



## PLANNING COMMISSION STAFF REPORT

**TO:** Planning Commission

**FROM:** Juan Martinez, Associate Planner

**DATE:** August 4, 2011

**SUBJECT:** Planning and Zoning Permit No 10-500-11 (Special Use Permit), 2000 Lockwood Street. Filed by Steve Hudak, CarMax Auto Superstore, Inc.

**1. Recommendation:**

That the Planning Commission adopt a resolution approving Planning and Zoning Permit No. 10-500-11 (Special Use Permit), subject to certain findings and conditions.

**2. Project Description and Applicant:**

A request to redevelop an automotive dealership site addressed at 2001 Lockwood Street to accommodate a new CarMax Auto Superstore. CarMax proposes to demolish an existing building and reconstruct a new 40,264-square foot building. The new building will accommodate 8,147 square feet of sales area; 29,170 square foot service area; and 2,947 square foot car wash facility. In addition, a 2.89-acre site located across the street (APN 213-0-031-430) will be improved to create a vehicle staging area for CarMax use. Filed by Steve Hudak, CarMax Auto Superstore, Inc. 12800 Tuckahoe Creek Parkway, Richmond, Virginia 23238-1115.

**3. Existing and Surrounding Land Use:**

The 21.9-acre site was developed in the late 90's for Autonation USA, a used automotive dealership. The site was most recently occupied by Cars 101. However, the site and buildings currently lie unoccupied.

SURROUNDING LAND USES			
DIRECTION	ZONING	GENERAL PLAN	EXISTING LAND USE
PROJECT SITE	BRP	Business & Research Park	Used Car Sales
North	Business Park	Commercial Specialized CR	101 Fwy/Commercial Center
East	BRP	Business & Research Park	Vacant Site/The Palms Commercial Center
South	BRP	Business & Research Park	Industrial Building
West	BRP	Business & Research Park	Vacant Land/Industrial Type

**4. General Plan Policies, Zoning and Land Use Designation Conformance:**

The project site's zoning and 2020 General Plan land use designation are consistent with the Business and Research Park (BRP) designation. The proposed 2030 General Plan land use designation is not proposed to be changed and is expected to be consistent with the anticipated adoption of the 2030 General Plan.

**5. Environmental Determination:**

In accordance with the California Environmental Quality Act (CEQA), the Planning and Environmental Services Division has determined that the proposed project is exempt from environmental review. Section 15302 (Class 2) of the CEQA Guidelines categorically exempts replacement and/or reconstruction of existing commercial structures on the same site. The new structure will replace existing automotive dealership buildings and uses in substantially the same size, purpose, and capacity with approved entitlement. Therefore, the Planning Manager has determined that there is no substantial evidence that the proposed project may have a significant effect on the environment and that a notice of exemption may be filed. (See Attachment F)

**6. Analysis:**

a) ***General Discussion:***

The proposal would demolish an existing 23,886 square foot showroom and related sales offices and construct a new 40,264 square foot building. The new building combines the service center and sales office/showroom in one building on one parcel. The service center is currently across Lockwood Street in a 24,570 square foot building. This building will remain and future use will be subject to the permitted uses of the Business and Research Park zone.

b) ***Relevant Project and Property History, Related Permits:***

In December of 1997, the Planning Commission approved a special use permit to allow site improvements for an automobile retail facility. On-site structures consisted of 3-tilt up concrete structures that included a 23,886 square foot showroom, a 24,570 square foot service and vehicle rental facility with 13 service bays and a 1,716 square foot car wash building. At the time, Autonation USA developed the site and operated an automobile retail facility for approximately 16 months. The site most recently used by Cars 101.

On June 14, 2011, the City Council approved a tentative map to create four individual parcels ranging from 2.89-acres to 9.61-acres in size. CarMax proposes to operate and occupy Parcel 2 (9.61-acres) and Parcel 3 (2.89-acres). Parcel 2 (9.61-acres), has an existing 23,886 square foot building which is proposed to be removed and replaced with a new 40,000 square foot (approx) building. Parcel 3 (2.89-acres), is undeveloped and CarMax proposes to store vehicles here. Site improvements are proposed to accommodate vehicle parking and use of this parcel.

c) **Zoning Compliance:**

The proposed buildings and site improvements are subject to the development and performance standards and policies of the BRP zone which include but are not limited to City Code Sections 16-175 through 16-182.

The following table describes and lists the various development standards prescribed by the BRP zone.

DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	COMPLIES ?
Min. lot area	20,000 sq. ft.	- Parcel 2: 9.61-acres - Parcel 3: 2.89-acres	YES
Min. lot width	Interior Lots: 100 feet Corner Lots: 150 feet	Parcel 3: 295-ft approx at shortest	YES
Min. lot depth	150 feet	Parcel 3 is 375-ft approx at shortest point	YES
Max. building height	35 feet (additional w/ SUP)	35 feet from finish floor (Building Canopy)	YES
Front yard setback	- 30 feet & 40 feet for thoroughfare	- 115'-0" Lockwood Street (Private Street)	YES
Side yard setback	Equal to building height, unless otherwise approved by SUP	210 feet (Proposed west)	YES
Rear yard setback	20 feet minimum	190 feet (fwy side)	YES
Max. lot coverage	40% of total area	41,804 sf 10/% total net area	YES
Minimum Zoning District	20 acres composed of contiguous lots, exclusive of streets	Existing 21.91 acre site is surrounded by existing BRP zoned properties	YES
Architectural Design Standards	<ul style="list-style-type: none"> <li>- Metal building prohibited</li> <li>- Two types of bldg texture/materials on all elevations exposed to street</li> <li>- Roof structure/mech. equipment shall be screened (screening elements arch. Integrated)</li> </ul>	<ul style="list-style-type: none"> <li>- Exterior Finishes ... Combination of smooth and textured plastering, and split face concrete block.</li> <li>- New parapet wall proposed for roof screening</li> </ul>	YES
Site Design Standards	<ul style="list-style-type: none"> <li>- No parking within 20 feet of residential zone</li> <li>- 30 foot minimum landscape w/ along street. 30 average may be approved by site plan review</li> <li>- All activities shall be conducted w/in building except as otherwise permitted by SUP</li> </ul>	<ul style="list-style-type: none"> <li>- 30 foot landscape avg. provided along Lockwood Street</li> <li>- Outdoor storage activities shown on plan</li> </ul>	YES
Site landscaping	<ul style="list-style-type: none"> <li>- Parking areas... 36 inch landscape berm or a combo wall/landscaping</li> <li>- Backflow systems screened by landscaping</li> <li>- 15 percent of the lot area</li> </ul>	<ul style="list-style-type: none"> <li>- Perimeter landscaping to be preserved.</li> <li>- Arborist report prepared</li> </ul>	YES

DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	COMPLIES ?
	landscaped, in addition to any parking lot landscaping - Landscaping shall abut any exterior bldg wall where no loading/bldg entry.		
Parking lot landscaping	Landscape fingers required every 10 spaces. 5 foot wide perimeter landscaping planter	Perimeter landscaping existing and/or provided. Finger planters and end planters provided.	YES
Walls and Fences	6 foot high wall required when abutting a residential zone. When wall required/provided texture/color to match decorative arch. features	Walls and open type fencing proposed	YES
Lighting	Comply with City Code.	Photometric plan provided and approved	YES
Bicycle Rack	Comply with City Code	Provide	YES
Curb Cut	Comply with City Code	Three curb cut locations provided and one existing shared access drive aisle with easterly property	YES

d) ***Site Design Analysis:***

The site is located between Lockwood Street and the 101 Freeway. Lockwood Street ends along the eastern edge of the project; however, it is expected to connect and go through the future build-out of the existing vacant site located directly east. The vehicle display area will be reduced from 784 vehicle stalls to 333 stalls and the vehicle display area will be limited to the area between the building and the freeway. The 1997 approval included a 24,570 square foot service center building across the Lockwood Street. The 32,000 square foot service center and car wash serving CarMax will be consolidated and built next to the sales building within the same side of the property. Customer and employee parking will take place between the building and Lockwood Street.

e) ***Circulation and Parking Analysis:***

Ingress and egress into the principal sales site will be via three drive entrances, two that currently exist and a third that is proposed in between the two existing drive entrances. The 2.89 acre vehicle staging area across Lockwood Street and the vehicle staging area east of the service building will have entry driveways that will be restricted to CarMax personnel. Both of these drive aisles will be equipped with remote operated barrier gates designed to allow personnel access and protect vehicles from theft. The vehicle display area will also be equipped with a remote operated barrier that restricts access by customers' vehicles.

A traffic study was prepared to analyze the intersections of Rose Avenue and Lockwood Street and Rose Avenue and Gonzales Road. The study concluded that Rose Avenue

and Lockwood Street currently operate at Level of Service D during the PM peak period.

According to the study, the proposed CarMax facility is estimated to generate 16 AM peak hour trips, 120 PM peak hour trips, and 938 daily trips on a weekday. The traffic study suggests improvements to the intersection of Rose Avenue and Lockwood Street and these improvements along with others have been incorporated as project conditions.

Improvements that consist of restriping drive lanes, turning lanes, new signal lights along with signal modifications are expected to improve traffic flows and reduce queuing lengths for northbound and southbound movements.

f) ***Building Design Analysis:***

The concrete block building will be primarily constructed of split face block and painted to incorporate colors and linear bands typical of CarMax corporate design. One third of the north facing elevation is designed to have a glass storefront system that incorporates light blue tint glass. The light blue tint is expected to complement the gray and blue tones on the building. In addition, two prefinished standing seam metal canopies are proposed on the sales building. Blue roofs will be pitched and centrally mounted on two vertical columns.

The floor plan of the sales building is typical of an automotive dealership. The sales room will feel open and the storefront glass will have a direct view to the outdoor vehicle display area. Offices can be seen throughout the sales building. The service center is an all interior state of the art facility designed to have interior drive aisles and service bays to suit full repair needs for the delivery of used cars sold by CarMax. In addition, the facility will incorporate a spray booth and a full service car wash facility along the southeast corner of the building.

g) ***Signs:***

CarMax is proposing a variation in signs throughout the site which include new building identification signs, directional signs and informational signs throughout the site, including the car staging site across Lockwood Street. Signs include re-facing and installation of new pole signs along Lockwood Street and the 101-Freeway. See sign details provided in Attachment D. The signs proposed follow CarMax's corporate theme and are proposed in desired locations. Signs proposed are subject to the sign ordinance and exact locations will be part of the Planning and Building Permit plan check review process.

h) ***Landscaping Design:***

The proposed building and site improvements are preserving the minimum required 30 to 40 foot average front yard landscape setback standard as provided by the BRP zone along Lockwood Street. The project incorporates finger and end planters in all customer and employee parking areas and vehicle staging and display areas will incorporate perimeter landscaping.

Pacific Horticulture prepared a tree evaluation report dated March 29, 2011. The report evaluated 67 parking lot trees that are being removed or transplanted due to

August 4, 2011

Page 6

redevelopment changes and site modifications proposed. The tree evaluation study establish an economic value for trees being removed or replaced by healthy trees and also for those trees which may fail in the relocation and transplanting process. The economic appraised total value of the trees is determined to be \$116,423.00; however the economical appraisal value of the actual trees proposed to be removed has been established at \$43,040. This additional amount would be put back into new tree sizes that would exceed the City's minimum tree size of 24" box. The tree report is attached. (Attachment C)

Bio-swales will be included with slope sides designed to slow the flow of rainwater runoff and trap pollutants and silts before entering the City's sewer system. Bio-swales systems are proposed along the front yard landscape setback.

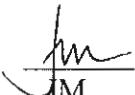
**7. Development Advisory Committee (DAC) Recommendation and Community Input:**

The Development Advisory Committee (DAC) last reviewed and considered the proposed development on December 8, 2010. In their final review, the DAC member had an opportunity to prepare and recommend project conditions which have been incorporated into the attached draft resolutions. The project was not required to participate in the Community Workshop process, since the project lies in a commercial zone and does not fall within one of the City's residential neighborhoods. The site was posted and surrounding properties have been noticed for community input.

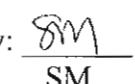
**8. Attachments:**

- (A) Project Maps
- (B) Project Plans
- (C) Traffic Analysis (June 7, 2011)
- (D) Sign Program
- (E) Tree Evaluation Report
- (F) Resolution
- (G) Notice of Exemption

Prepared by:



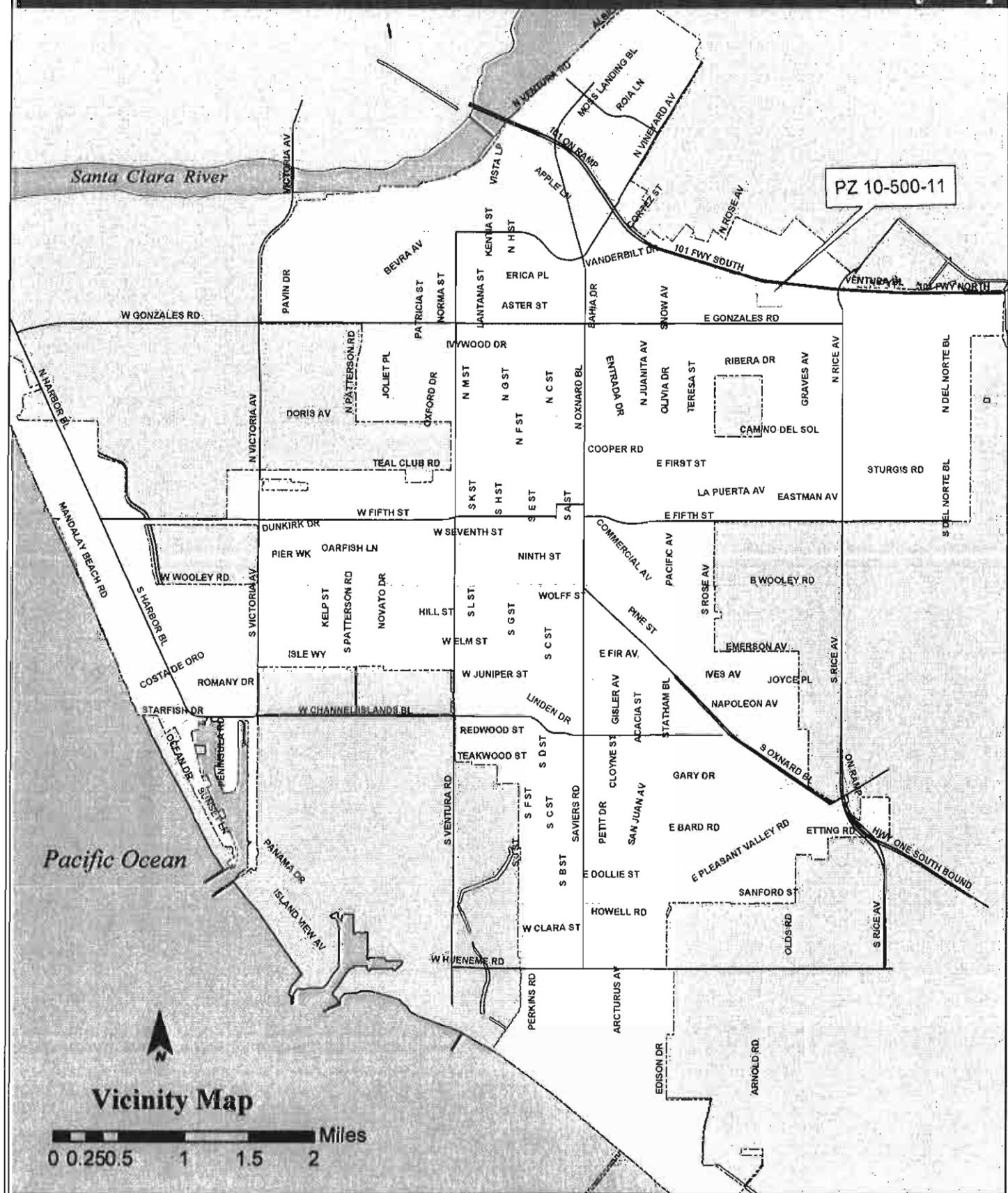
Approved by:

