	390	390	0.24	0.24
SBR	1.0	u	1,600	50	50	0.00	0.00
EBL	1.0		1,600	140	140	0.09 *	0.09 *
EBT	2.0		3,200	700	711	0.23	0.23
EBR	0.0		0	30	30	0.00	0.00
WBL	1.0		1,600	230	232	0.14	0.15
WBT	2.0		3,200	880	891	0.32 *	0.32 *
WBR	0.0		0	140	141	0.00	0.00
N/S Critical Movements						0.35	0.36
E/W Critical Movements						0.41	0.41
Right Turn Critical Movement						0.00	0.00
Clearance Interval						0.00	0.00
ICU						0.76	0.77
Level of Service (LOS)						C	C

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DBR	Intersection	#10- E / WOOLEY
Agency/Co.	CITY OF OXNARD	Jurisdiction	
Date Performed	1/29/2006	Analysis Year	Future
Analysis Time Period	PM PEAK		

Project Description: FUTURE

East/West Street: WOOLEY	North/South Street: E
Intersection Orientation: East-West	Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	100	821	13	10	1120	50
Peak-Hour Factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Hourly Flow Rate, HFR (veh/h)	112	922	14	11	1258	56
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	1	2	1
Configuration	L	T	TR	L	T	R
Upstream Signal		1			1	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	10	10	10	40	10	70
Peak-Hour Factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Hourly Flow Rate, HFR (veh/h)	11	11	11	44	11	78
Percent Heavy Vehicles	2	0	0	2	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	1
Configuration		LTR		LT		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR		LT		R
v (veh/h)	112	11		33		55		78
C (m) (veh/h)	535	760		185		176		531
v/c	0.21	0.01		0.18		0.31		0.15
95% queue length	0.79	0.04		0.65		1.33		0.52
Control Delay (s/veh)	13.5	9.8		28.7		34.7		12.9
LOS	B	A		D		D		B
Approach Delay (s/veh)	--	--	28.7			21.9		
Approach LOS	--	--	D			C		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DBR	Intersection	#10- E / WOOLEY
Agency/Co.	CITY OF OXNARD	Jurisdiction	
Date Performed	1/29/2006	Analysis Year	Future + Project
Analysis Time Period	PM PEAK		

Project Description: FUTURE + P

East/West Street: WOOLEY	North/South Street: E
Intersection Orientation: East-West	Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	100	838	13	12	1134	52
Peak-Hour Factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Hourly Flow Rate, HFR (veh/h)	112	941	14	13	1274	58
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	1	2	1
Configuration	L	T	TR	L	T	R
Upstream Signal		1			1	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	10	10	10	40	10	70
Peak-Hour Factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Hourly Flow Rate, HFR (veh/h)	11	11	11	44	11	78
Percent Heavy Vehicles	2	0	0	2	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	1
Configuration		LTR		LT		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR		LT		R
v (veh/h)	112	13		33		55		78
c (m) (veh/h)	525	746		178		170		523
v/c	0.21	0.02		0.19		0.32		0.15
95% queue length	0.81	0.05		0.68		1.40		0.52
Control Delay (s/veh)	13.7	9.9		29.8		36.2		13.1
LOS	B	A		D		E		B
Approach Delay (s/veh)	--	--	29.8			22.7		
Approach LOS	--	--	D			C		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MITIGATED INTERSECTION	Intersection	#10- E / WOOLEY
Agency/Co.	CITY OF OXNARD	Jurisdiction	
Date Performed	1/29/2006	Analysis Year	CUMULATIVE + PROJECT AM
Analysis Time Period	AM PEAK		

Project Description FUTURE + P

East/West Street: WOOLEY | North/South Street: E

Intersection Orientation: East-West | Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	120	1213	20	10	599	50
Peak-Hour Factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84
Hourly Flow Rate, HFR (veh/h)	142	1444	23	11	713	59
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	1	2	1
Configuration	L	T	TR	L	T	R
Upstream Signal		1			1	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	10	20	20	20	10
Peak-Hour Factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84
Hourly Flow Rate, HFR (veh/h)	0	11	23	23	23	11
Percent Heavy Vehicles	2	0	0	2	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	1
Configuration		LTR		LT		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR		LT		R
v (veh/h)	142	11		34		46		11
C (m) (veh/h)	894	479		257		149		820
v/c	0.16	0.02		0.13		0.31		0.01
95% queue length	0.57	0.07		0.46		1.31		0.04
Control Delay (s/veh)	9.8	12.7		21.1		39.9		9.4
LOS	A	B		C		E		A
Approach Delay (s/veh)	--	--	21.1			34.0		
Approach LOS	--	--	C			D		

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INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 11
NORTH/SOUTH: C Street
EAST/WEST: Wooley

SCENARIO: Future Conditions - 2005
PM Peak Hour

Move-ment	Lane		Capacity	Volume BASE	Volume W/PROJECT	V/C Ratio BASE	V/C Ratio W/PROJECT
				Future Conditions - 2005			
NBL	1.0		1,600	160	160	0.10	0.10
NBT	1.0		1,600	610	610	0.38 *	0.38 *
NBR	1.0	u	1,600	10	11	0.00	0.00
SBL	1.0		1,600	34	39	0.02 *	0.02 *
SBT	2.0		3,200	770	770	0.24	0.24
SBR	1.0	u	1,600	70	70	0.00	0.00
EBL	1.0		1,600	220	220	0.14	0.14
EBT	2.0		3,200	591	617	0.18 *	0.19 *
EBR	1.0		1,600	80	80	0.00	0.00
WBL	1.0		1,600	260	266	0.16 *	0.17 *
WBT	3.0		4,800	850	872	0.19	0.19
WBR	0.0		0	44	46	0.00	0.00
N/S Critical Movements						0.40	0.40
E/W Critical Movements						0.34	0.36
Right Turn Critical Movement						0.00	0.00
Clearance Interval						0.00	0.00
ICU						0.74	0.76
Level of Service (LOS)						C	C

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 12
NORTH/SOUTH STREET: Commercial
EAST/WEST STREET: Wooley
SCENARIO: Future Conditions - 2005
TIME PERIOD: PM Peak Hour

	Future Conditions - 2005						
Movement	Lane		Capacity	Volume		V/C Ratio	
				BASE	W/PROJECT	BASE	W/PROJECT
NBL	0.0		0	130	132	0.00	0.00
NBT	1.0		1,600	180	180	0.19 *	0.20 *
NBR	1.0	u	1,600	20	20	0.00	0.00
SBL	0.0		0	23	20	0.00 *	0.00 *
SBT	1.0		1,600	81	80	0.07	0.06
SBR	1.0	u	1,600	64	64	0.00	0.00
EBL	1.0		1,600	120	122	0.08	0.08
EBT	2.0		3,200	700	708	0.28 *	0.28 *
EBR	0.0		0	190	192	0.00	0.00
WBL	1.0		1,600	30	30	0.02 *	0.02 *
WBT	2.0		3,200	390	398	0.15	0.15
WBR	0.0		0	80	80	0.00	0.00
N/S Critical Movements						0.19	0.20
E/W Critical Movements						0.30	0.30
Right Turn Critical Movement						0.00	0.00
Clearance Interval						0.00	0.00
ICU						0.49	0.50
Level of Service (LOS)						A	A

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
- P - Protected right turn movement
- U - Unprotected right turn movement
- N - No right turn on red
- F - Free right turn lane

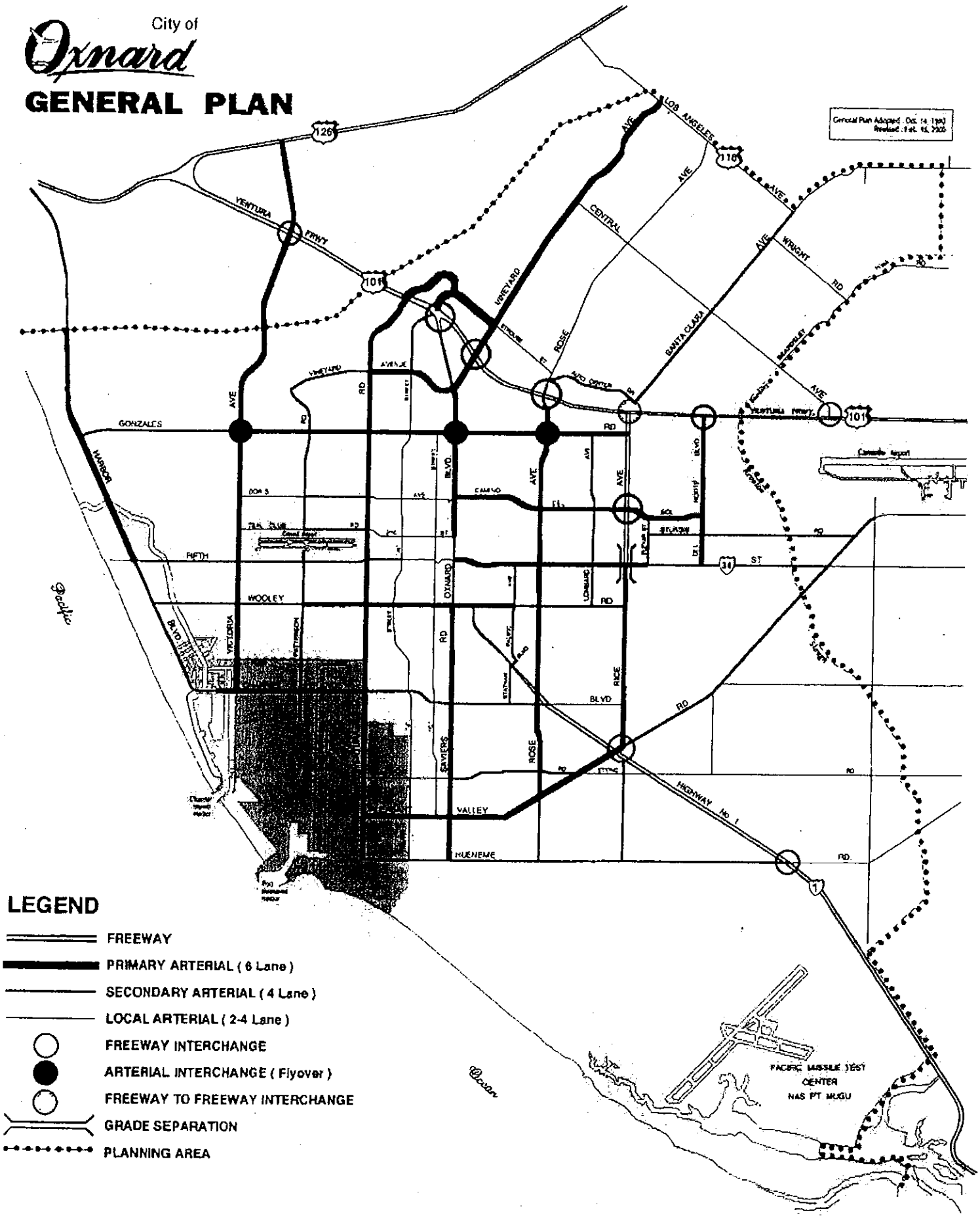
APPENDIX 6

Oxnard General Plan Figure: VI-5 – 2020 Circulation

City of

Oxnard

GENERAL PLAN



LEGEND

- FREEWAY
- PRIMARY ARTERIAL (6 Lane)
- SECONDARY ARTERIAL (4 Lane)
- LOCAL ARTERIAL (2-4 Lane)
- FREEWAY INTERCHANGE
- ARTERIAL INTERCHANGE (Flyover)
- FREEWAY TO FREEWAY INTERCHANGE
- GRADE SEPARATION
- PLANNING AREA

2020 CIRCULATION

Figure : VI - 5

Acres 0 2000 4000 6000 8000

NORTH

Date: August 6, 2007

From: Heritage Equities
1517 South Sepulveda Blvd.
Los Angeles, CA 90025

RE: Initial Study and Mitigated Negative Declaration (MND#07-06)
Planning and Zoning Permit No. 06-500-01, PZ 06-510-01, and PZ 06-570-01, CVS Pharmacy Shopping Center, Oxnard and Saviers.