  
SM

**ATTACHMENT  
A**

**MAPS**  
**(VICINITY, ZONING, GENERAL PLAN MAP)**

# Vicinity Map



## Vicinity Map

0 0.25 0.5 1 1.5 2 Miles

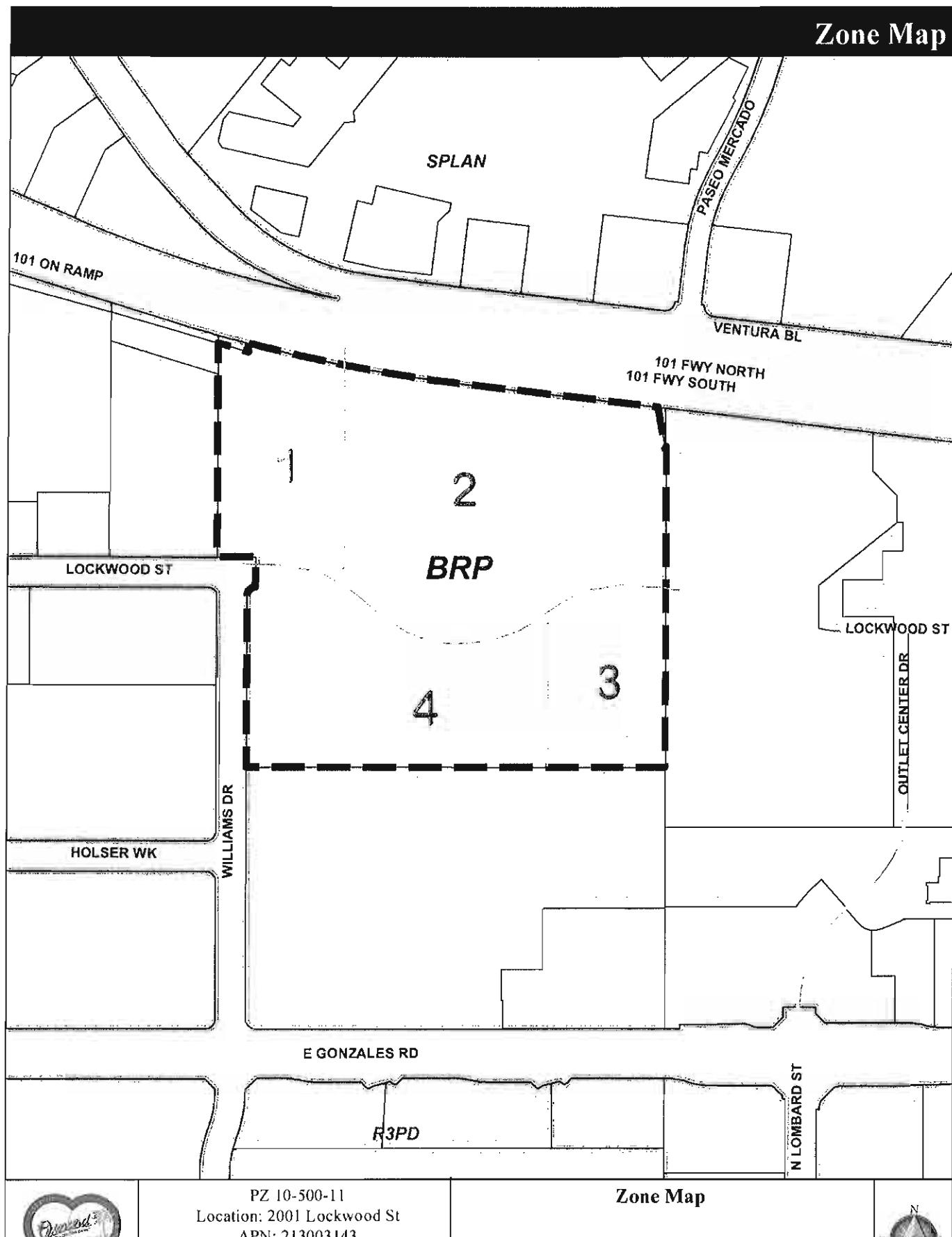


Oxnard Planning

July 26, 2011

PZ 10-500-11  
Location: 2001 Lockwood St  
APN: 213003143  
Car Max

## Zone Map



Oxnard Planning  
July 26, 2011

PZ 10-500-11  
Location: 2001 Lockwood St  
APN: 213003143  
Car Max

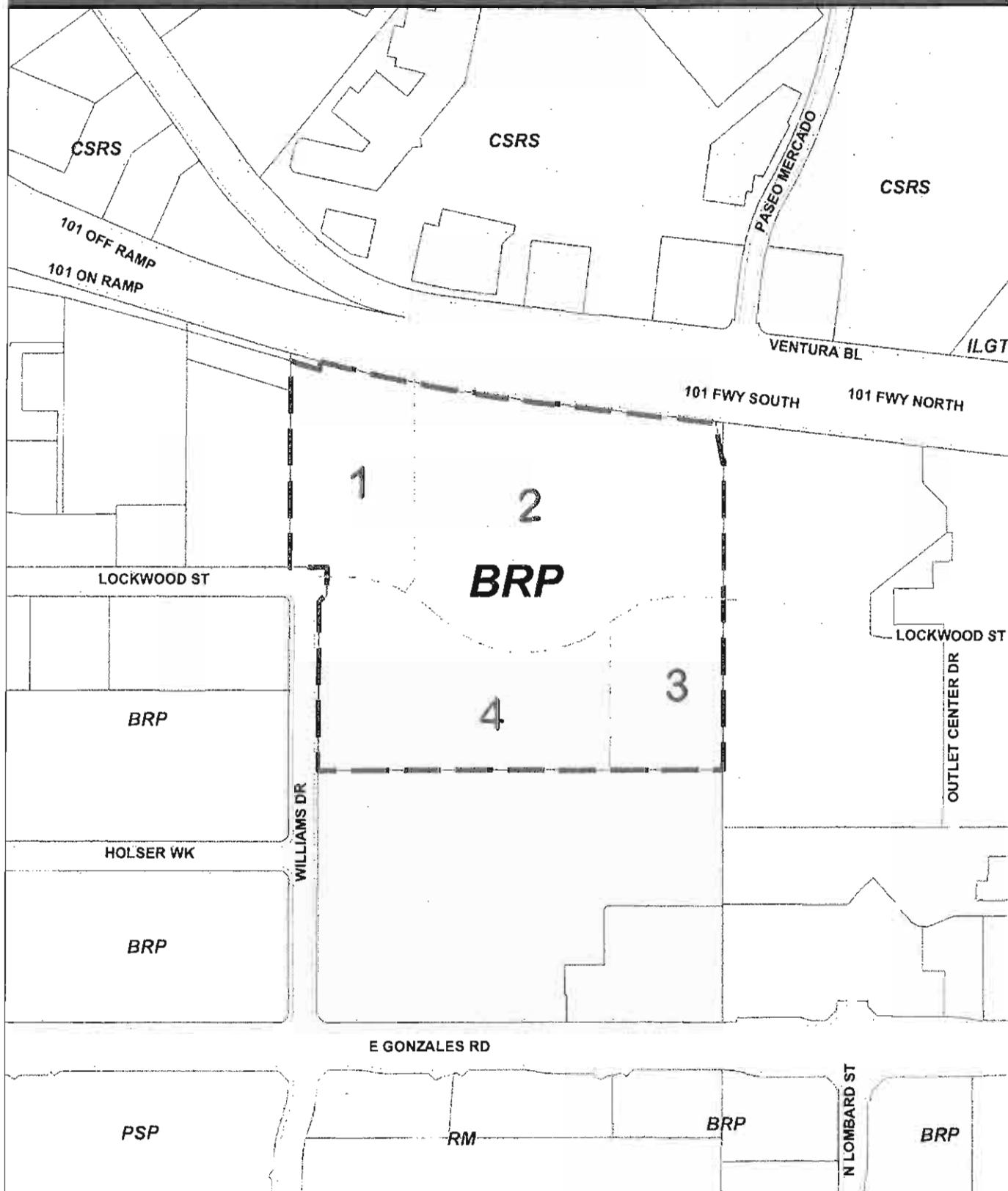
0 75 150 300 450 600 Feet

Zone Map



1:3,709

# General Plan Map



Oxnard Planning  
July 26, 2011

PZ 10-500-11  
Location: 2001 Lockwood St  
APN: 213003143  
Car Max

0 75 150 300 450 600 Feet

General Plan Map



1:4,061

# **ATTACHMENT B**

**REDUCED PROJECT PLANS**

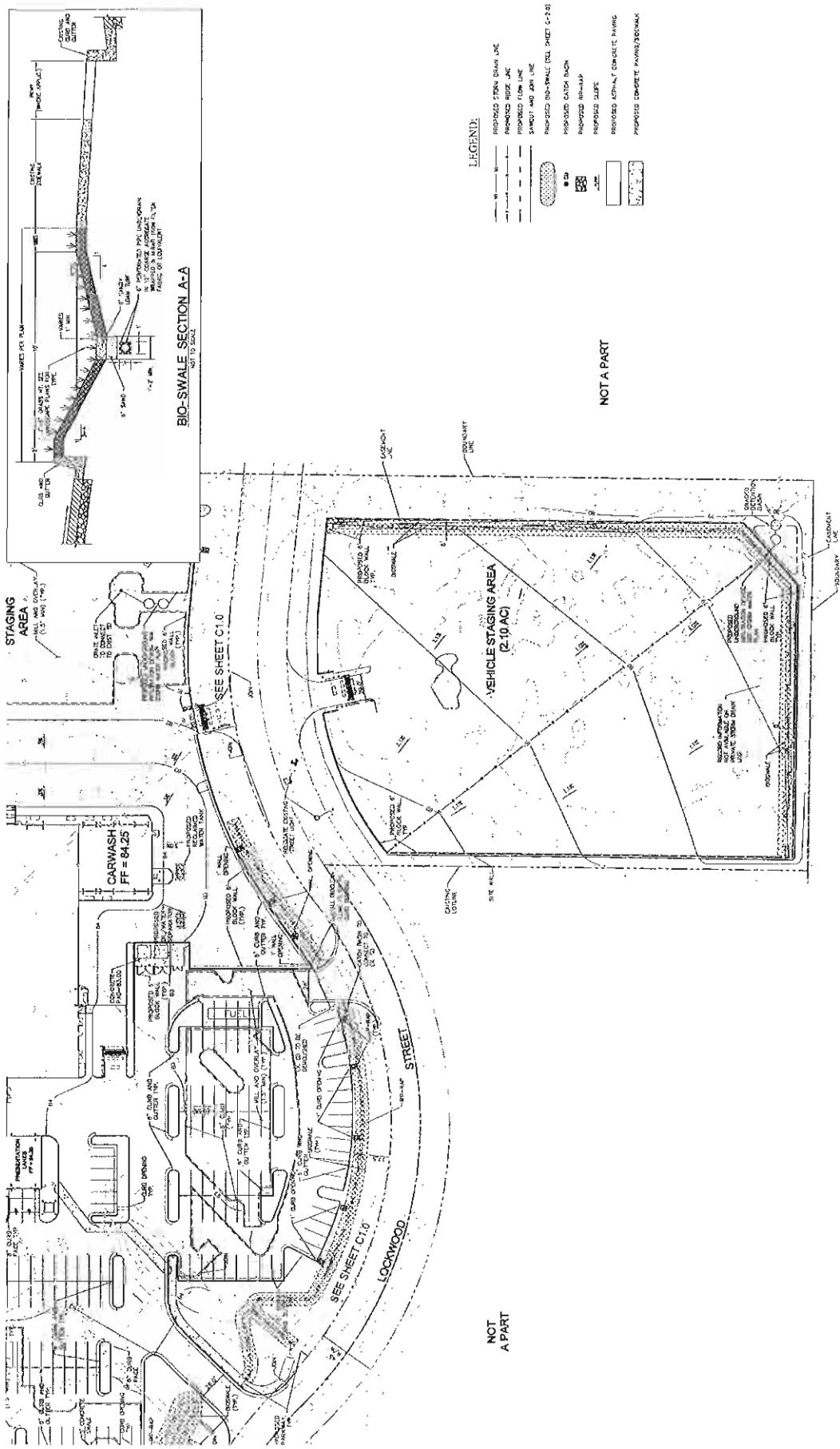




OXNARD, CA  
STOCK NO. 7299

CARMEX

PROJECT NO.	95-172001	DATE	03/24/01
WEEKLY TITLE	PRELIMINARY GRAVING AND DRAINAGE PLAN		







STORE NO. 7299  
OXNARD, CA

C-2.1

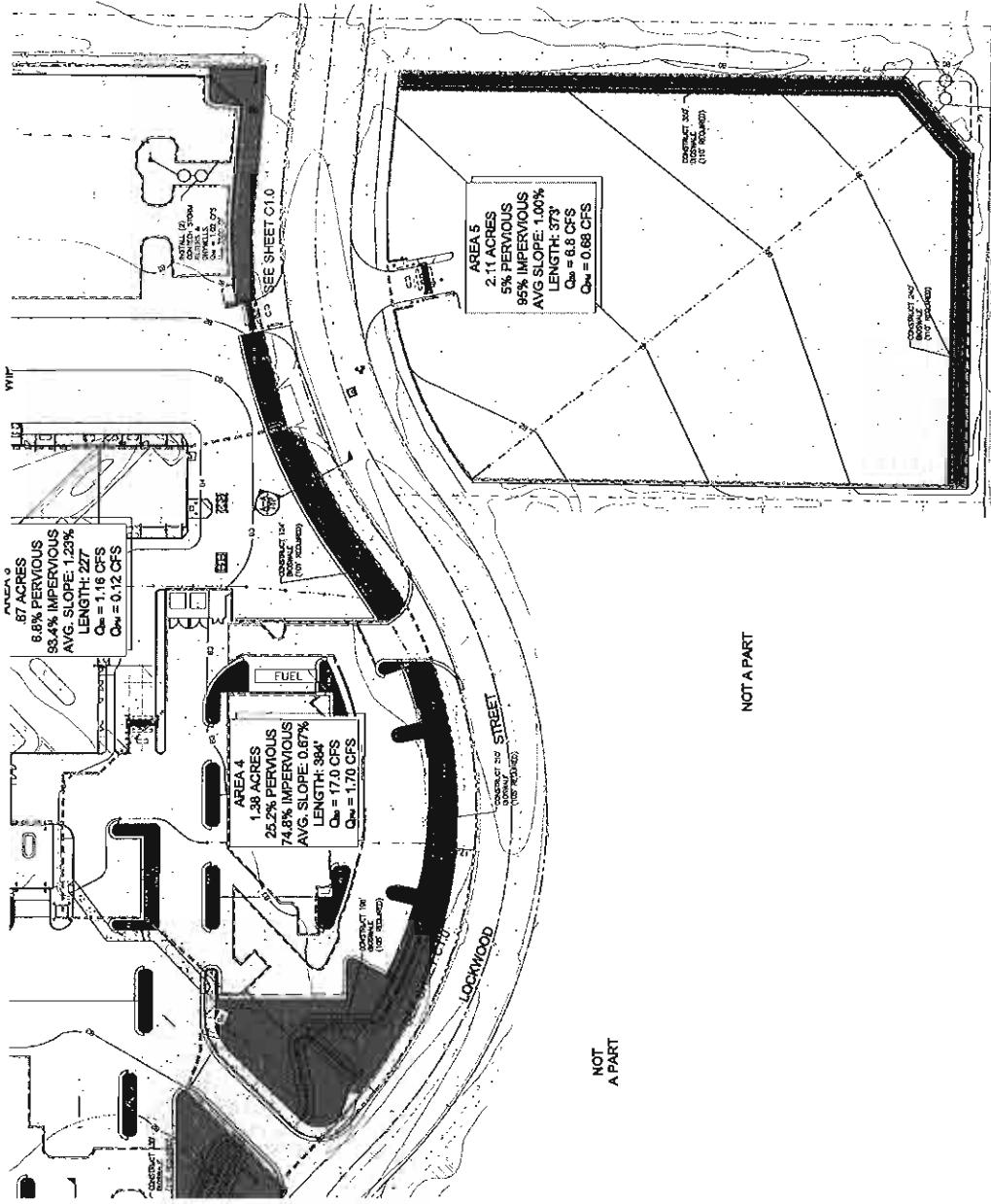
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A PART