To: Planning Division Manager

Pursuant to Section 15070 (Negative or Mitigated Negative Declaration Process) of the State Guidelines implementing the California Environmental Quality Act, I/we, acting as agents for the property owner/developer, hereby agree to all of the following:

1) The draft initial study identifies potentially significant effects from the project, but the study also identifies mitigation measures that would avoid or mitigate the effects to a level where clearly no significant effects would occur;
2) The mitigation measures are hereby incorporated into the project prior to releasing the draft initial study and mitigated negative declaration for public comment;
3) I/we agree to the mitigation measures as necessary to avoid or mitigate significant effects that would otherwise arise from the project. I/we accept the mitigation measures included in the draft initial study and have resolved al questions and concerns regarding the mitigation measures;
4) If during the public comment period and/or decision-making process, substitute or additional mitigation measures are proposed, the appropriate process must take place for determining whether or not to substitute or apply additional measures;
5) This agreement is binding upon the applicant for this project and any successors in interest or assignees.

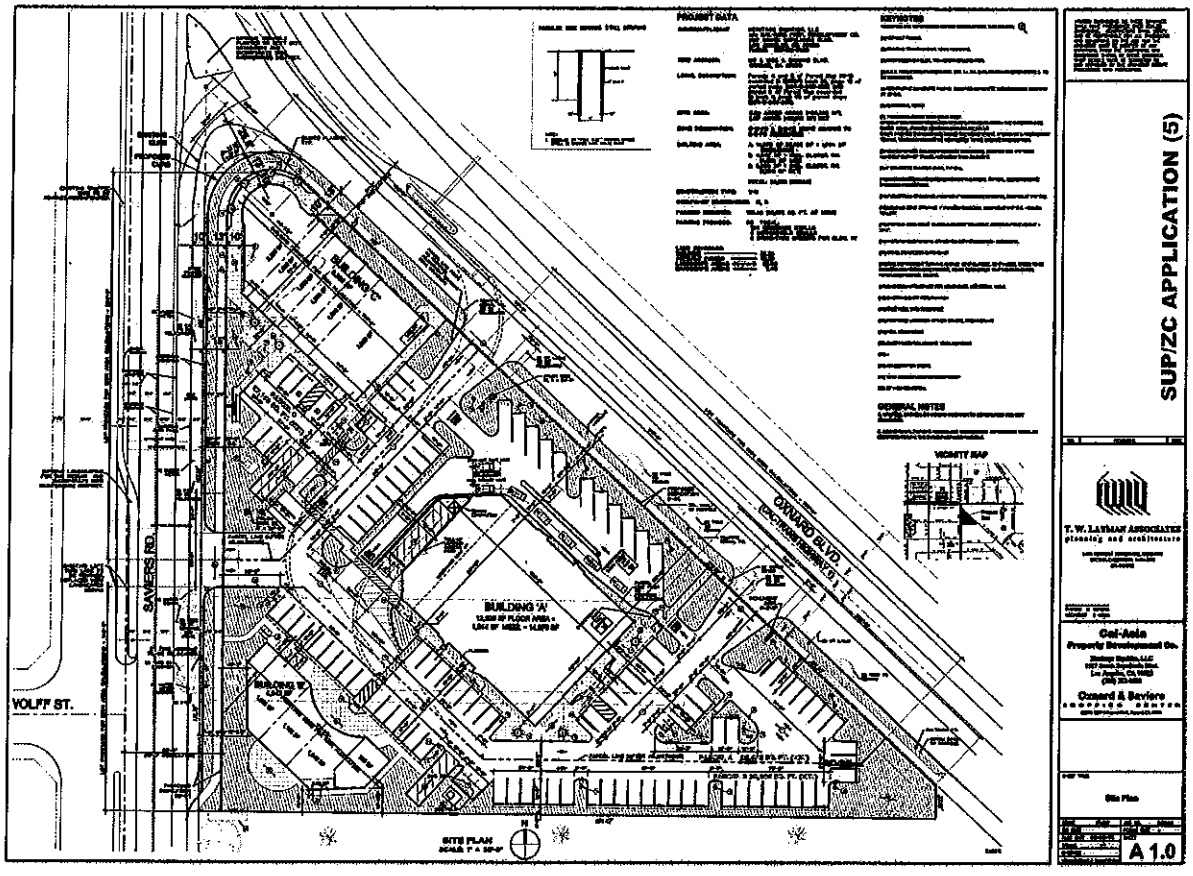
This acknowledgment is binding upon the applicant and any successors in interest or assignees:

Signature _____ Date 8.8.07

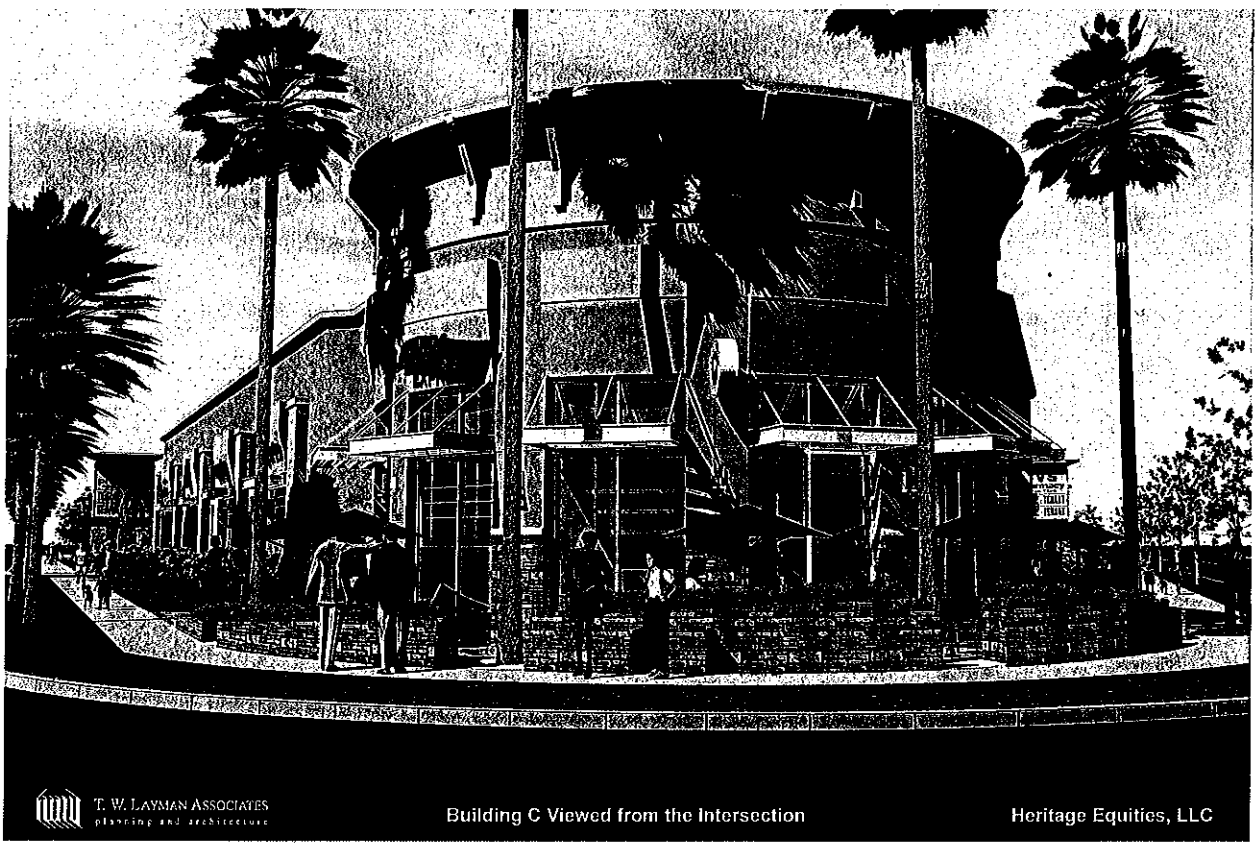
Print Name LAURIE MICHELE COLE Title MANAGER

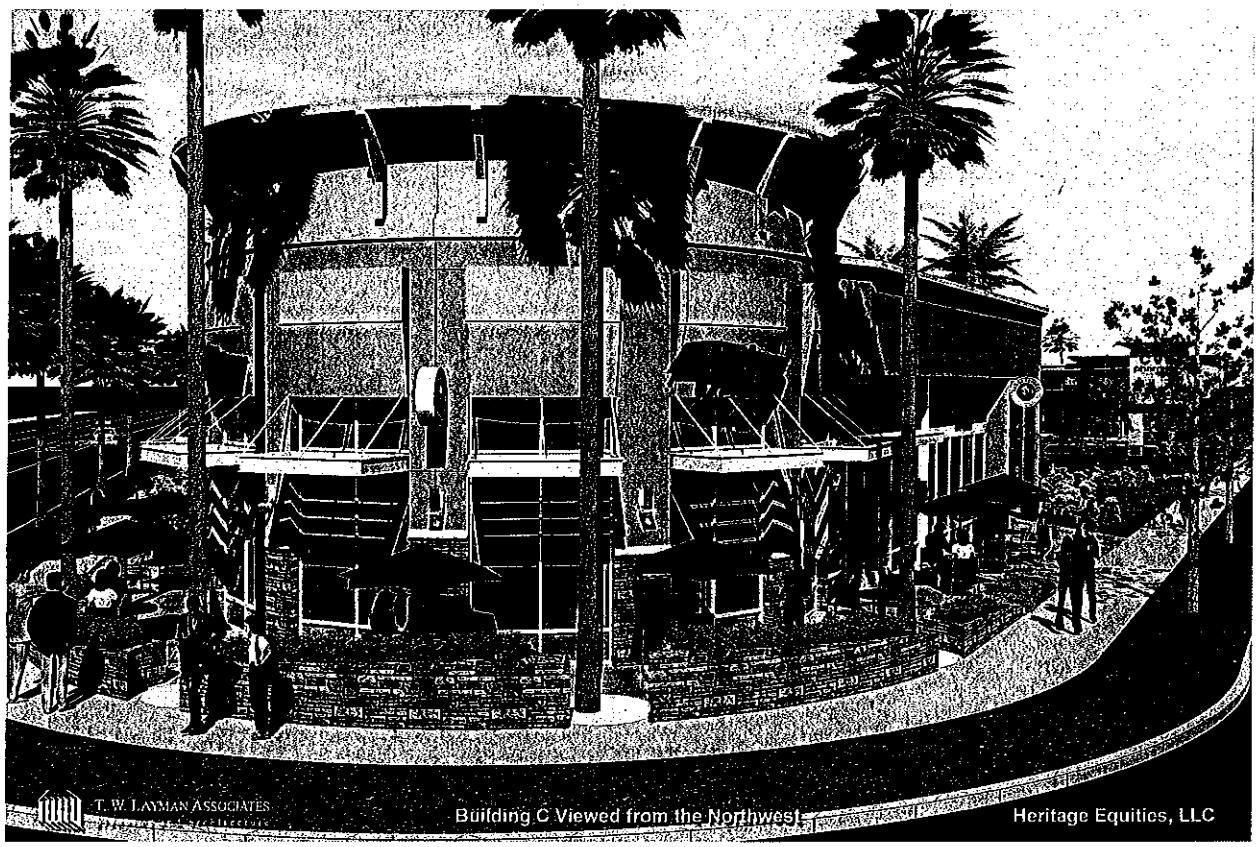
This acknowledgment is to be attached to the draft initial study and mitigated negative declaration for the project and then released for the applicable public comment period.

ATTACHMENT F
SITE PLAN


SUP/ZC APPLICATION (5)
T. W. LATHAM ASSOCIATES
planning and architecture
Cal-Asia
Property Development Co.
Oxnard & Saviers
Site Plan
A1.0
OXNARD BLVD.
SAVIERS RD.
VOLFF ST.
BUILDING 'A'
BUILDING 'B'
BUILDING 'C'
VICINITY MAP
SITE PLAN

ATTACHMENT G
BUILDING ELEVATIONS

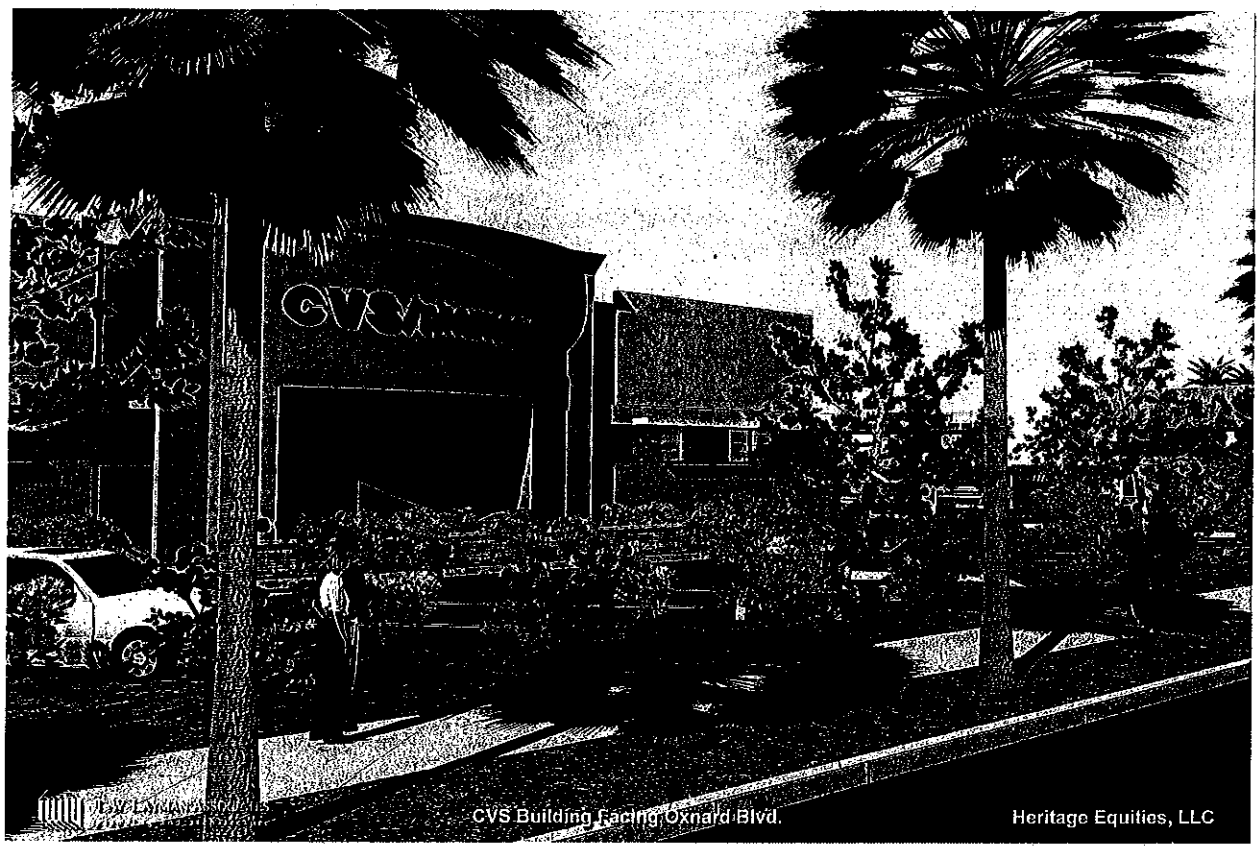

T. W. Layman Associates
planning and architecture
Building C Viewed from the Intersection
Heritage Equities, LLC


T. W. Layman Associates
Building C Viewed from the Northwest
Heritage Equities, LLC

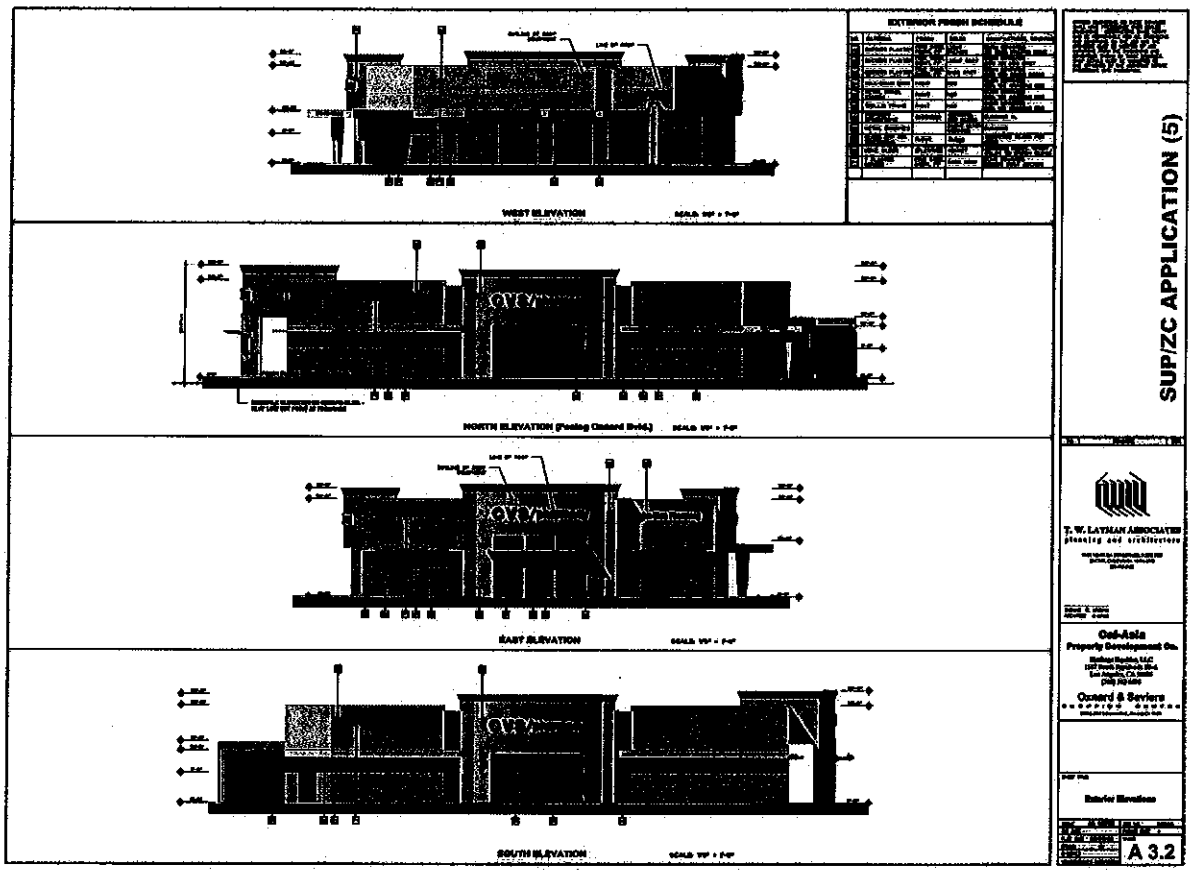
Building C from Saviers Rd.
Heritage Equities, LLC