LEGEND:

NOT A PART

NOTE A PAGE

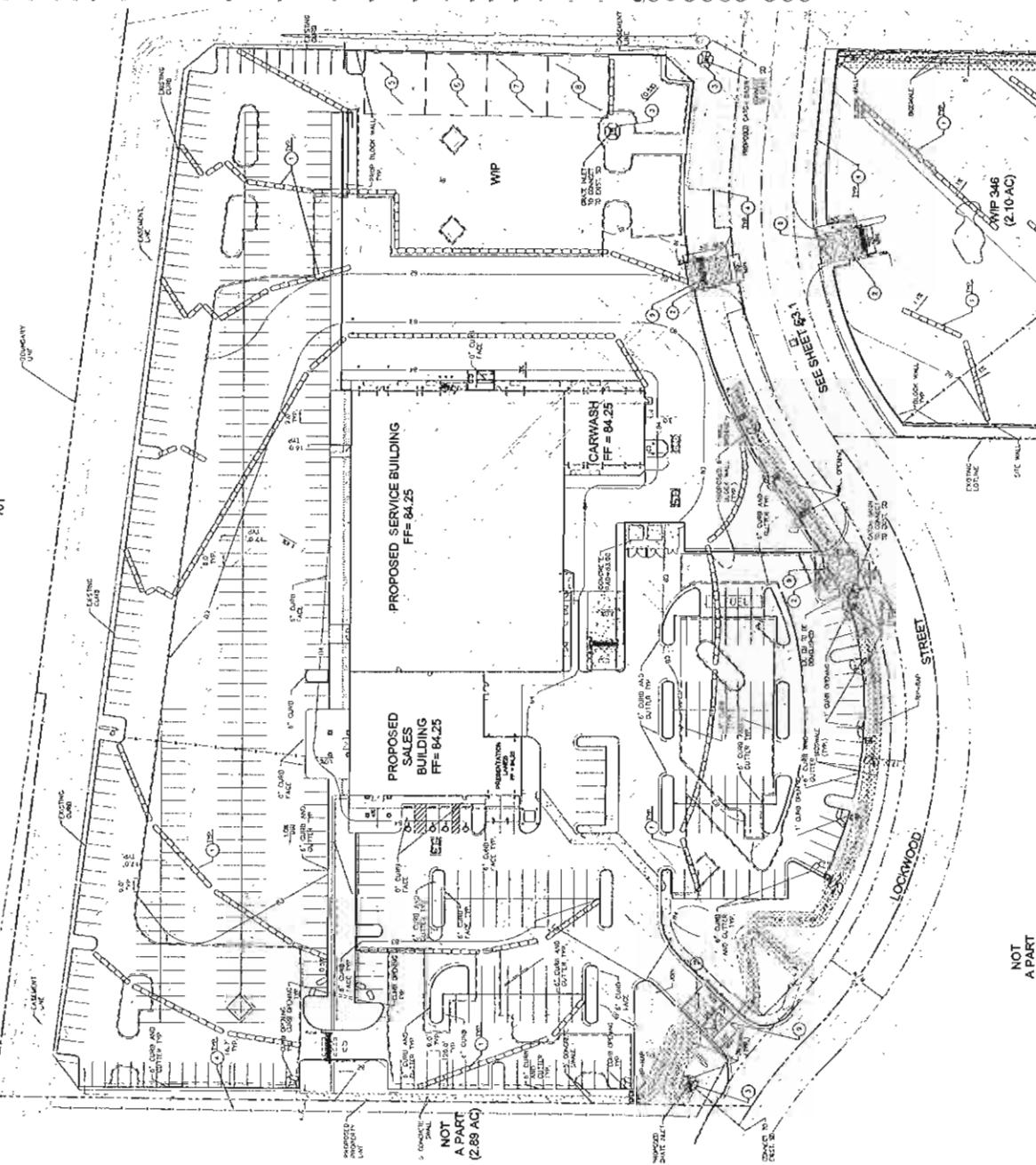
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EROSION CONTROL NOTES:

STATE HIGHWAY 104



OKLAHOMA CITY  
OKLAHOMA, U.S.A.

PROJECT NO.	99372C00
DATE	Q3/26/11
SURVEY TYPE	PRELIMINARY
EROSION CONTROL PLAN	

NOT  
RECEIVED

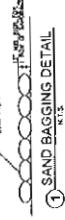
GRAPHIC SCALE

C-3.0



**Entrance/Outlet Tire Wash**

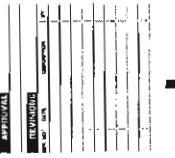
TC-3



**① SAND BAGGING DETAIL**



**② ENTRANCE/OUTLET TIRE WASH**



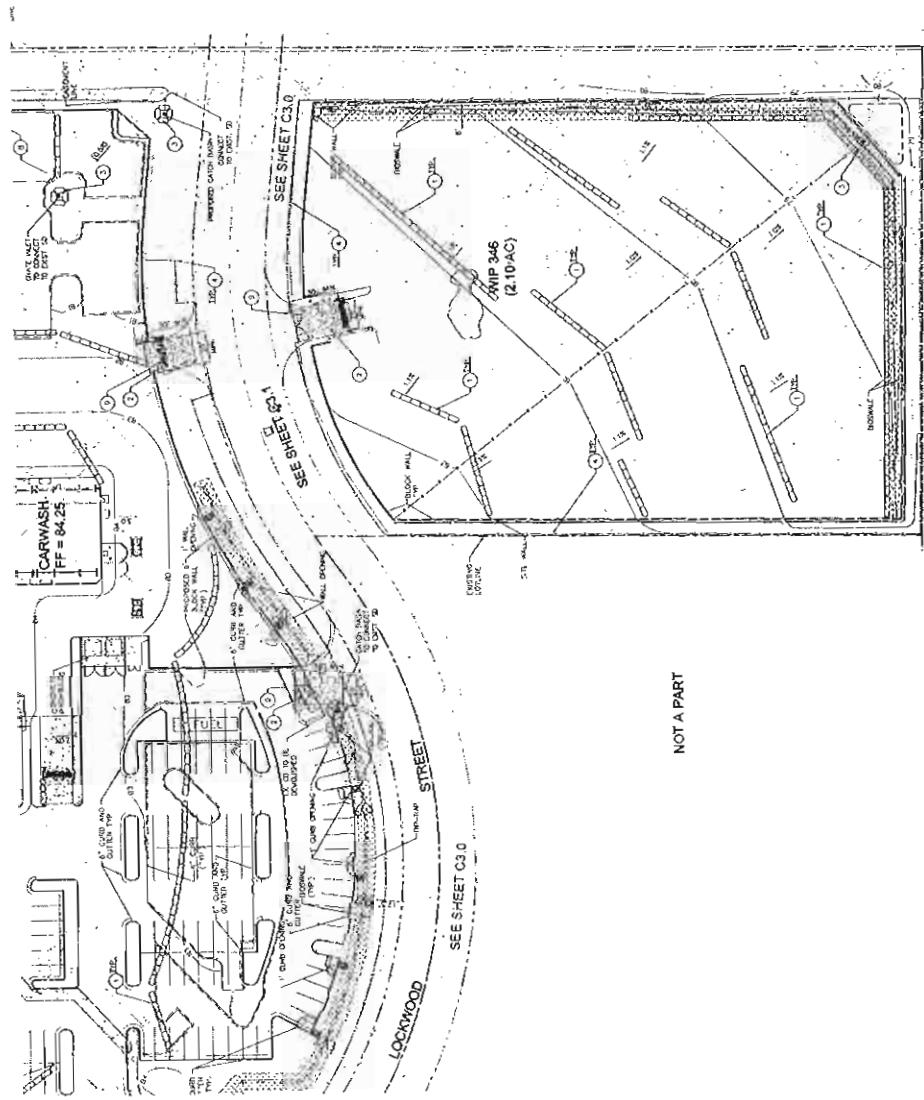
**③ CATCH BASIN/AREA DRAIN**

OAKMONT, CA  
SHEET NO. 7293

**CARMAX**



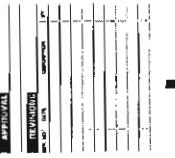
C-3.1



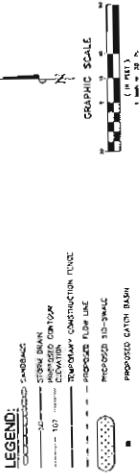
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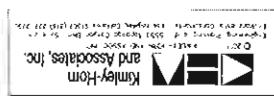
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**③ SANDBAGGING DETAIL**





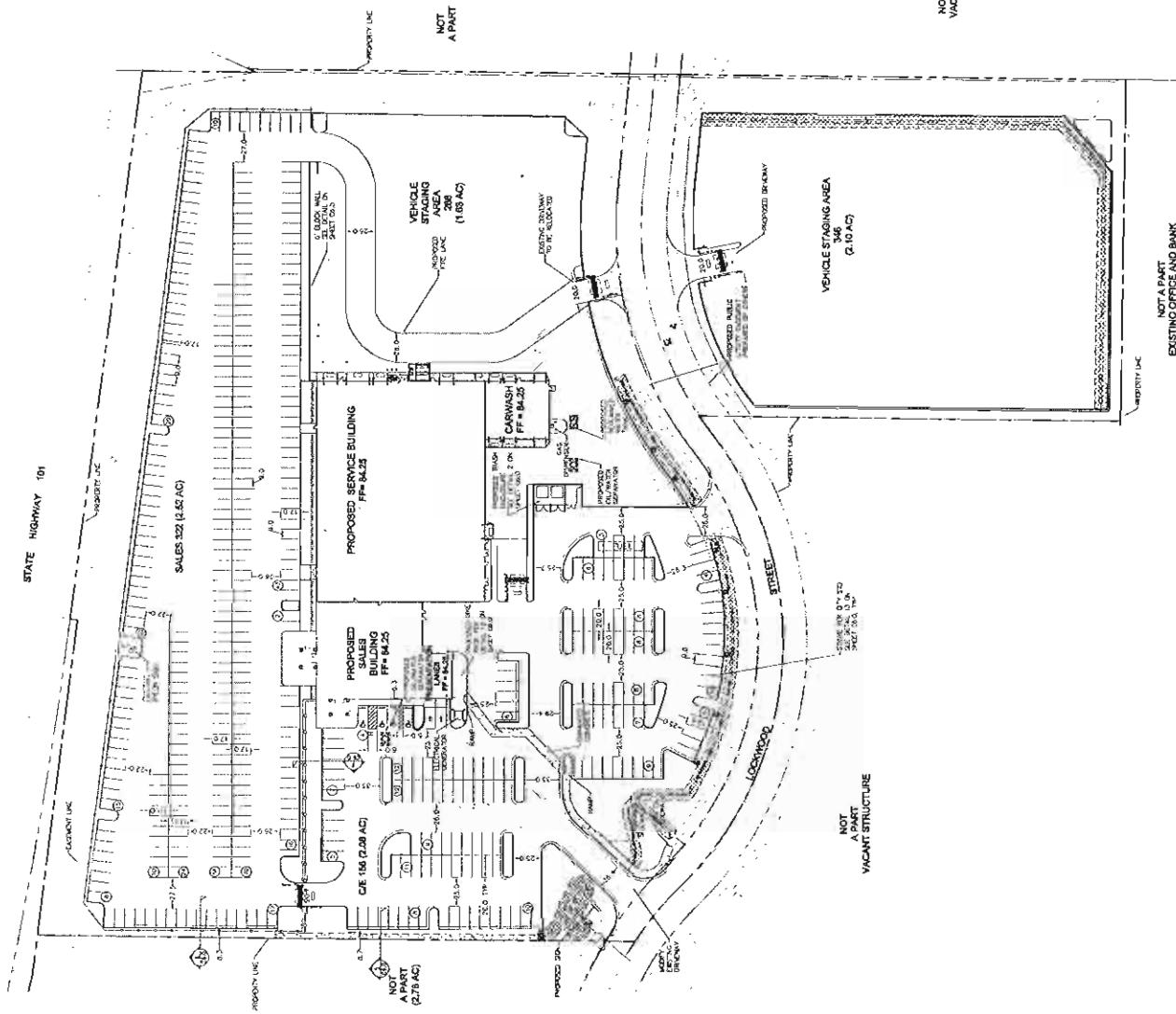


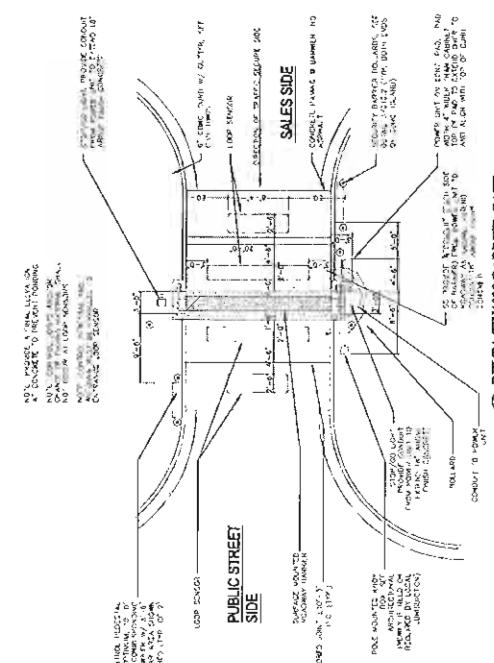
CHURCH, CA  
STREET NO. 7284

**CARmax**

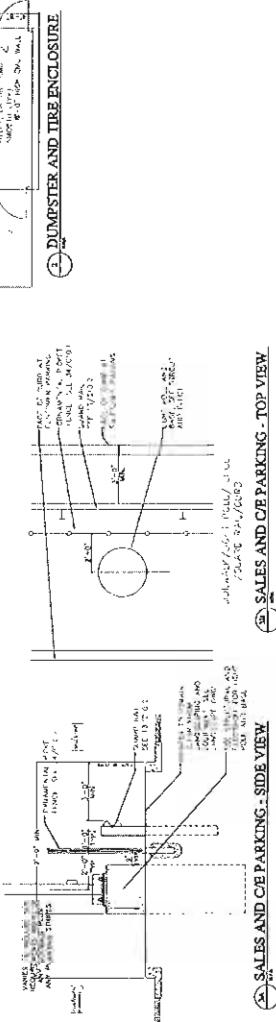
PROJECT NO	DATE	CHART TITLE
30-7-2000	NOV 11	
		PRELIMINARY
		SITE
		PLAN

SITE INFORMATION	
ACREAGE	10.44 ACRES XXXX ACRES
CAR PARK DEVELOPED	X
OPEN LAND	X
UNIMPROVED	X
WATER SOURCE	X
WATER USE	X
BUFFERS	X
EXISTING BUILDINGS	X
PUBLIC PRIVATE ROADS	X
(INC. UNDERSURFACE)	X
OTHER	X
USE	Commercial Business
TOTAL:	
12 ACRES	
BUILDING INFORMATION:	
TYPE	"N/A"
SALES	8,147 SF
SERVICE	29,710 SF
CARS/VEHICLES	2,547 SF
VESTIBULES	4,38 SF
PRESERVATION	
TOTAL:	41,102 SF
41,102 SF	
PAINTING	
SALES	REQUIRED: 322
45% (1st year)	136
45% (2nd year)	156
45% (3rd year)	135+
N-S CALCULATIONS: 165 SPACES/AC = 614 SPACES	

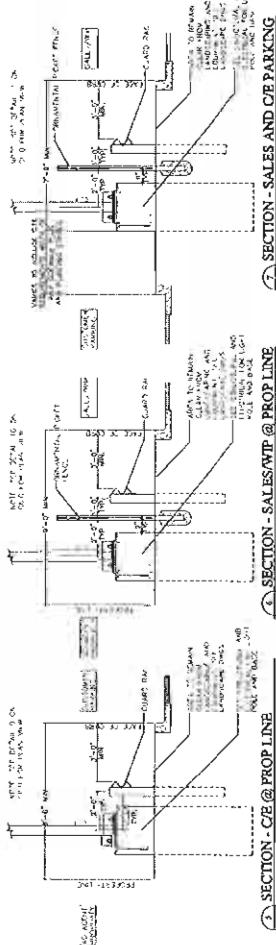




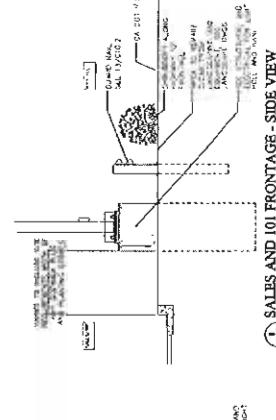
④ CUT GUARD RAIL AND LIGHT POSTS PERIMETER SALES LOT



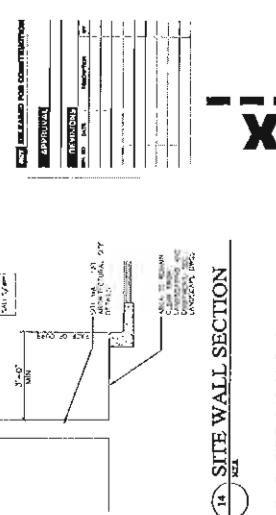
⑤ SALES AND C/E PARKING - SIDE VIEW



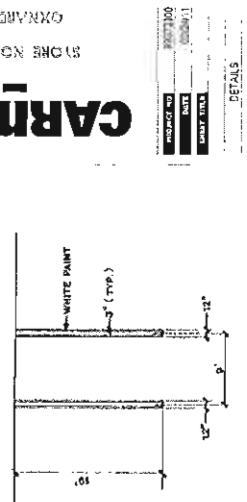
⑥ SECTION - SALES & C/E PARKING



⑦ SECTION - SALES AND C/E PARKING



⑧ SECTION - SALES PARKING STALL STRIPPING

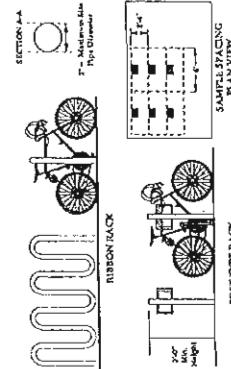


OKLAHOMA CITY  
SCH NO. 7289

CARMAX

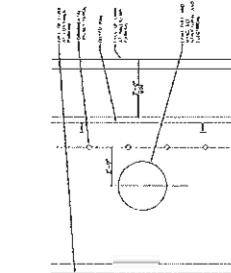
SCH NO. 7289

C-6.0

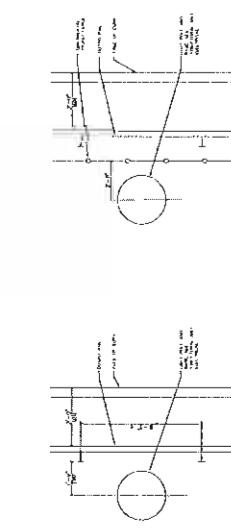


NOTE:  
1. REGULAR OR "FULL SIZE" PARKING STALLS  
SHALL BE STRIPED WITH WHITE PAINT.

⑨ STRIPING STANDARD



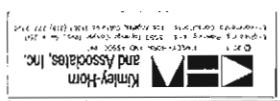
⑩ REGULAR SIZE PARKING



⑪ DETAIL - SALES AND C/E PARKING



⑫ DETAIL - C/E PARKING



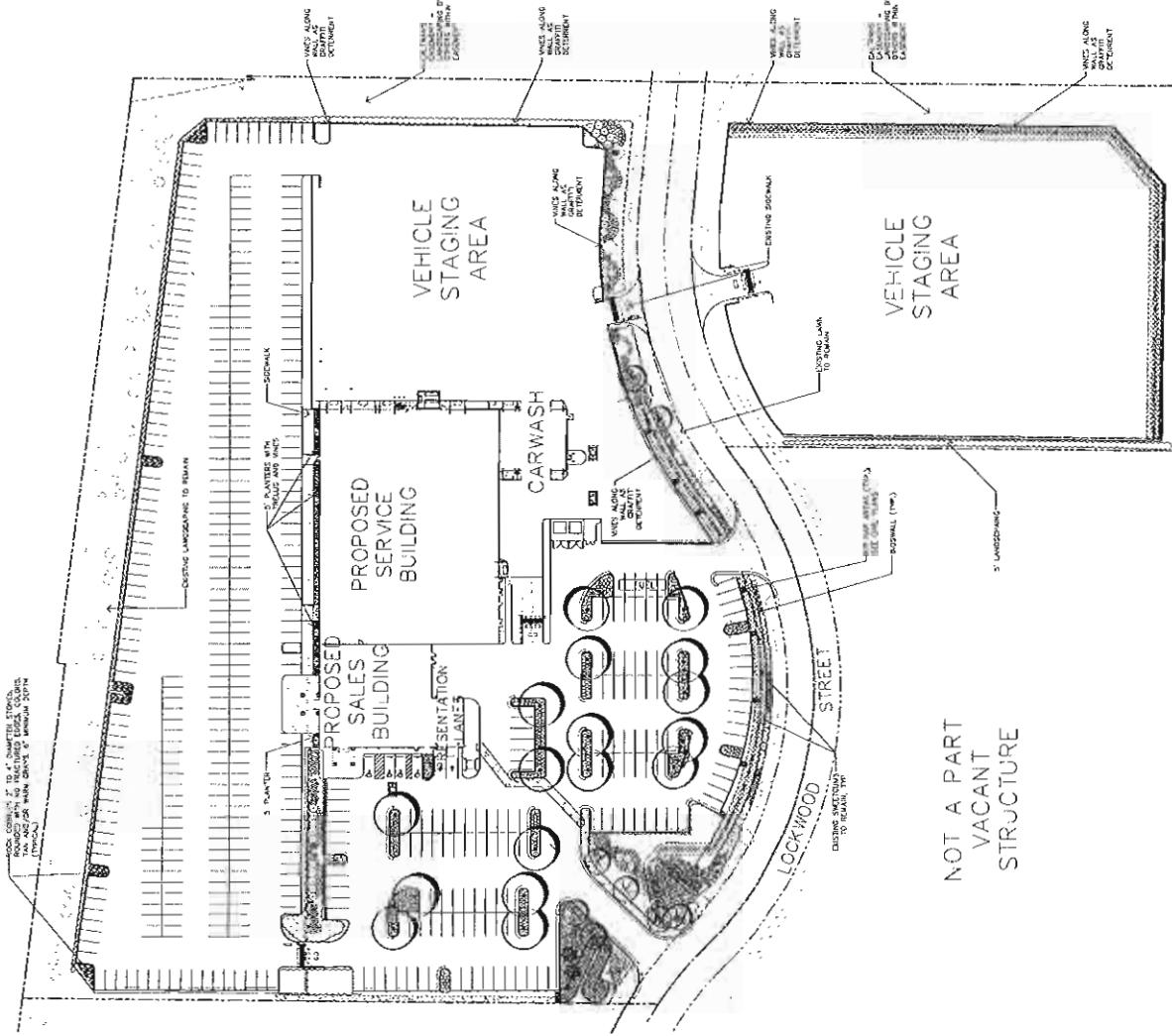
362 ON THIS

EXPLANATION

10

CARMEX

PROJECT NO.	DATE	ARTIST TITLE	ITEM NUMBER	LANDSCAPE	FUN
99972000	001234561				



CONTINUOUS

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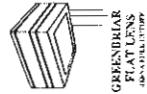
1. LANDSCAPE DESIGNERS ARE ANOTHER GROUP WITH A LOW MIGRATION RATE.  
2. LANDSCAPE DESIGNERS ARE ANOTHER GROUP WITH A HIGH MIGRATION RATE.

3

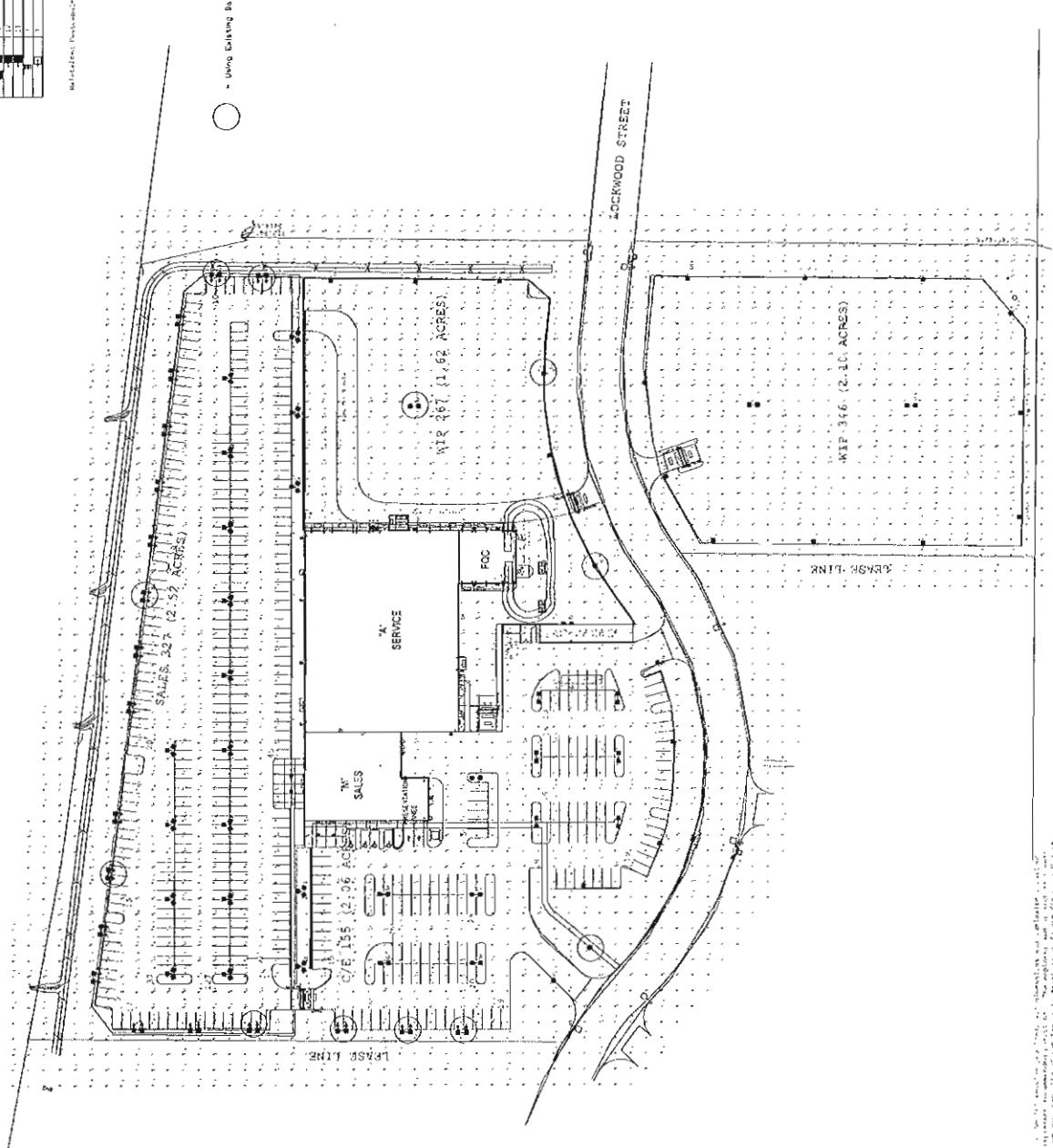
Landscape Information	Square Footage	Acreage	Percentage
BUILDINGS	41,964 SF	.05 ACRES	10.0%
OFFICES	10,864 SF	.02 ACRES	6.0%
PARKING	24,886 SF	.02 ACRES	12.0%
LANDSCAPE	21,221 SF	.02 ACRES	10.5%
TOTAL SITE	91,997 SF	.09 ACRES	100.0%

A graphic scale consisting of a vertical ruler and a horizontal ruler. The vertical ruler on the left has markings from 0 to 10 inches. The horizontal ruler at the bottom has markings from 0 to 10 centimeters. A legend on the right indicates that 1 inch equals 2.54 cm.