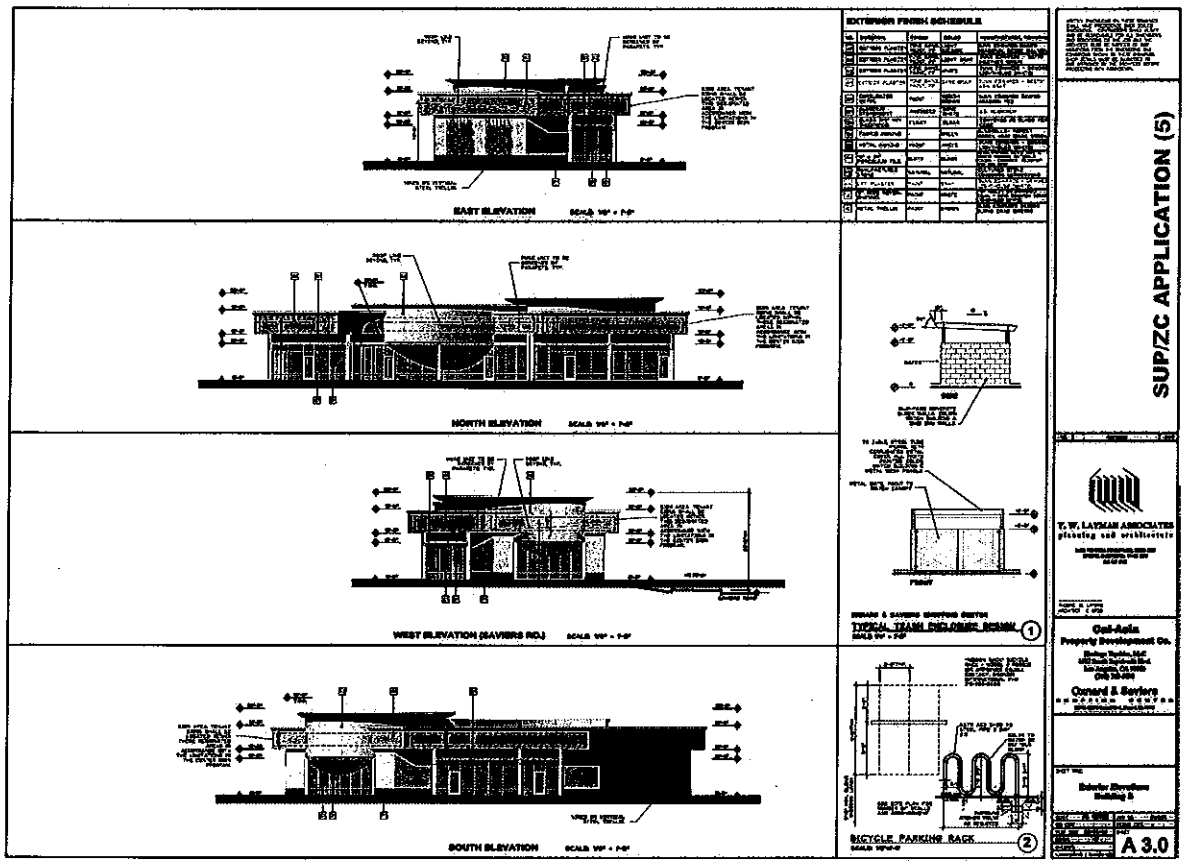
T. W. LAYMAN ASSOCIATES
planning and architecture
Oxnard Blvd. Sidewalk at Building C - Looking South
Heritage Equities, LLC

T. W. Layman Associates
planning and architecture
CVS Building Viewed from South
Heritage Equities, LLC


CVS Building Facing Oxnard Blvd.
Heritage Equities, LLC

Grille
T. W. Layman Associates
Building B Patio
Heritage Equities, LLC


WEST ELEVATION
NORTH ELEVATION (Facing Oxnard Blvd.)
EAST ELEVATION
SOUTH ELEVATION
SUP/ZC APPLICATION (5)
T. W. LAYMAN ASSOCIATES
Oxnard & Seviers
Exterior Elevations
A 3.2


EXTERIOR FINISH SCHEDULE
EAST ELEVATION
NORTH ELEVATION
WEST ELEVATION (SAVIERS RD.)
SOUTH ELEVATION
TYPICAL TRASH ENCLOSURE DESIGN
BICYCLE PARKING RACK
SUP/ZC APPLICATION (5)
T. W. LAYMAN ASSOCIATES
Oxnard & Saviers
A 3.0

ATTACHMENT H
SIGN PROGRAM

Exhibit "_"

OXNARD & SAVIERS SHOPPING CENTER

OXNARD, CA

MASTER SIGN PROGRAM

April 25, 2007

LESSOR
HERITAGE EQUITIES, LLC

LESSEE
_____

ATTACHMENT #
PAGE_____OF_____

I. INTRODUCTION

A. The intent of this sign program is to provide the guidelines necessary to achieve a visually coordinated, balanced and appealing signage environment at the **Oxnard & Saviers Shopping Center.**

B. Performance of this sign program shall be rigorously enforced and any non-conforming signs shall be removed by the Lessee or its sign contractor at their expense, upon demand by Lessor. The local governing jurisdiction planning department shall utilize these criteria in review and approval of proposed signs.

C. Exceptions to these standards shall be reviewed by the Lessor and its representative. However, in order to maintain the integrity of the criteria and equity of the sign criteria among tenants, deviations will not generally be approved. Accordingly, the Lessor, through its representative, will retain full rights of approval of any sign used in the center in consultation with the local governing jurisdiction planning department. In no case however, shall the proposed sign violate any provision of the governing jurisdictions ordinances. Signs that do not conform to the criteria set here may be required by the local planning department to go through a more extensive design review process, which may delay the issuance of the sign permit.

II. GENERAL OWNER/TENANT REQUIREMENTS

A. Each tenant shall submit to the Lessor for written approval, detailed shop drawings of his proposed signs, indicating the location, size, layout, design and color of the proposed signs, including all lettering or graphics in conformance with the sign criteria herein outlined.

The plans to be submitted to the Lessor shall, as a minimum, include the following:

a) A site plan illustrating the leased premises on the site.

b) An elevation of the leased premises drawn to scale and showing sign placement and the location of the demising walls.

c) A detailed elevation of the sign, drawn to scale, and specifying all colors, materials, dimensions and copy.

d) Fabrication and installation details, including structural and engineering data, "UL" electrical specifications and type and intensity of illumination for electrically lit signs.

e) Any other drawings, details and information required of the applicable governmental agencies as a condition of a permit for construction and installation.

f) Dimension of lease frontage.

g) Dimension from proposed sign to existing signs.

B. The Lessee shall submit the sign drawing approved by the Lessor or its representative to the City of Oxnard for approval prior to the start of any sign construction. **City of Oxnard requires that a copy of the plans approved by the landlord be included when sign plans are submitted to the city.**

C. The Lessee shall pay for all signs, their installations (including final connecting transformers and all other labor and materials), the cost of all governmental agency approvals and all maintenance.

D. The Lessee shall obtain all necessary governmental agency approvals and permits and shall insure that all signs and the installation thereof complies with all applicable zoning, building and electrical codes.

E. The Lessee shall be responsible for fulfillment of all requirements of this sign criteria.

F. The Lessor shall provide a single electrical service termination at the center of the allowed signage area and located on the interior of the building wall or canopy.

G. It is the responsibility of the Lessee's sign company to verify all conduit and transformer locations and service prior to fabrication.

H. The location of all signs shall be per the accompanying design criteria.

Lessor Initial:_____

Lessee Initial:_____

I. For each first floor in-line tenant, one "sign space" shall be allowed for each store frontage facing a public street or a customer parking area, or as otherwise approved in writing and consistent with the local governing jurisdiction's ordinances and/or specific plan. Lessee shall verify its sign location and size with Lessor prior to commencing fabrication drawings.

J. Address numbers shall be applied to the each store by the Lessee's sign company during regular course of construction pursuant to local governing ordinances (but in no event less than 5" high white Arabic numerals) at the front of the business centered above the primary entrance), and the rear of the building if public access is available.

K. Special signs which vary from this sign program must first be approved by the Lessor and respective local governing jurisdiction authority.

L. The maximum allocated sign area shall be the aggregate of all permanent signs (except exempt and convenience signs) as noted in Section III, B.

M. Signs to be used at this center are individual channel letters only unless otherwise approved by the Lessor. Major tenants may use semi-individual channel letters consistent with their corporate identity.

N. Lessee shall erect their signage on the storefront fascia not later than the date Lessee opens for business.

O. Lessees located on a corner shall be required to provide one sign at each storefront in a manner consistent with the local governing jurisdiction's ordinances.

III. GENERAL SIGN SPECIFICATIONS

A. No exposed raceways, crossovers, conduits, conductors, transformers, lamps etc. shall be permitted.

B. Signage design shall be restricted as follows.

1. **The total allowable sign area for all signs within the center is 914.2 S.F., calculated based on 914.2 L.F. of street frontage on Oxnard Blvd. & Saviers Road, see Table 1 or Attachment "A".**

   The total allowable sign area shall be divided between the three buildings as described in Table 2 of Attachment "A".

2. **Building A (CVS Pharmacy):**

   (1) Sign Location: **See attached drawings (Attachment C)**. Lessor shall approve the placement of signs.

   (2) Sign Area: **The total sign area, including Lessee's sign area on free-standing center signs, shall not exceed 464.9 Sq. Ft. which includes 100 Sq. Ft. of sign area on each of the pylon signs.** Sign areas shall be calculated using City of Oxnard zoning code criteria.

   (3) Sign Height: The signage format shall not exceed forty-eight inches (48") in height, unless otherwise restricted by applicable governmental ordinances and/or agencies.

   (4) Sign Projection: The sign shall not project more than 8" from the face of the building

3. **Buildings B & C:**

   (1) Sign Location: The main business identification sign shall be centered on the building fascia elements as illustrated on the **attached drawings (Attachment D)**, subject to area limitation noted in this section. Lessor shall approve the placement of signs.

   Sign Area: **The sign area for Buildings B & C tenants shall be allocated according to Table 3 of Attachment "A".** Sign areas shall be calculated using City of Oxnard zoning code criteria.

   1. **The wall sign area for Building B tenants shall be calculated at 0.85 Sq. Ft. per lineal feet of frontage,**

 Lessor Initial:_____

Lessee Initial:_____

measured parallel to the south wall for a total of 72.7 Sq. Ft.

2. **The wall sign area for Building C tenants shall be calculated at a rate of 1.20 Sq. Ft. per lineal feet of frontage, measured parallel to Oxnard Blvd., for a total of 176.6 Sq. Ft.**

3. **Freestanding sign areas shall be allocated between tenants at Lessee's discretion.**

(2) Sign Height: The signage format shall not exceed twenty-four inches (24") in height, unless otherwise restricted by applicable governmental ordinances and/or agencies. Logo signs may exceed the 24" height limit (to a maximum 36" height) subject to Lessees and Oxnard Planning Department's approval. Maximum allowable area cannot be exceeded.

(3) Sign Width: The sign width shall not exceed seventy five (75%) percent of the Lessee's lease space and shall not extend within two feet (2'-0") of each demising wall.

(4) Sign Separation: A minimum four-foot (4'-0") clearance shall be maintained between adjacent store signage.

(5) Sign Projection: The sign shall not project more than 8" from the face of the building.

4. **Freestanding signs**

(1) Two free-standing pylon signs with a sign area of 180 SF each (90 SF per face) and a monument sign with sign area of 40 SF (20 SF per face) will be constructed of materials and colors to match buildings. Sign area shall be allocated at Lessor's discretion. However, the total sign area of each Lessee, including the freestanding sign area, shall not exceed the maximum area allowed in paragraphs III.B.1, 2, & 3 above. **See attached drawings (Attachment B).**

5. Directional signs: directional signs that meet the City of Oxnard zoning code definition and are not counted towards the total sign allowance for the center are allowed subject to Lessor's and City of Oxnard's approval.

6. All signs and their installation must comply with local zoning, building and electrical codes.

7. For purposes of store identification, Lessee will be permitted to place upon each entrance door or adjacent glass panel to its demised premise not more than 144 square inches of gold leaf or decal application lettering not to exceed two inches (2") in height, indicating hours of business, emergency telephone, etc. The number and letter typeface shall be subject to the Lessor's approval.

8. Delivery Signs: Delivery entrance signs on the rear of Lessee's premises may be installed consisting of 2" high Helvetica medium letters identifying the business name and address on a non-customer delivery entrance. The location of this sign shall be subject to Lessor approval and shall not exceed four (4) square feet in area.

C. Typically Internally Illuminated, Individual & Letter Sign Specifications:

1. Lessee signs shall be attached in designated areas only and may not exceed the sign area noted herein, or the limits set forth in the City of Oxnard zoning code, except as same may be amended by exception, whichever is more restrictive.

2. The face of the individual letters and logos shall be constructed of acrylic plastic (3/16" thick minimum), and fastened to the channeled metal can in an approved manner. Acrycap retainers used at the perimeter of sign letter faces shall match in color and finish the face or sides of the signs.

3. The "Copy" (letter type), logos, and their respective colors shall be submitted to the Lessor's representative for written approval prior to fabrication.

4. No more than two rows of letters are permitted.

5. Lessees shall display only their established trade name or their basic product name, e.g., "John's Jeans", or combination thereof.

Lessor Initial:_____

Lessee Initial:_____

6. Internal illumination shall be LED or, if exposed neon is used, 30 milliamps installed and labeled in accordance with "National Board of Fire Underwriters Specifications".

IV. PROHIBITED SIGNS

A. Signs Constituting a Traffic Hazard:

1. No person shall install or maintain or cause to be installed or maintained any sign which simulates or imitates in size or color, lettering or design of any traffic sign or signal, or which makes use of the words "STOP", "LOOK", "DANGER" or any other words, phrases, symbols, or characters in such a manner to interfere with, mislead or confuse traffic.

B. Immoral or Unlawful Advertising:

1. It shall be unlawful for any person to exhibit, post, or display cause to be exhibited, posted or displayed upon any sign, anything of obscene, indecent or immoral nature or unlawful activity.

C. Signs on Doors, Windows or Fire Escapes:

1. No window signs will be permitted except as noted herein. No sign shall be installed, relocated or maintained so as to prevent free ingress to or egress from any door.

2. No sign of any kind shall be attached to a stand pipe except those signs as required by code or ordinance.

D. Animated, Audible, or Moving Signs:

1. Signs, consisting of any moving, swinging, rotating, flashing, blinking, scintillating, fluctuating or otherwise animated light is prohibited, except for time and temperature displays.

E. Off-Premise Signs:

1. Any sign installed for the purpose of advertising a project, event, person or subject not related to the premises upon which said sign is located, is prohibited.

F. Vehicle Signs:

1. Signs on or affixed to trucks, automobiles, trailers or other vehicles, which advertise, identify, or provide direction to a use or activity not related to its lawful making of deliveries of sales of merchandise or rendering of service from such vehicles, is prohibited.

G. Light Bulb Strings and Exposed Tubing:

1. External displays, other than temporary decorative holiday lighting, which consist of unshielded light bulbs, and open, exposed neon or gaseous light tubing, are prohibited.

2. The Lessor's representative hereto may grant an exception when the display is an integral part of the design character of the activity to which it relates.

H. Banners, Flags, Pennants, and Balloons Used for Grand Opening Purposes:

1. Flags, banners or pennants, or a combination of same, constituting an architectural feature which is an integral part of the design character of a project may be permitted for grand openings, not exceeding one month, only and are subject to Lessor's representative and City of Oxnard approval, and shall not be erected in violation of their ordinances regulating signs.

I. Signs in Proximity to Utility Lines:

1. Signs that have less horizontal or vertical clearance from authorized communication or energized electrical power lines than that prescribed by the laws of the State of California are prohibited.

J. Painted Signs:

1. Lettering painted directly on a building or other material, which is then attached to a building, will not be permitted except as noted herein.

K. Those signs prohibited by the City of Oxnard ordinances.

Lessor Initial:_____

Lessee Initial:_____

V. CONSTRUCTION REQUIREMENTS

A. All exterior signs, bolts, fasteners, and clips shall be of enameling iron with porcelain enamel finish, stainless, steel, aluminum, brass or bronze. No black iron materials of any type will be permitted.

B. Interior signs only may be fabricated of carbon bearing steel with painted finish.

C. All exterior letters or signs exposed to the weather shall be mounted at least three quarters of an inch (3/4") and no more than one and one half inch (1½") from the building wall to permit proper dirt and water drainage.

D. All letters shall be fabricated using full welded construction.

E. Locations of all openings for conduit and sleeves in sign installation shall be neatly sealed in a watertight condition.

F. No labels will be permitted on the exposed surface of signs except those required by local ordinance, which shall be applied in an inconspicuous location.

G. A "UL" label must be placed on every separate electrical sign element (i.e. every sign cabinet or channel letter.

H. Sign contractor shall repair any damage to any work caused by his work.

I. Lessee shall be fully responsible for the operations of Lessee's sign contractor.

J. Lessee shall remove all signs within 15 days of vacating the premises and shall repair any damage there from including and painting any damaged surfaces to new condition.

VI. CONTRACTOR REQUIREMENTS

A. Inspection: Prior to acceptance and final payment for the Work by Lessee, Lessor's representative shall inspect each sign for conformance to the criteria set forth herein. Signs installed without such approval are subject to removal at the Lessee's expense.

B. Guarantee: Lessee's sign fabrication and Installation contractor shall carry Workmen's Compensation and Public Liability Insurance against all damage suffered or done to any and all persons and/or property while engaged in the construction and/or erection of the signs in the amount of One Million ($1,000,000.00) Dollars.

VII. NO ASSURANCES

A. Lessee acknowledges that the Lessor and its representatives give no assurances that the sign approved by the Lessor or its representative, which is in accordance with the provisions of this criteria, will be acceptable to the applicable governmental regulating authorities.

B. Lessee shall be solely responsible for bringing its sign into compliance with all applicable rules, ordinances and building codes.

Lessor Initial:_____

Lessee Initial:_____

Attachment "A"

4/25/2007

Table 1 - Allowable Sign Area Calculation for the Center:

Building #	Primary Frontage	Lot Frontage on Primary Street (Ft.)	Secondary Frontage with Entrance	Length of Secondary Building Frontage (Ft.)	Total Sign Area allowed (Sq. Ft.) = Primary Frontage + 1/2 Secondary Frontage
A	Oxnard Bl.	377.8	South	95.8	425.7
B	Saviers Rd.	149.5	North	90	194.5
C	Saviers Rd.	258.5	South	71	294.0
				Total Sign Area for the Center:	**914.2**

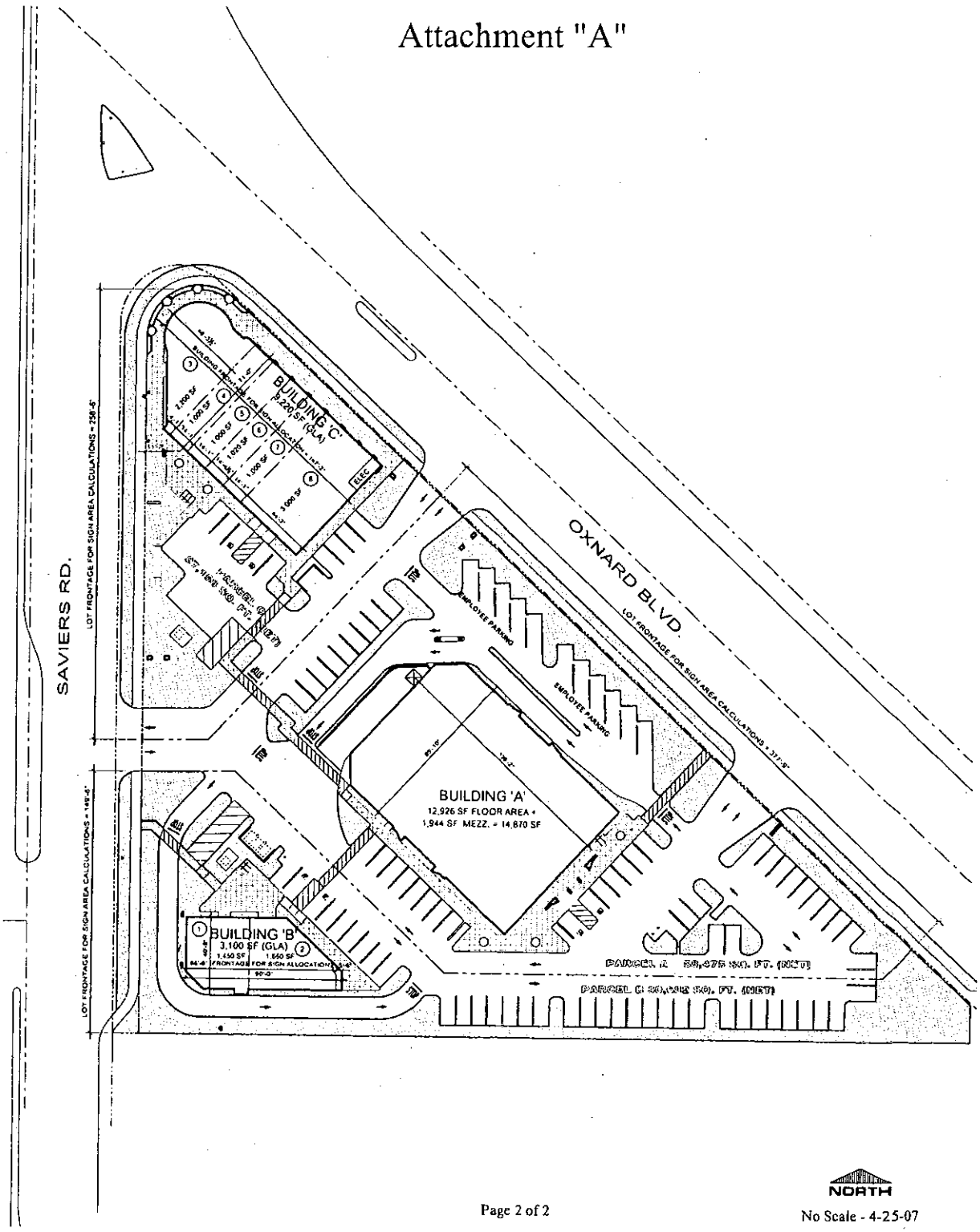
Table 2 - Allocation Between Buildings Based on Floor Area:

		Wall Sign Area (Sq Ft.)	Pylon Sign Area (Sq.Ft.)	Monument Sign Area (Sq.Ft.)	Total Sign Area (Sq.Ft.)
Bldg A First Floor Area	12,926 Sq. Ft.				
%First Floor Area to on Site	50.85%				
Sign Area For Bldg		264.9	200.0	0.0	**464.9**
Bldg B Floor Area	3,134 Sq. Ft.				
% First Floor Area on Site	12.33%				
Sign Area For Bldg.		72.7	0.0	40.0	**112.7**
Bldg C Floor Area	9,360 Sq. Ft.				
% First Floor Area on Site	36.82%				
Sign Area For Bldg		176.6	160.0	0.0	**336.6**
Total First Floor Area on Site	25420 Sq. Ft.	514.2	360.0	40.0	**914.2**

Table 3 - Allocation Between Building B & C Tenants Based on Frontage:

	Frontage (Feet)	Allowable Wall Sign Area per Lineal Ft. of Frontage (Sq. Ft.)	Wall Sign Area (Sq. Ft.)	Sign Area on Pylon Signs (Sq. Ft.)	Sign Area on Monument Sign (Sq. Ft.)	Total Sign Area (Sq. Ft.)
Building B						
1,450 SF (Tenant 1)	36.2	0.84	30.4		20.0	50.4
1,650 SF (Tenant 2)	50.3	0.84	42.3		20.0	62.3
Total:	**86.5**	**0.84**	**72.7**		40.0	**112.7**
Building C						
2,200 SF (Tenant 3)	46.3	1.20	55.6	40.0		95.6
1,000 SF (Tenant 4)	14.1	1.20	16.9	20.0		36.9
1,000 SF (Tenant 5)	14.1	1.20	16.9	20.0		36.9
1,020 SF (Tenant 6)	14.4	1.20	17.2	20.0		37.2
1,000 SF (Tenant 7)	14.1	1.20	16.9	20.0		36.9
3,000 SF (Tenant 8)	44.3	1.20	53.1	40.0		93.1
Total:	**147.2**	**1.20**	**176.6**	160.0		**336.6**

Attachment "A"



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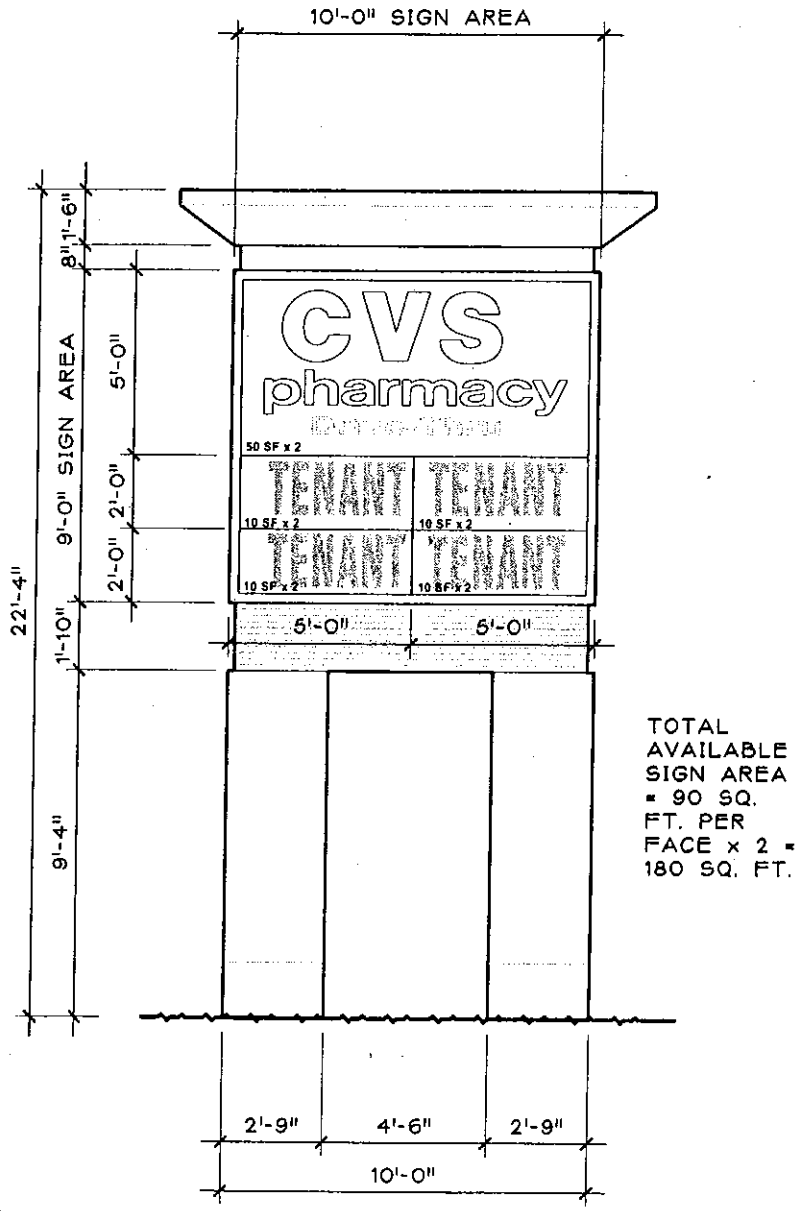


PYLON SIGN (TYPICAL FOR 2)

SCALE: 1/4" = 1'-0"

1

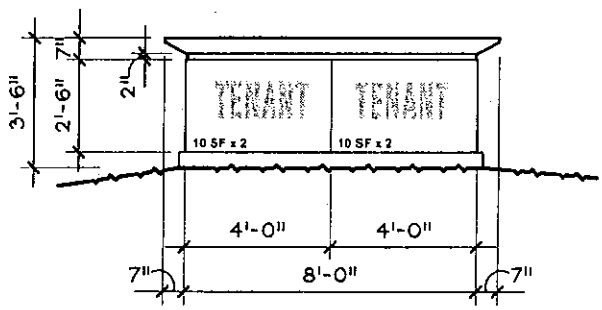
OXNARD & SAVIERS SHOPPING CENTER

PRELIMINARY DESIGN, SUBJECT TO GOVERNMENTAL AGENCY REVIEW

\\Twla-server\Projects\Oxnard & Saviers\DD\

Attachment "B" - Page 2 of 2

TOTAL SIGN
AREA =
20.0 SQ. FT.
PER FACE x 2
= 40 SQ. FT.



MONUMENT SIGN

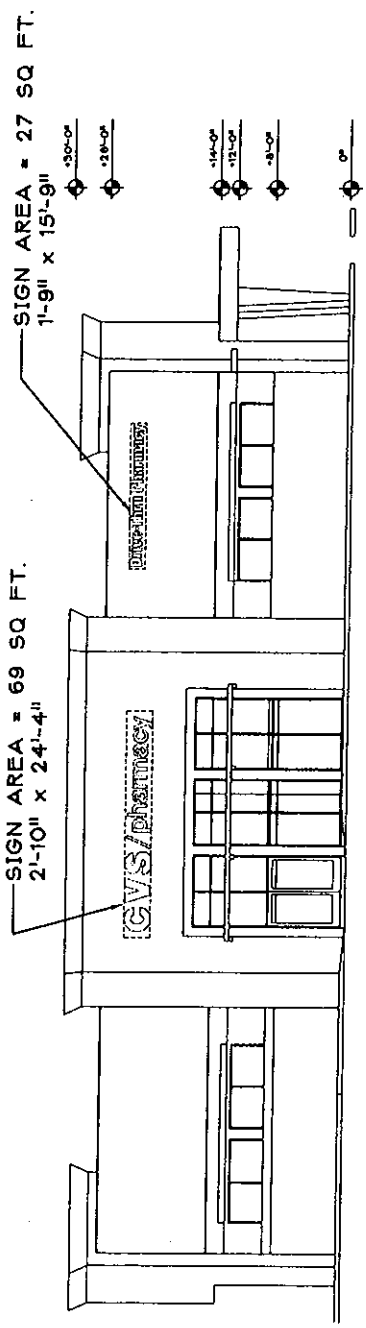
SCALE: 1/4" = 1'-0"

2

OXNARD & SAVIERS SHOPPING CENTER

PRELIMINARY DESIGN, SUBJECT TO
GOVERNMENTAL AGENCY REVIEW

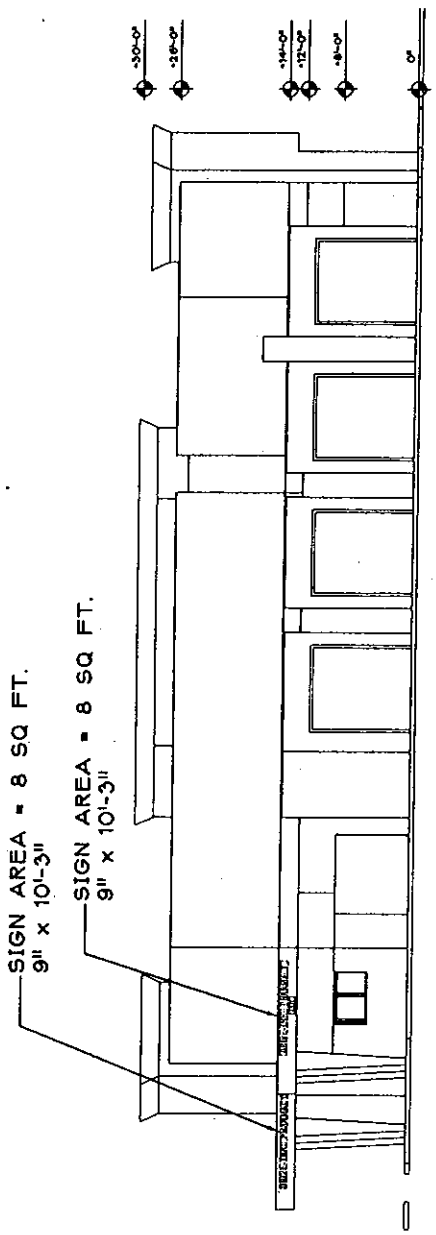
\\Twla-server\Projects\Oxnard & Saviers\DD\



BUILDING A - EAST
TOTAL FOR THIS SIDE = 96 S.F.