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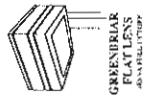
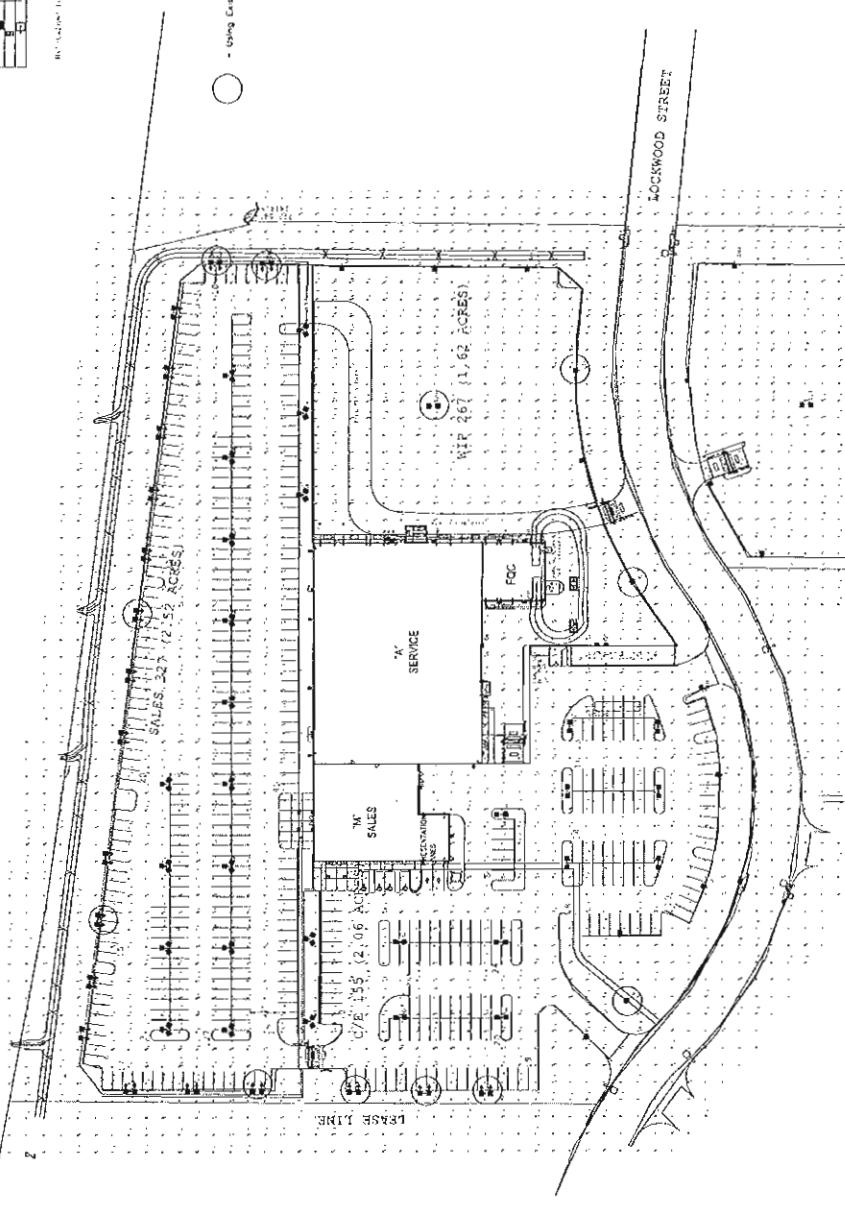


During the period of the First World War, the number of German immigrants to the United States increased sharply. In 1910, there were 1,000,000 Germans in the U.S., and by 1920, there were 2,000,000. The Great Depression of the 1930s brought a sharp decline in immigration from Germany, but after World War II, the number of Germans immigrating to the U.S. increased again, reaching nearly 1,000,000 by 1950. Today, there are approximately 4,000,000 Germans living in the United States.

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GREENBRIAR  
FLAT LENS  
ANTIREFLECTION

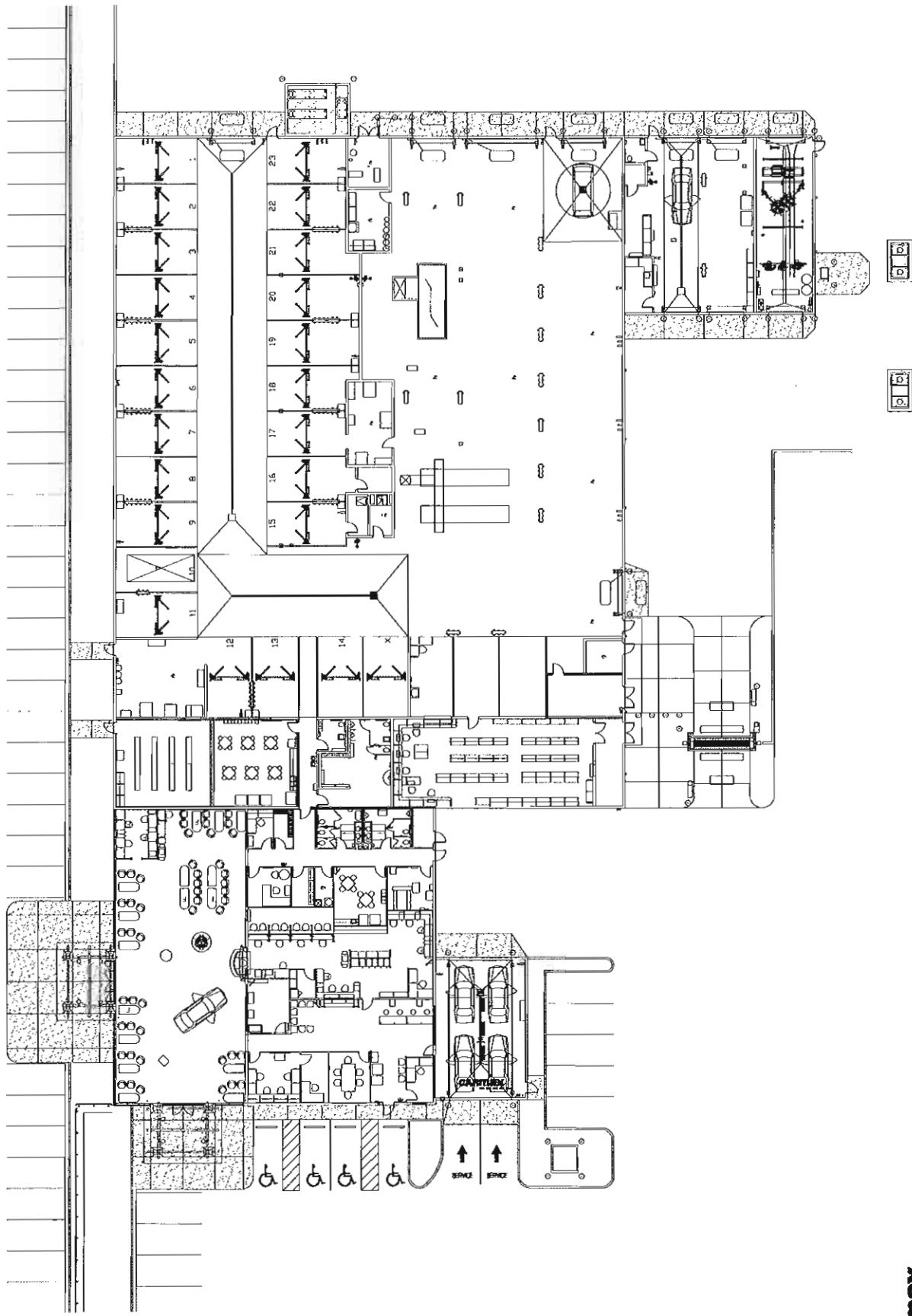


GREENBRIAR  
WALLSCONCE  
#GWBH11762



**CARMAX** - STORE NO. 7299  
OXNARD, CA

FLOOR PLAN

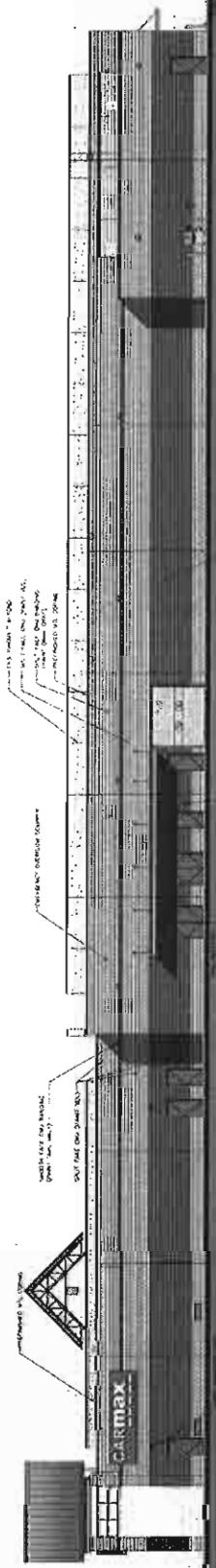


PIERED  
OBSTRUCTION  
HORN

NOTE X-1-107  
11-May-2011



CHARLES  
O'BRIEN  
& ASSOCIATES  
ARCHITECTS  
CIVIL ENGINEERS  
CONTRACTORS



South Elevation



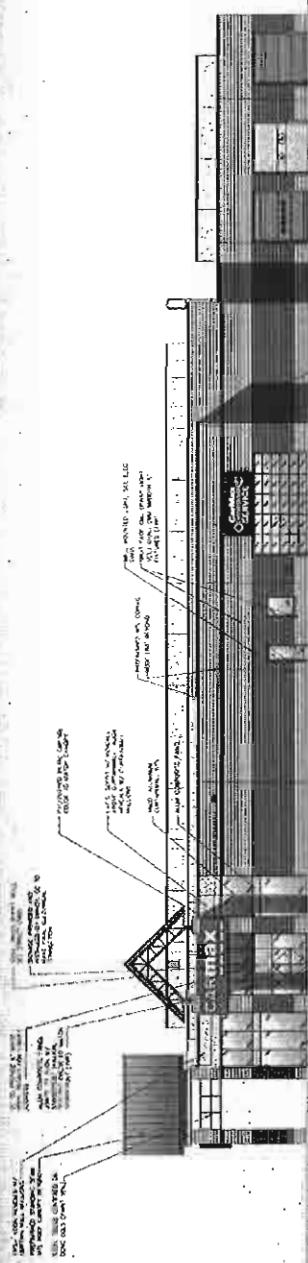
North Elevation

**CARMAX**

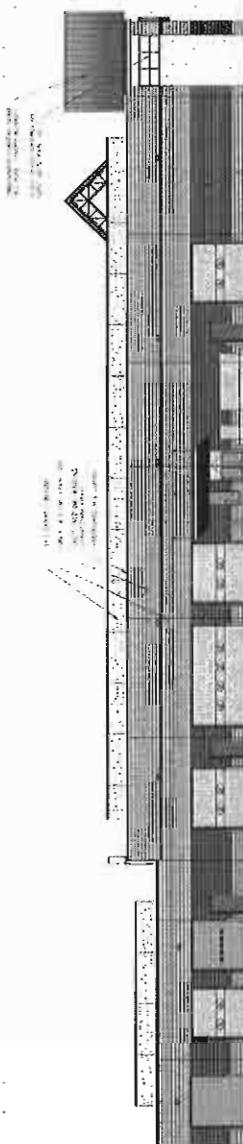
Elevations  
OXNARD, CA



CHARLES  
O'BRIEN/  
ASSOCIATES  
CONTRACTORS 2000



West Elevation



East Elevation

**CARMAX**

Elevations  
OXNARD, CA

# **ATTACHMENT C**

## **TRAFFIC ANALYSIS**



Kimley-Horn  
and Associates, Inc.

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CITY OF OXNARD

## TECHNICAL MEMORANDUM

Date: June 7, 2011

To: Greg Toler  
**Centerpoint Integrated Solutions, LLC**

From: Cassie Moeller, EIT and  
Sri Chakravarthy, P.E., T.E.  
Kimley-Horn and Associates, Inc.

Copy: Jason Samonte, T.E., City of Oxnard

**Subject:** Traffic Analysis for CarMax Dealership Project – City of Oxnard  
KHA Project No. 099328000

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### INTRODUCTION

This technical memorandum documents the methodology and results of a traffic analysis completed for the proposed CARMAX store located north of Lockwood Street and east of Williams Drive in the City of Oxnard. The proposed CARMAX facility will have a gross floor area of 41,804 square feet consisting of sales, service, carwash, vestibules, and presentation areas. The site currently consists of an existing auto dealership that includes a sales building with a total footprint of 22,895 square feet that will be demolished to develop the proposed CARMAX facility. Figure 1a illustrates the project site location.

The study area includes two (2) intersections that were analyzed for potential weekday peak-hour project traffic impacts based upon the direction received from City staff:

1. Rose Avenue at Lockwood Street
2. Rose Avenue at Gonzales Road

### STUDY METHODOLOGY

Weekday AM and PM peak period analysis was completed for the following three scenarios based upon discussions with City staff:

1. Existing (2010) Conditions
2. Existing (2010) with Project Conditions
3. Future (2012) without Project Conditions
4. Future (2012) with Project Conditions

■

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### Intersection Level of Service Analysis Criteria

The Intersection Capacity Utilization (ICU) methodology was used to calculate the LOS, consistent with City of Oxnard Guidelines. The ICU method uses traffic volume-to-roadway capacity (v/c) ratios to determine level-of service. The v/c ranges correlated to LOS are provided in **Table 1**.

**Table 1: ICU Level of Service (LOS) Definitions**

V/C	Level of Service (LOS)
<0.60	A
0.61 – 0.70	B
0.71 – 0.80	C
0.81 – 0.90	D
0.91 – 1.00	E
>1.00	F

*Source: Trafficware, Intersection Capacity Utilization 2000 Guidelines.*

Additionally, the Highway Capacity Manual (HCM) methodology was used to calculate the LOS to evaluate signal timing conditions. The HCM method uses delay (seconds/vehicle) values to determine level of service (LOS). The delay ranges correlated to LOS are provided in **Table 2**.

**Table 2: HCM Level of Service (LOS) Definitions**

Delay (sec/veh)	Level of Service (LOS)
$\leq 10.0$	A
<10.0 and <20.0	B
>20.0 and <35.0	C
>35.0 and <55.0	D
>55.0 and <80.0	E
>80.0	F

*Source: Trafficware, HCM 2000 Guidelines.*



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## EXISTING (2010) CONDITIONS

The existing study area intersection approach lane configurations utilized for all analysis scenarios are illustrated in **Figure 1b**. Existing weekday peak-hour traffic volumes at each study area intersection are illustrated in **Figure 1c**. The traffic counts for both the study intersections were obtained from the City staff. Rose Avenue at Gonzales Road traffic counts were collected in May 2010 and traffic counts for the Rose Avenue at Lockwood Street were collected in January 2008. Therefore, the 2008 traffic counts were grown to 2010 volumes using a 1% per year growth rate. **Table 3** presents the Existing (2010) peak-hour intersection operating conditions.

**Table 3: Intersection LOS Summary for Existing (2010) Conditions**

Intersection	AM Peak Hour				PM Peak Hour			
	V/C	LOS	Delay	LOS	V/C	LOS	Delay	LOS
Rose Ave/ Lockwood St	0.639	B	16.9	B	0.829	D	29.1	C
Rose Ave/ Gonzales Rd	0.607	B	27.1	C	0.744	C	29.3	C

Table 3 indicates that both study intersections currently operate LOS C or better using both ICU (V/C) and HCM (delay) methodologies, except at the intersection of Rose Ave/Lockwood St that operates at LOS D during the PM peak period. The technical worksheets are attached to the end of this memorandum.

## FUTURE (2012) WITHOUT PROJECT CONDITIONS

Traffic volumes for Future without Project Conditions are comprised of the Existing (2010) volumes, ambient growth to the year 2012, and approved and pending projects as defined by the City of Oxnard. A regional growth factor of 1% per year was applied to the existing (2010) traffic volumes in order to account for ambient traffic increases to the year 2012. In addition, traffic from approved and pending projects was obtained from the City and distributed at the study intersections. Future without Project weekday peak-hour traffic volumes at each study area intersection are illustrated in **Figure 2a**. **Table 4** presents the Future (2012) without Project peak-hour intersection operating conditions.

**Table 4: Intersection LOS Summary for Future (2012) without Project Conditions**

Intersection	AM Peak Hour				PM Peak Hour			
	V/C	LOS	Delay	LOS	V/C	LOS	Delay	LOS
Rose Ave/ Lockwood St	0.677	B	17.6	B	0.898	D	32.5	C
Rose Ave/ Gonzales Rd	0.731	C	28.5	C	0.923	E	34.6	C



Table 4 indicates that the study intersections would operate at LOS C or better for both peak periods using HCM methodology and only the AM peak period using ICU methodology. However, ICU methodology indicates that Rose Ave/Lockwood St and Rose Avenue/Gonzales Road would operate at LOS D or worse in the PM peak period. The technical worksheets are attached to the end of this memorandum.

## PROJECT TRAFFIC

### Project Trip Generation

The trip generation for the proposed CARMAX was developed and submitted to the City in the technical memorandum dated June 6, 2008. The proposed CARMAX facility would have a gross floor area of 41,804 square feet consisting of sales, service, carwash, vestibules, and presentation areas. The site currently consists of an existing auto dealership that consists of a sales building with a total footprint of 22,895 square feet that will be demolished to develop the proposed CARMAX facility.

The Institute of Transportation Engineers (ITE) *Trip Generation Manual (8th Edition)* provides trip generation rates based upon land use designation (841) for new car sales. However, this land-use designation cannot be used to estimate the trip generation for CARMAX stores due to the fact that pre-owned vehicle sales account for most (if not all) of the sales at a CARMAX Auto Superstore, combined with the unique nature of CARMAX Auto Superstores compared with other new and used car dealers. The ITE currently offers no data exclusively for used car sales. Therefore, the trip generation rates and estimates in this memorandum are derived from previous trip generation analysis conducted in 2002 by Kimley-Horn and Associates at three existing CARMAX Stores Davie, Florida (# 7108), Nashville, Tennessee (# 7150), and Plano, Texas (# 7207) to determine appropriate trip generation rates for proposed CARMAX facilities.

The data collection from our previously completed trip generation analysis for three CARMAX facilities consisted of 24-hour driveway volumes collected using automatic tube counters at all site driveways and manual driveway counts at each site by Kimley-Horn and Associates staff to verify the count data collected by the tube counters. Average weekday daily, AM, and PM trip generation rates for CARMAX facilities were obtained from this analysis and are provided below:

- Average weekday daily trip generation rate: 41.48 trips per 1000 square feet
- Average weekday AM trip generation rate: 1.56 trips (0.91 in-trips, 0.65 out-trips) per 1000 square feet
- Average weekday PM trip generation rate: 4.37 trips (2.74 in-trips, 1.63 out-trips) per 1000 square feet

**Table 5** presents the estimated net trip generation based upon the trip generation rate for the proposed CARMAX facility and the reduction due to the trip credits from the existing auto dealership that has similar functionality to that of a traditional auto dealership.



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**Table 5: Net Trip Generation for Proposed CARMAX, Oxnard**

Project	Units	Project Generated Trips							Daily Trips	
		AM Peak			PM Peak					
		In	Out	Total	In	Out	Total			
CARMAX Store	Trip Rates	0.91	0.65	1.56	2.74	1.63	4.37	41.48		
	41.80 ksf	38	27	65	115	68	183	1,734		
Trip Credit due to Existing Auto Dealership	Trip Rates	1.52	0.53	2.05	1.03	1.61	2.64	33.34		
	23.87 ksf	-36	-13	-49	-25	-38	-63	-796		
<b>TOTAL NET PROJECT TRIPS</b>		<b>2</b>	<b>14</b>	<b>16</b>	<b>90</b>	<b>30</b>	<b>120</b>	<b>938</b>		

Table 5 indicates that with reductions for the trip credits from existing auto dealership use that will no longer exist; the proposed CARMAX store in Oxnard is estimated to generate 16 AM peak hour trips, 120 PM peak hour trips, and 938 Daily trips on a typical weekday.

#### Project Trip Distribution

The distribution of project traffic was estimated based upon local knowledge of the study area and expected trip patterns to the proposed project. The project distribution is illustrated in **Figure 2b**.

#### EXISTING (2010) WITH PROJECT CONDITIONS

Peak-hour project traffic was added to the Existing Conditions for this scenario. **Table 6** presents the Existing (2010) with Project peak-hour intersection operating conditions.

**Table 6: Intersection LOS Summary for Existing (2010) with Project Conditions**

Intersection	AM Peak Hour						PM Peak Hour					
	V/C	LOS	$\Delta^*$	Delay	LOS	$\Delta^*$	V/C	LOS	$\Delta^*$	Delay	LOS	$\Delta^*$
Rose Ave/ Lockwood St	0.645	B	+0.006	17.3	B	+0.4	0.865	D	+0.036**	30.3	C	+1.2
Rose Ave/ Gonzales Rd	0.608	B	+0.001	27.1	C	0.0	0.748	C	+0.004	29.4	C	+0.1

\*Change compared to Existing (2010) without Project Conditions

\*\*Significant impact.

Table 6 indicates that both study intersections continue to operate at LOS C or better using both ICU (V/C) and HCM (delay) methodologies, except at the intersection of Rose Ave/Lockwood St that operates at LOS D during the PM peak period. The technical worksheets are attached to the end of this memorandum.



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## FUTURE (2012) WITH PROJECT CONDITIONS

Peak-hour project traffic was added to the Future (2012) without Project scenario to determine whether or not the development of the project would result in any significant peak-hour traffic impacts. Future with Project weekday peak-hour traffic volumes at each study area intersection are illustrated in **Figure 2c**. **Table 7** presents the Future (2012) with Project peak-hour intersection operating conditions. The technical worksheets are attached to the end of this memorandum.

**Table 7: Intersection LOS Summary for Future (2012) with Project Conditions**

Intersection	AM Peak Hour						PM Peak Hour					
	V/C	LOS	Δ*	Delay	LOS	Δ*	V/C	LOS	Δ*	Delay	LOS	Δ*
Rose Ave/ Lockwood St	0.683	B	+0.006	17.9	B	+0.3	0.934	E	+0.036**	34.3	C	+1.8
Rose Ave/ Gonzales Rd	0.732	C	+0.001	28.5	C	0.0	0.926	E	+0.003	34.8	C	+0.2

\*Change compared to Future (2012) without Project Conditions

\*\*Significant impact.

Table 7 indicates that the study intersections would operate at an acceptable LOS for HCM methodology. However, ICU methodology indicates that both study intersections would operate at LOS E in the PM peak period.

### Significant Impact

For HCM methodology, the City of Oxnard traffic analysis guidelines define “significant” project traffic impact as a decrease to LOS D or worse. The results presented in Table 7 indicate that the study intersections would operate at LOS C or better, therefore, having no significant project traffic impact.

For ICU methodology, the City of Oxnard traffic analysis guidelines define “significant” project traffic impact as an increase of 2% or more in the volume-to-capacity (V/C) ratio at a study intersection operating at LOS D, E, or F. The results presented in Tables 6 and 7 indicate that the proposed project would result in an increase in the volume to capacity ratio by more than 2% at the intersection of Rose Avenue and Lockwood Street. Therefore, the addition of project traffic volumes would result in a significant project traffic impact at the intersection of Rose Avenue and Lockwood Street.

### Mitigation

Mitigation improvements measures were evaluated to mitigate the significant project traffic impact. City staff has recommended evaluating striping modifications to the intersection turn movements. However, striping improvements such as longer left turn and right turn pockets or lane re-striping did not result in significant improvements to the volume to capacity ratios. In addition, any striping changes may require lane configuration or phasing changes that could result in physical widening of the roadway segment or intersection. Other mitigation measures were evaluated to improve the LOS. The addition of westbound right turn overlap phase is expected to improve the LOS from E to D with a decrease in volume to capacity ratio to 0.881 during PM peak period.



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**Table 8** presents the volume to capacity ratios with and without mitigation during the PM peak period.

**Table 8: Mitigation LOS Summary for Future (2012) with Project Conditions**

Intersection	PM Peak Hour without Mitigation		PM Peak Hour with Mitigation		
	V/C	LOS	V/C	LOS	$\Delta^*$
Rose Ave/ Lockwood St	0.934	E	0.881	D	-0.053

\*Change compared to Future (2012) with Project Conditions

Table 8 indicates that the proposed improvement (westbound right turn overlap) would mitigate the significant traffic impact. The technical worksheets are attached to the end of this memorandum.

#### Queuing Analysis

City of Oxnard requested a queue length analysis to be completed for the northbound, southbound and westbound movements at the intersection of Rose Avenue/Lockwood Street. Existing traffic signal timing information was obtained from the City and the analysis was completed for the Future (2012) with Project Conditions using Synchro 7 software. The results of the queuing analysis are presented in Table 9.

**Table 9: 95<sup>th</sup> Percentile Queue Lengths (feet) for Rose Avenue at Lockwood Street**

	2012 With Project AM	2012 With Project PM
NBL	54	192
NBT	647	869*
SBL	205	481*
SBT	495	935*
SBR	11	71
WBT	125	517*
WBR	84	324*

\* 95<sup>th</sup> percentile volume exceeds capacity; queue may be longer

Table 9 indicates that the queues at the intersection of Rose Avenue and Lockwood Street would be worse in the PM peak period. Some movements in the PM peak period were identified as exceeding the capacity.

Traffic signal timing improvements that were identified, involve extending the cycle length and optimizing the splits. These included increasing the cycle length from 140 seconds to 145 seconds and modifying the splits for several turn movements. The modified splits are presented in the technical worksheets at the end of this memorandum.

**Table 10** presents the results of the queuing analysis for the Future (2012) with Project PM with improvements.

**Table 10: 95<sup>th</sup> Percentile Queue Lengths (feet) for Rose Avenue at Lockwood Street with Improvements**

	2012 with Project PM with Improvements
NBL	215*
NBT	893*
SBL	457*
SBT	901*
SBR	75
WBT	565*
WBR	307*

\* 95<sup>th</sup> percentile volume exceeds capacity; queue may be longer

Table 10 indicates that the signal modifications identified would reduce the queue lengths on some approach movements, including the southbound left-turn and through movements and westbound right-turn movement; however, these movements would still exceed capacity.

## CONCLUSIONS

- A level-of-service analysis was performed for the intersection of Rose Avenue at Lockwood Street and Gonzales Road for Existing (2010) Conditions, Future (2012) without Project Conditions, and Future (2012) with Project Conditions using ICU methodology.
- Under Existing Conditions, the study intersections operate at an acceptable LOS, except at the intersection of Rose Ave/Lockwood St that operates at LOS D during the PM peak period.
- The proposed CARMAX store in Oxnard is estimated to generate a net of 16 AM peak hour trips, 120 PM peak hour trips, and 938 Daily trips on a weekday.
- Under Future without Project Conditions, the study intersections would continue to operate an acceptable LOS based upon HCM methodology. ICU methodology indicates that Rose Ave/Lockwood St and Rose Avenue/Gonzales Road would operate at LOS D or worse in the PM peak period.
- Under Existing with Project Conditions, the study intersections operate at an acceptable LOS using both ICU and HCM methodologies, except at the intersection of Rose Ave/Lockwood St that operates at LOS D during the PM peak period. The addition of the project traffic would result in a significant traffic impact at the intersection of Rose Avenue and Lockwood Street.
- Under Future with Project Conditions, the study intersections would continue to operate at an acceptable LOS using HCM methodology. Using ICU methodology, the intersection of Rose Ave/Lockwood St and Rose Avenue/Gonzales Road would continue to operate at LOS D or worse in the PM peak period. The addition of the project traffic would result in a significant traffic impact at the intersection of Rose Avenue and Lockwood Street.



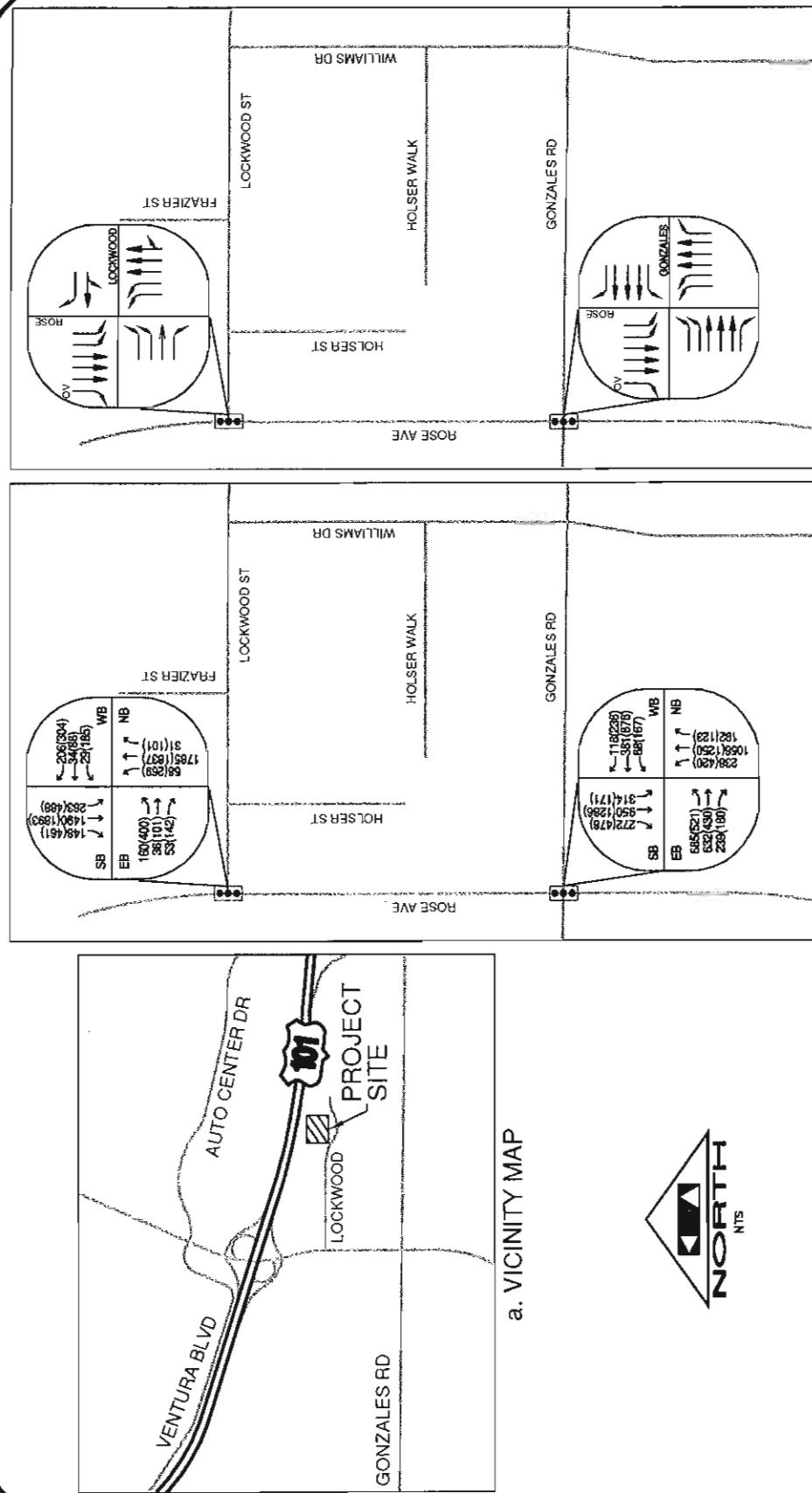
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- Mitigation measures were evaluated to mitigate the significant traffic impact at the intersection of Rose Avenue and Lockwood Street. The addition of westbound right turn overlap phase is expected to improve the LOS from E to D with a decrease in volume to capacity ratio to 0.881 during PM peak period. The proposed improvement (westbound right turn overlap) would mitigate the significant traffic impact. This improvement would require the installation of a five section signal head at the northeast and northwest corners to accommodate the westbound right turn arrows to overlap with southbound left turn protected movement.
- The queuing analysis indicates that the queues at the intersection of Rose Avenue and Lockwood Street would be worse in the PM peak period. Some movements in the PM peak period were identified as exceeding the capacity. Traffic signal timing improvements were identified for this intersection and an analysis was conducted for the PM peak period with improvements. The signal timing modifications identified would reduce the queue lengths on some approach movements. It is recommended that the traffic signals on Rose Avenue from the US 101 freeway ramps to Gonzales Road be re-timed and coordinated to improve the traffic flow on Rose Avenue and to further reduce the queue lengths for northbound and southbound movements.