OXNARD & SAVIERS SHOPPING CENTER

PRELIMINARY DESIGN, SUBJECT TO GOVERNMENTAL AGENCY REVIEW

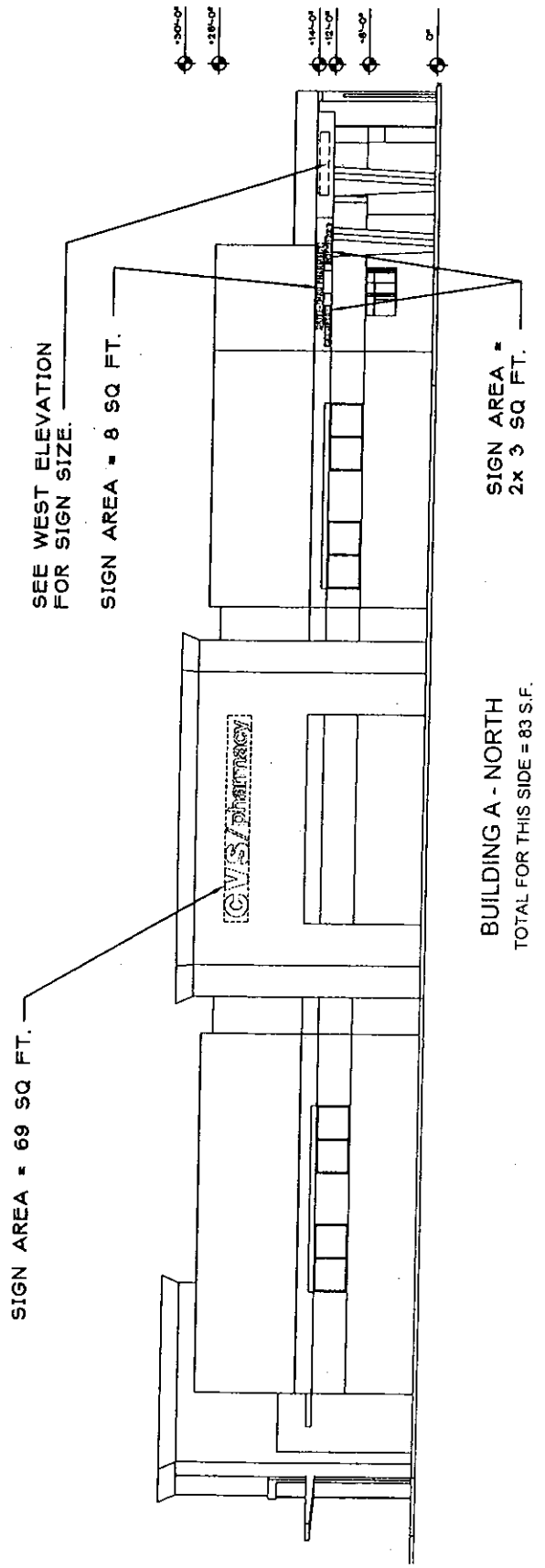


BUILDING A - WEST
TOTAL FOR THIS SIDE = 16 S.F.

OXNARD & SAVIERS SHOPPING CENTER

PRELIMINARY DESIGN, SUBJECT TO GOVERNMENTAL AGENCY REVIEW.

Attachment "C" - Page 3 of 4



OXNARD & SAVIERS SHOPPING CENTER

PRELIMINARY DESIGN, SUBJECT TO GOVERNMENTAL AGENCY REVIEW.

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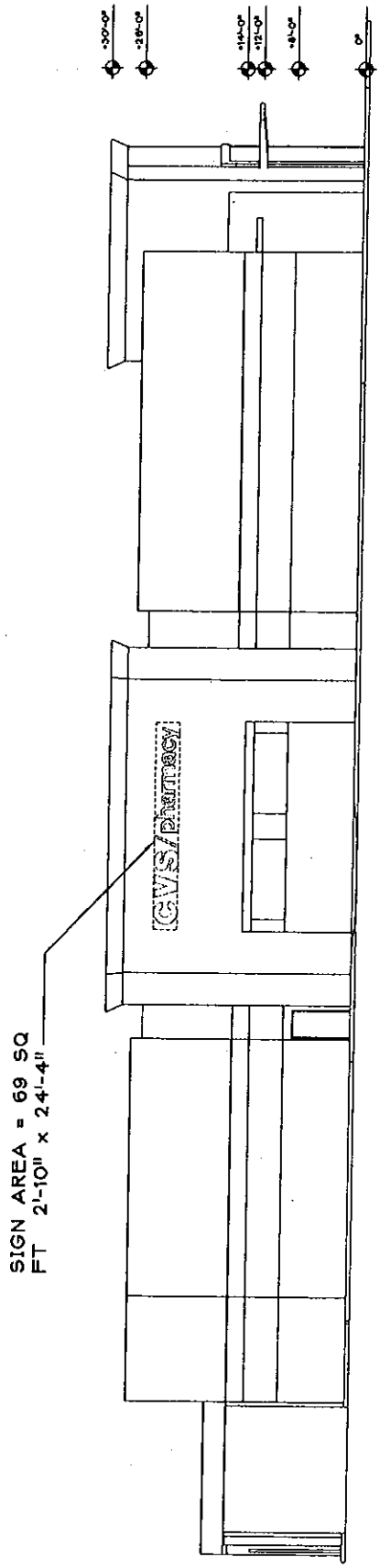

BUILDING A - SOUTH
TOTAL FOR THIS SIDE = 69 S.F.

OXNARD & SAVIERS SHOPPING CENTER

PRELIMINARY DESIGN, SUBJECT TO GOVERNMENTAL AGENCY REVIEW.

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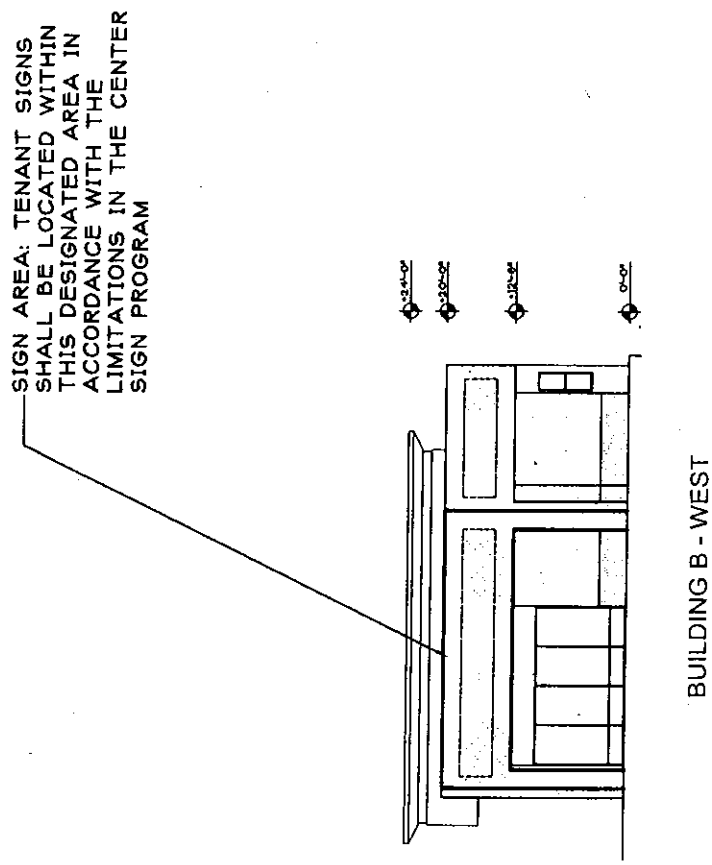
Attachment "D" - Page 1 of 4



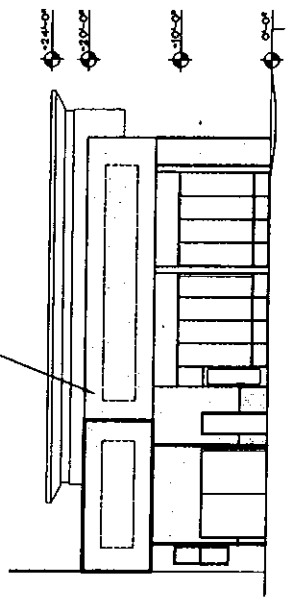
OXNARD & SAVIERS SHOPPING CENTER

PRELIMINARY DESIGN, SUBJECT TO GOVERNMENTAL AGENCY REVIEW.

\\Twla-server\Projects\Oxnard & Saviers\DD\

\\Twla-server\Projects\Oxnard & Saviers\DD\Building B-WEST - planning subm 3.dwg, 4/5/2007 7:14:30 PM, Amin - TWLA.plot

SIGN AREA: TENANT SIGNS SHALL BE LOCATED WITHIN THIS DESIGNATED AREA IN ACCORDANCE WITH THE LIMITATIONS IN THE CENTER SIGN PROGRAM

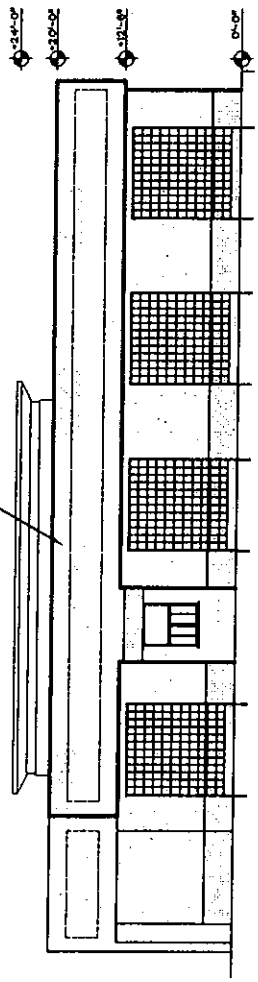


BUILDING B - EAST

OXNARD & SAVIERS SHOPPING CENTER

PRELIMINARY DESIGN, SUBJECT TO GOVERNMENTAL AGENCY REVIEW

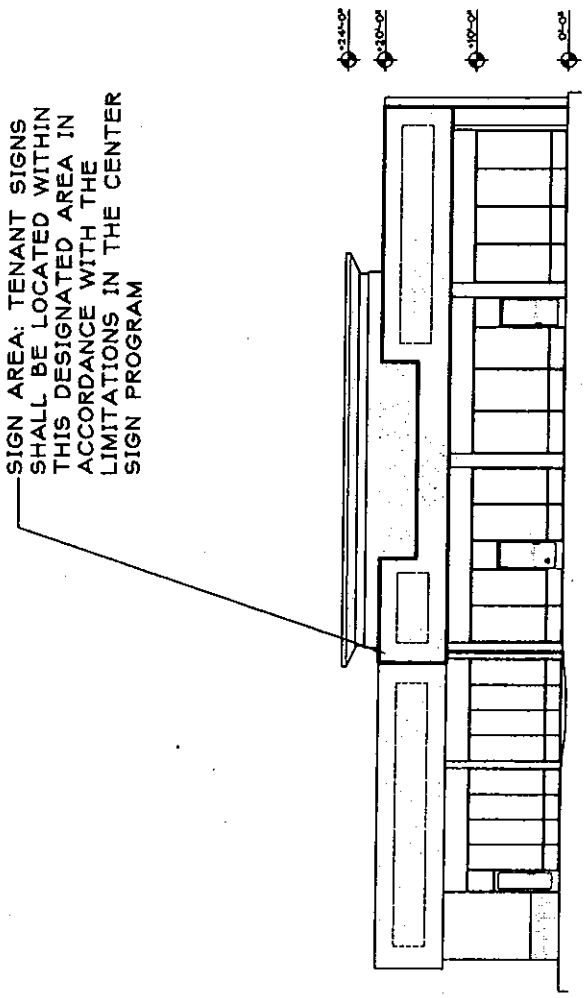
SIGN AREA: TENANT SIGNS SHALL BE LOCATED WITHIN THIS DESIGNATED AREA IN ACCORDANCE WITH THE LIMITATIONS IN THE CENTER SIGN PROGRAM



BUILDING B - SOUTH

OXNARD & SAVIERS SHOPPING CENTER

PRELIMINARY DESIGN, SUBJECT TO GOVERNMENTAL AGENCY REVIEW.