## CARMAX DEALERSHIP INTERSECTION ANALYSIS

Sep 17, 2010 - 12:04pm - USER: rossina.chichiri  
K:\LOS\_CIVIL\9328000 Carmax Demand\Analysis\Figures.dwg

FIGURE 1

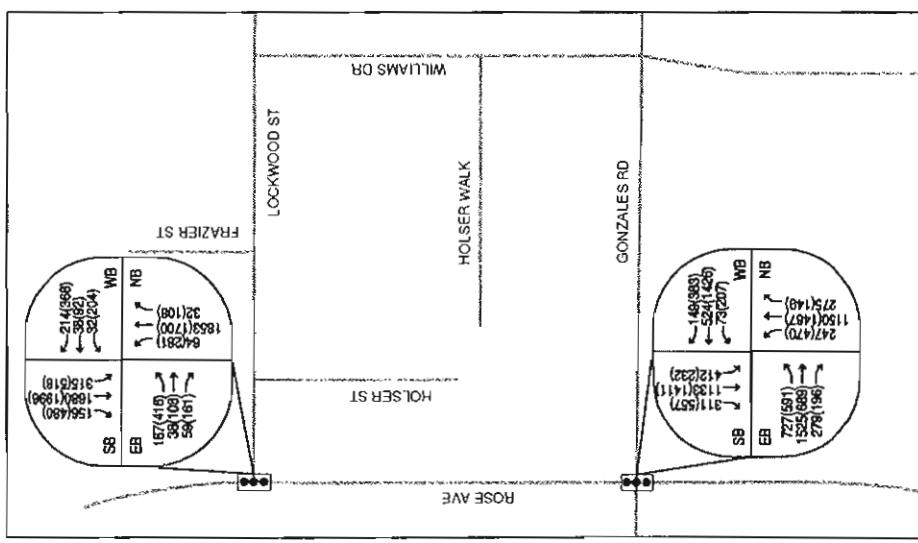


**FIGURE 2**

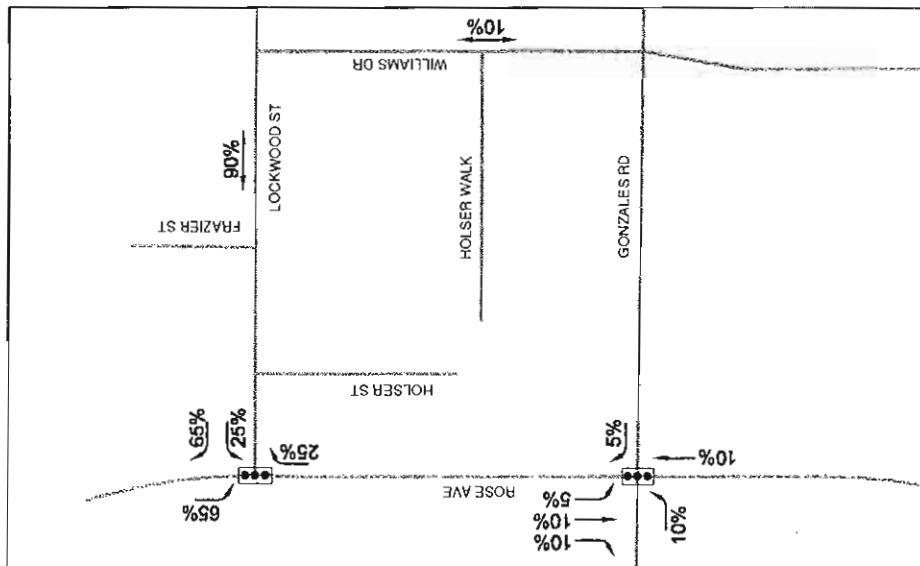
Sept 20, 2010 - 6:21pm - USF rossina.chachiri  
K:\LOS\_CIVIL\99328000\_Carmax\_Oxnard\Analysis\Figures.dwg

## CARMAX DEALERSHIP INTERSECTION ANALYSIS

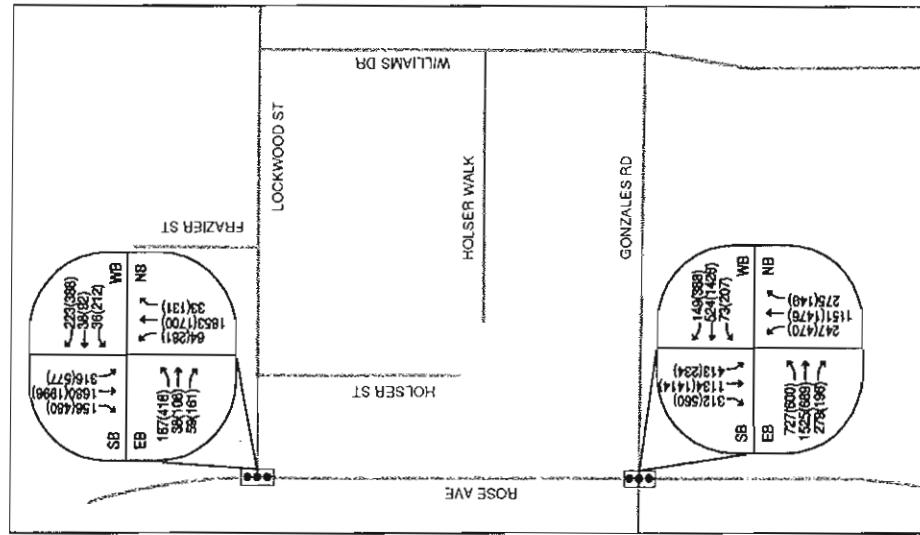
a. FUTURE (2012) WITHOUT PROJECT  
CONDITIONS



b. TRIP DISTRIBUTION



c. FUTURE (2012) WITH PROJECT  
CONDITIONS



**TECHNICAL WORKSHEETS – ICU METHODOLOGY**

Existing AM

Wed Jun 1, 2011 16:41:54

Page 1-1

Carmax Oxnard  
Existing Conditions  
AM Peak Hour

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Scenario Report

Scenario: Existing AM

Command: Ex AM  
Volume: Existing AM  
Geometry: Existing  
Impact Fee: Default Impact Fee  
Trip Generation: none  
Trip Distribution: None  
Paths: Default Path  
Routes: Default Route  
Configuration: Default Configuration

Existing AM

Wed Jun 1, 2011 16:41:55

Page 3-1

Carmax Oxnard  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report

ICU 2(Loss as Green Time %) Method (Future Volume Alternative)

Intersection #1 Rose Ave/Lockwood St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.639

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxxxx

Optimal Cycle: 63 Level Of Service: B

Street Name:	Rose Ave	Lockwood St		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Ovl	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 2 1 0	2 0 3 0 1	2 0 1 0 1	0 1 0 0 1

Volume Module:

Base Vol:	56 1716	30 253	1433 142	154 35	51 28	33 198
Growth Adj:	1.04 1.04	1.04 1.04	1.04 1.04	1.04 1.04	1.04 1.04	1.04 1.04
Initial Bse:	58 1785	31 263	1490 148	160 36	53 29	34 206
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	58 1785	31 263	1490 148	160 36	53 29	34 206
User Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
PHE Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
PHF Volume:	58 1785	31 263	1490 148	160 36	53 29	34 206
Reducet Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	58 1785	31 263	1490 148	160 36	53 29	34 206
PCE Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
MLF Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
FinalVolume:	58 1785	31 263	1490 148	160 36	53 29	34 206

Saturation Flow Module:

Sat/Lane:	1600 1600	1600 1600	1600 1600	1600 1600	1600 1600	1600 1600
Adjustment:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Lanes:	2.00 2.95	0.05 2.00	3.00 1.00	2.00 1.00	1.00 0.46	0.54 1.00
Final Sat.:	3200 4718	82 3200	4800 1600	3200 1600	1600 734	866 1600

Capacity Analysis Module:

Vol/Sat:	0.02 0.38	0.38 0.08	0.31 0.09	0.05 0.02	0.03 0.04	0.04 0.04	0.13 ***
Crit Moves:	****	***	***				***

Existing AM

Wed Jun 1, 2011 16:41:55

Page 4-1

Carmax Oxnard  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report

ICU 2(Loss as Green Time %) Method (Future Volume Alternative)

Intersection #2 Rose Ave/Gonzales Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.607  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): \*\*\*\*\*  
Optimal Cycle: 58 Level Of Service: B

Street Name: Rose Avenue Gonzales Road  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected  
Rights: Include Ovl Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 2 0 3 0 1 2 0 3 0 1 2 0 3 0 1 1 0 3 0 1

Volume Module:

Base Vol: 236 1056 192 314 950 272 685 632 239 68 361 118

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 236 1056 192 314 950 272 685 632 239 68 361 118

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 236 1056 192 314 950 272 685 632 239 68 361 118

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 236 1056 192 314 950 272 685 632 239 68 361 118

Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 236 1056 192 314 950 272 685 632 239 68 361 118

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 236 1056 192 314 950 272 685 632 239 68 361 118

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00 1.00 3.00 1.00

Final Sat.: 3200 4800 1600 3200 4800 1600 3200 4800 1600 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.07 0.22 0.12 0.10 0.20 0.17 0.21 0.13 0.15 0.04 0.08 0.07

Crit Moves: \*\*\*\* \*\*\* \*\*\* \*\*\*

Existing PM

Wed Jun 1, 2011 16:42:03

Page 1-1

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Carmax Oxnard  
Existing Conditions  
PM Peak Hour

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Scenario Report

Scenario: Existing PM

Command: Ex PM  
Volume: Existing PM  
Geometry: Existing  
Impact Fee: Default Impact Fee  
Trip Generation: none  
Trip Distribution: None  
Paths: Default Path  
Routes: Default Route  
Configuration: Default Configuration

Existing PM

Wed Jun 1, 2011 16:42:03

Page 3-1

Carmax Oxnard  
Existing Conditions  
PM Peak Hour

Level Of Service Computation Report

ICU 2(Loss as Green Time %) Method (Future Volume Alternative)

Intersection #1 Rose Ave/Lockwood St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.829  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxx  
Optimal Cycle: 134 Level Of Service: D

Street Name:	Rose Ave	Lockwood St										
Approach:	North Bound	South Bound	East Bound	West Bound								
Movement:	L - T - R	L - T - R	L - T - R	L - T - R								
Control:	Protected	Protected	Split Phase	Split Phase								
Rights:	Include	Ovl	Include	Include								
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0								
Lanes:	2 0 2 1 0	2 0 3 0 1	2 0 1 0 1	0 1 0 0 1								
Volume Module:												
Base Vol:	259	1574	97	469	1820	443	385	97	137	178	83	292
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	269	1637	101	488	1893	461	400	101	142	185	86	304
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	1637	101	488	1893	461	400	101	142	185	86	304
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	269	1637	101	488	1893	461	400	101	142	185	86	304
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	1637	101	488	1893	461	400	101	142	185	86	304
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	269	1637	101	488	1893	461	400	101	142	185	86	304
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.83	0.17	2.00	3.00	1.00	2.00	1.00	1.00	0.68	0.32	1.00
Final Sat.:	3200	4521	279	3200	4800	1600	3200	1600	1600	1091	509	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.36	0.15	0.39	0.29	0.13	0.06	0.09	0.17	0.17	0.19
Crit Moves:	****	***	***	***	***	***	***	***	***	***	***	***

Existing PM

Wed Jun 1, 2011 16:42:04

Page 4-1

Carmax Oxnard  
Existing Conditions  
PM Peak Hour

Level Of Service Computation Report

ICU 2(Loss as Green Time %) Method (Future Volume Alternative)

Intersection #2 Rose Ave/Gonzales Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.744  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): \*\*\*\*\*  
Optimal Cycle: 89 Level Of Service: C

Street Name:	Rose Avenue	Gonzales Road		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Include	Ovl	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 3 0 1	2 0 3 0 1	2 0 3 0 1	1 0 3 0 1

Volume Module:  
Base Vol: 420 1250 123 171 1286 478 521 430 180 167 876 236  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 420 1250 123 171 1286 478 521 430 180 167 876 236  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 420 1250 123 171 1286 478 521 430 180 167 876 236  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 420 1250 123 171 1286 478 521 430 180 167 876 236  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 420 1250 123 171 1286 478 521 430 180 167 876 236  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 420 1250 123 171 1286 478 521 430 180 167 876 236

Saturation Flow Module:  
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 2.00 3.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00 1.00 3.00 1.00  
Final Sat.: 3200 4800 1600 3200 4800 1600 3200 4800 1600 1600 4800 1600

Capacity Analysis Module:  
Vol/Sat: 0.13 0.26 0.08 0.05 0.27 0.30 0.16 0.09 0.11 0.10 0.18 0.15  
Crit Moves: \*\*\*\* \* \* \* \*

Ex w/Proj AM

Wed Jun 1, 2011 17:14:45

Page 1-1

-----  
Carmax Oxnard  
Existing with Project  
AM Peak Period  
-----

Scenario Report

Scenario: Ex w/Proj AM

Command:	Ex+Proj AM
Volume:	Existing AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Project AM
Trip Distribution:	Project
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Carmax Oxnard  
Existing with Project  
AM Peak Period

Level Of Service Computation Report

ICU 2 (Loss as Green Time %) Method (Future Volume Alternative)

Intersection #1 Rose Ave/Lockwood St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): \*\*\*\*\*

Optimal Cycle: 64 Level Of Service: B

Street Name: Rose Ave Lockwood St

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

-----|-----|-----|-----|-----|

Control:	Protected	Protected	Split Phase	Split Phase
----------	-----------	-----------	-------------	-------------

Rights:	Include	Ovl	Include	Include
---------	---------	-----	---------	---------

Min. Green:	0	0	0	0	0	0	0	0	0	0	0
-------------	---	---	---	---	---	---	---	---	---	---	---

Lanes:	2	0	2	1	0	2	0	3	0	1	2	0	1	0	1	0	0	1
--------	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