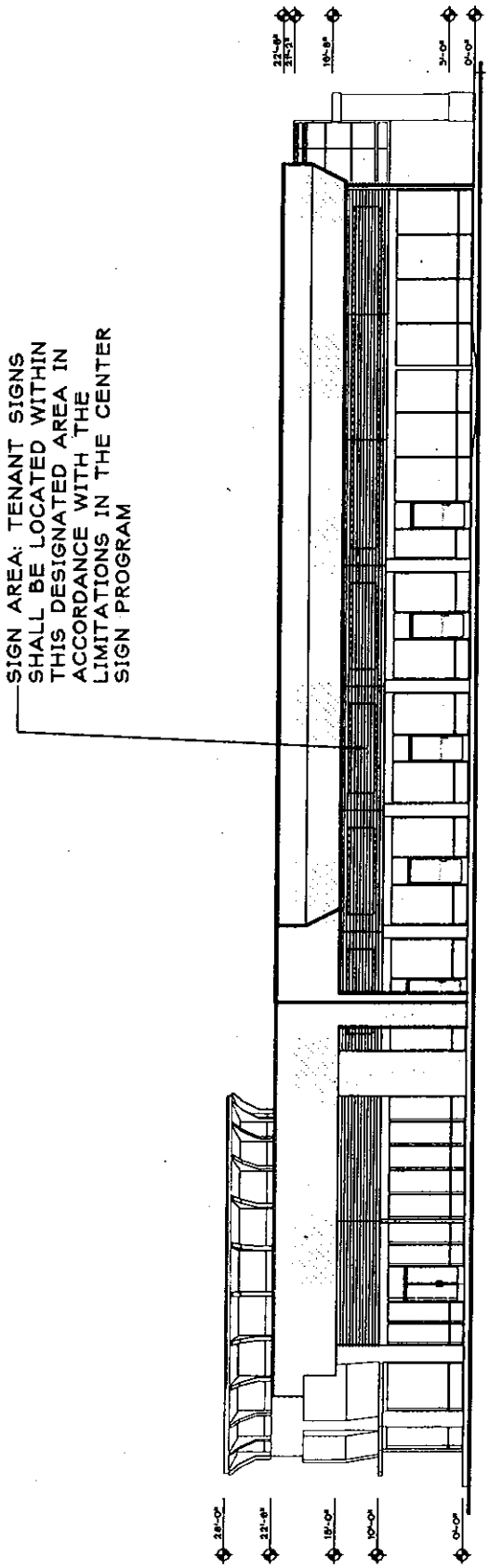
BUILDING B - NORTH

OXNARD & SAVIERS SHOPPING CENTER

PRELIMINARY DESIGN, SUBJECT TO GOVERNMENTAL, AGENCY REVIEW.

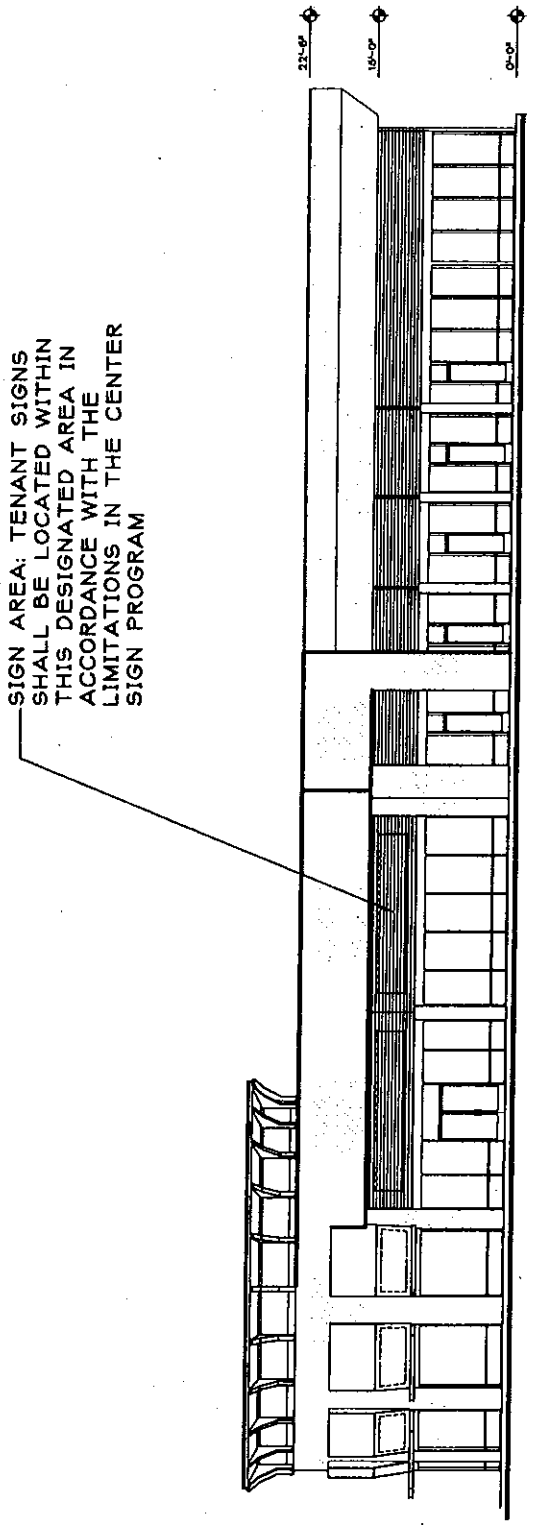
\\Twla-server\Projects\Oxnard & Saviers\DD\Building B-NORTH - planning subm 3.dwg, 4/5/2007 7:14:40 PM, Amin, - TWLA plot.

Attachment "E" - Page 1 of 4



OXNARD & SAVIERS SHOPPING CENTER

PRELIMINARY DESIGN, SUBJECT TO
GOVERNMENTAL AGENCY REVIEW



OXNARD & SAVIERS SHOPPING CENTER

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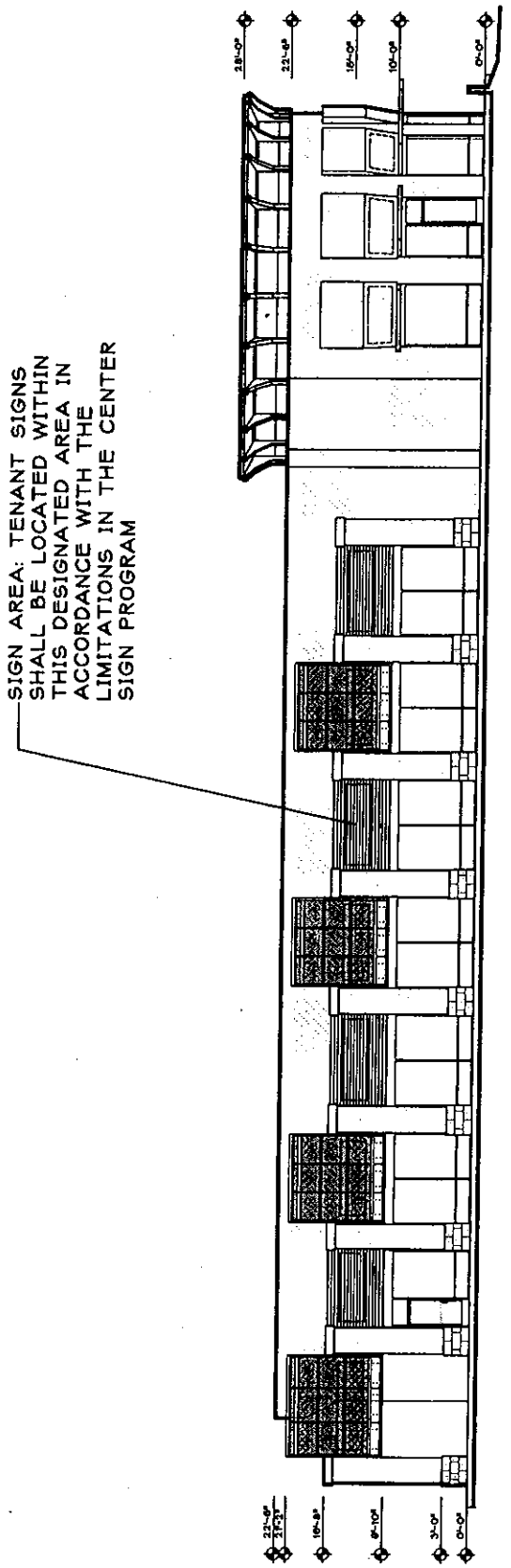

OXNARD & SAVIERS SHOPPING CENTER

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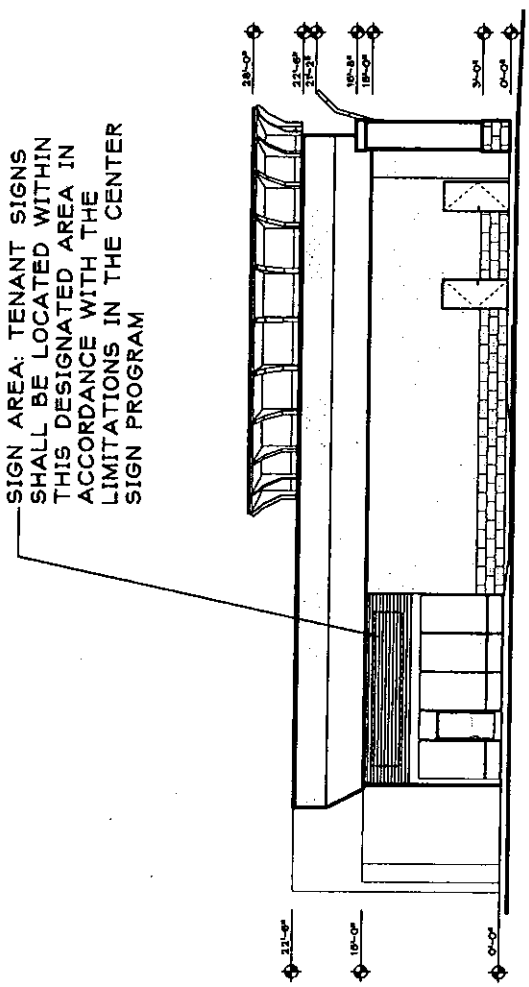

BUILDING C - SOUTH

OXNARD & SAVIERS SHOPPING CENTER

PRELIMINARY DESIGN, SUBJECT TO GOVERNMENTAL AGENCY REVIEW

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