-----|-----|-----|-----|-----|

Volume Module:

Base Vol:	56	1716	30	253	1433	142	154	35	51	28	33	198
-----------	----	------	----	-----	------	-----	-----	----	----	----	----	-----

Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
-------------	------	------	------	------	------	------	------	------	------	------	------	------

Initial Bse:	58	1785	31	263	1490	148	160	36	53	29	34	206
--------------	----	------	----	-----	------	-----	-----	----	----	----	----	-----

Added Vol:	0	0	1	1	0	0	0	0	0	4	0	9
------------	---	---	---	---	---	---	---	---	---	---	---	---

PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
--------------	---	---	---	---	---	---	---	---	---	---	---	---

Initial Fut:	58	1785	32	264	1490	148	160	36	53	33	34	215
--------------	----	------	----	-----	------	-----	-----	----	----	----	----	-----

User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
-----------	------	------	------	------	------	------	------	------	------	------	------	------

PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
----------	------	------	------	------	------	------	------	------	------	------	------	------

PHF Volume:	58	1785	32	264	1490	148	160	36	53	33	34	215
-------------	----	------	----	-----	------	-----	-----	----	----	----	----	-----

Reducet Vol:	0	0	0	0	0	0	0	0	0	0	0	0
--------------	---	---	---	---	---	---	---	---	---	---	---	---

Reduced Vol:	58	1785	32	264	1490	148	160	36	53	33	34	215
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PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
----------	------	------	------	------	------	------	------	------	------	------	------	------

MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
----------	------	------	------	------	------	------	------	------	------	------	------	------

FinalVolume:	58	1785	32	264	1490	148	160	36	53	33	34	215
--------------	----	------	----	-----	------	-----	-----	----	----	----	----	-----

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
-----------	------	------	------	------	------	------	------	------	------	------	------

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
-------------	------	------	------	------	------	------	------	------	------	------	------

Lanes:	2.00	2.95	0.05	2.00	3.00	1.00	2.00	1.00	1.00	0.49	0.51	1.00
--------	------	------	------	------	------	------	------	------	------	------	------	------

Final Sat.:	3200	4715	85	3200	4800	1600	3200	1600	1600	786	814	1600
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-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat:	0.02	0.38	0.38	0.08	0.31	0.09	0.05	0.02	0.03	0.04	0.04	0.13
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Crit Moves:	****	***	***	****	****	****	****	****	****	****	****
-------------	------	-----	-----	------	------	------	------	------	------	------	------

Carmax Oxnard  
Existing with Project  
AM Peak Period

Level Of Service Computation Report

ICU 2(Loss as Green Time %) Method (Future Volume Alternative)

Intersection #2 Rose Ave/Gonzales Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.608  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxx  
 Optimal Cycle: 58 Level Of Service: B

Street Name:	Rose Avenue	Gonzales Road		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Include	Ovl	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 3 0 1	2 0 3 0 1	2 0 3 0 1	1 0 3 0 1

Volume Module:

Base Vol:	236	1056	192	314	950	272	685	632	239	68	361	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	1056	192	314	950	272	685	632	239	68	361	118
Added Vol:	0	0	0	1	1	1	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	1056	192	315	951	273	685	632	239	68	361	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	1056	192	315	951	273	685	632	239	68	361	118
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	1056	192	315	951	273	685	632	239	68	361	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	236	1056	192	315	951	273	685	632	239	68	361	118

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.07	0.22	0.12	0.10	0.20	0.17	0.21	0.13	0.15	0.04	0.08	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Ex w/Proj PM

Wed Jun 1, 2011 17:16:54

Page 1-1

Carmax Oxnard  
Existing with Project  
PM Peak Period

-----  
Scenario Report

Scenario: Ex w/Proj PM

Command: Ex+Proj PM  
Volume: Existing PM  
Geometry: Existing  
Impact Fee: Default Impact Fee  
Trip Generation: Project PM  
Trip Distribution: Project  
Paths: Default Path  
Routes: Default Route  
Configuration: Default Configuration

Carmax Oxnard  
Existing with Project  
PM Peak Period

## Level Of Service Computation Report

ICU 2(Loss as Green Time %) Method (Future Volume Alternative)

Intersection #1 Rose Ave/Lockwood St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.865
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	169	Level Of Service:	D

Street Name:	Rose Ave	Lockwood St		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Ovl	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 2 1 0	2 0 3 0 1	2 0 1 0 1	0 1 0 0 1

## Volume Module:

Base Vol:	259	1574	97	469	1820	443	385	97	137	178	83	292
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	269	1637	101	488	1893	461	400	101	142	185	86	304
Added Vol:	0	0	23	59	0	0	0	0	0	8	0	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	1637	124	547	1893	461	400	101	142	193	86	324
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	269	1637	124	547	1893	461	400	101	142	193	86	324
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	1637	124	547	1893	461	400	101	142	193	86	324
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	269	1637	124	547	1893	461	400	101	142	193	86	324

## Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.79	0.21	2.00	3.00	1.00	2.00	1.00	1.00	0.69	0.31	1.00
Final Sat.:	3200	4462	338	3200	4800	1600	3200	1600	1600	1106	494	1600

## Capacity Analysis Module:

Vol/Sat:	0.08	0.37	0.37	0.17	0.39	0.29	0.13	0.06	0.09	0.17	0.17	0.20
Crit Moves:	****	****	****							****		

Carmax Oxnard  
Existing with Project  
PM Peak Period

Level Of Service Computation Report

ICU 2(Loss as Green Time %) Method (Future Volume Alternative)

Intersection #2 Rose Ave/Gonzales Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.748
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C
<hr/>			
Street Name:	Rose Avenue	Gonzales Road	
Approach:	North Bound	South Bound	East Bound
Movement:	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected
Rights:	Include	Ovl	Include
Min. Green:	0 0 0	0 0 0	0 0 0
Lanes:	2 0 3 0 1	2 0 3 0 1	2 0 3 0 1
<hr/>			
Volume Module:			
Base Vol:	420 1250	123 171	1286 478
Growth Adj:	1.00 1.00	1.00 1.00	1.00 1.00
Initial Bse:	420 1250	123 171	1286 478
Added Vol:	0 9	0 2	3 3
PasserByVol:	0 0	0 0	0 0
Initial Fut:	420 1259	123 173	1289 481
User Adj:	1.00 1.00	1.00 1.00	1.00 1.00
PHF Adj:	1.00 1.00	1.00 1.00	1.00 1.00
PHF Volume:	420 1259	123 173	1289 481
Reduced Vol:	0 0	0 0	0 0
Reduced Vol:	420 1259	123 173	1289 481
PCE Adj:	1.00 1.00	1.00 1.00	1.00 1.00
MLF Adj:	1.00 1.00	1.00 1.00	1.00 1.00
Final Volume:	420 1259	123 173	1289 481
<hr/>			
Saturation Flow Module:			
Sat/Lane:	1600 1600	1600 1600	1600 1600
Adjustment:	1.00 1.00	1.00 1.00	1.00 1.00
Lanes:	2.00 3.00	1.00 2.00	3.00 1.00
Final Sat.:	3200 4800	1600 3200	4800 1600
<hr/>			
Capacity Analysis Module:			
Vol/Sat:	0.13 0.26	0.08 0.05	0.27 0.30
Crit Moves:	****	****	****

2012 w/o Proj AM

Wed Jun 1, 2011 16:42:08

Page 1-1

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Carmax Oxnard  
Future without Project  
AM Peak Hour

---

Scenario Report

Scenario: 2012 w/o Proj AM

Command: 2012 w/o Proj AM  
Volume: 2012 AM  
Geometry: Existing  
Impact Fee: Default Impact Fee  
Trip Generation: none  
Trip Distribution: None  
Paths: Default Path  
Routes: Default Route  
Configuration: Default Configuration

Carmax Oxnard  
Future without Project  
AM Peak Hour

Level Of Service Computation Report

ICU 2 (Loss as Green Time %) Method (Future Volume Alternative)

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Intersection #1 Rose Ave/Lockwood St

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	B

---

Street Name:	Rose Ave	Lockwood St		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Ovl	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 2 1 0	2 0 3 0 1	2 0 1 0 1	0 1 0 0 1

---

Volume Module:

Base Vol:	56	1716	30	253	1433	142	154	35	51	28	33	198
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	60	1853	32	273	1548	153	166	38	55	30	36	214
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr+Pend:	4	0	0	42	132	3	1	0	4	2	2	0
Initial Fut:	64	1853	32	315	1680	156	167	38	59	32	38	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1853	32	315	1680	156	167	38	59	32	38	214
Reducet Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1853	32	315	1680	156	167	38	59	32	38	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	1853	32	315	1680	156	167	38	59	32	38	214

---

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.95	0.05	2.00	3.00	1.00	2.00	1.00	1.00	0.46	0.54	1.00
Final Sat.:	3200	4718	82	3200	4800	1600	3200	1600	1600	738	862	1600

---

Capacity Analysis Module:

Vol/Sat:	0.02	0.39	0.39	0.10	0.35	0.10	0.05	0.02	0.04	0.04	0.04	0.13
Crit Moves:	****	****		****			****			****		

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Carmax Oxnard  
Future without Project  
AM Peak Hour

Level Of Service Computation Report

ICU 2(Loss as Green Time %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #2 Rose Ave/Gonzales Rd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 85 Level Of Service: C

Street Name:	Rose Avenue	Gonzales Road		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Include	Ovl	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 3 0	2 0 3 0	2 0 3 0	1 0 3 0

Volume Module:												
Base Vol:	236	1056	192	314	950	272	685	632	239	68	361	118
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	245	1098	200	327	988	283	712	657	249	71	375	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr+Pend:	2	52	75	85	145	28	15	868	30	2	149	26
Initial Fut:	247	1150	275	412	1133	311	727	1525	279	73	524	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	1150	275	412	1133	311	727	1525	279	73	524	149
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	1150	275	412	1133	311	727	1525	279	73	524	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	1150	275	412	1133	311	727	1525	279	73	524	149

Saturation Flow Module:											
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	1600	4800

Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.17	0.13	0.24	0.19	0.23	0.32	0.17	0.05	0.11	0.09
Crit Moves:	****	***	***	***	***	***	***	***	***	***	***	

2012 w/o Proj PM

Wed Jun 1, 2011 16:42:13

Page 1-1

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Carmax Oxnard  
Future without Project  
PM Peak Hour

---

Scenario Report

Scenario: 2012 w/o Proj PM

Command: 2012 w/o Proj PM  
Volume: 2012 PM  
Geometry: Existing  
Impact Fee: Default Impact Fee  
Trip Generation: none  
Trip Distribution: None  
Paths: Default Path  
Routes: Default Route  
Configuration: Default Configuration

Carmax Oxnard  
 Future without Project  
 PM Peak Hour

## Level Of Service Computation Report

ICU 2(Loss as Green Time %) Method (Future Volume Alternative)

Intersection #1 Rose Ave/Lockwood St

\*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.898  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxx  
 Optimal Cycle: 180 Level Of Service: D  
 \*\*\*\*\*

Street Name:	Rose Ave	Lockwood St		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Ov1	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 2 1 0	2 0 3 0 1	2 0 1 0 1	0 1 0 0 1

## Volume Module:

Base Vol:	259	1574	97	469	1820	443	385	97	137	178	83	292
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	280	1700	105	507	1966	478	416	105	148	192	90	315
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr+Pend:	1	0	3	11	30	2	0	3	13	12	2	53
Initial Fut:	281	1700	108	518	1996	480	416	108	161	204	92	368
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	281	1700	108	518	1996	480	416	108	161	204	92	368
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	1700	108	518	1996	480	416	108	161	204	92	368
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	281	1700	108	518	1996	480	416	108	161	204	92	368

## Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.82	0.18	2.00	3.00	1.00	2.00	1.00	1.00	0.69	0.31	1.00
Final Sat.:	3200	4514	286	3200	4800	1600	3200	1600	1600	1104	496	1600

## Capacity Analysis Module:

Vol/Sat:	0.09	0.38	0.38	0.16	0.42	0.30	0.13	0.07	0.10	0.18	0.18	0.23
Crit Moves:	****	****				****				****		

Carmax Oxnard  
Future without Project  
PM Peak Hour

Level Of Service Computation Report

ICU 2(Loss as Green Time %) Method (Future Volume Alternative)

Intersection #2 Rose Ave/Gonzales Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.923	
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	180	Level Of Service:	E	
Street Name:	Rose Avenue	Gonzales Road		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Include	Ovl	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 3 0 1	2 0 3 0 1	2 0 3 0 1	1 0 3 0 1
Volume Module:				
Base Vol:	420 1250 123 171 1286	478 521 430 180 167	876 236	
Growth Adj:	1.04 1.04 1.04 1.04 1.04	1.04 1.04 1.04 1.04 1.04	1.04 1.04 1.04	1.04
Initial Bse:	437 1300 128 178 1337	497 542 447 187 174	911 245	
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Appr+Pend:	33 167 21	54 74 60	49 242 9	33 515 138
Initial Fut:	470 1467 149	232 1411 557	591 689 196	207 1426 383
User Adj:	1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00
PHF Adj:	1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00
PHF Volume:	470 1467 149	232 1411 557	591 689 196	207 1426 383
Reduced Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	470 1467 149	232 1411 557	591 689 196	207 1426 383
PCE Adj:	1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00
MLF Adj:	1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00
Final Volume:	470 1467 149	232 1411 557	591 689 196	207 1426 383
Saturation Flow Module:				
Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	2.00 3.00 1.00	2.00 3.00 1.00	2.00 3.00 1.00	1.00 3.00 1.00
Final Sat.:	3200 4800 1600	3200 4800 1600	3200 4800 1600	1600 4800 1600
Capacity Analysis Module:				
Vol/Sat:	0.15 0.31 0.09	0.07 0.29 0.35	0.18 0.14 0.12	0.13 0.30 0.24
Crit Moves:	****	****	****	****

2012 w/ Proj AM

Wed Jun 1, 2011 16:42:30

Page 1-1

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Carmax Oxnard  
Future with Project  
AM Peak Hour

---

Scenario Report

Scenario: 2012 w/ Proj AM

Command: 2012 w/ Proj AM  
Volume: 2012 AM  
Geometry: Existing  
Impact Fee: Default Impact Fee  
Trip Generation: Project AM  
Trip Distribution: Project  
Paths: Default Path  
Routes: Default Route  
Configuration: Default Configuration

Carmax Oxnard  
Future with Project  
AM Peak Hour

Level Of Service Computation Report

ICU 2(Loss as Green Time %) Method (Future Volume Alternative)

Intersection #1 Rose Ave/Lockwood St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.683  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxx  
 Optimal Cycle: 72 Level Of Service: B

Street Name:	Rose Ave	Lockwood St		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Ovl	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 2 1 0	2 0 3 0 1	2 0 1 0 1	0 1 0 0 1

Volume Module:

Base Vol:	56	1716	30	253	1433	142	154	35	51	28	33	198
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	60	1853	32	273	1548	153	166	38	55	30	36	214
Added Vol:	0	0	1	1	0	0	0	0	0	4	0	9
Appr+Pend:	4	0	0	42	132	3	1	0	4	2	2	0
Initial Fut:	64	1853	33	316	1680	156	167	38	59	36	38	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1853	33	316	1680	156	167	38	59	36	38	223
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1853	33	316	1680	156	167	38	59	36	38	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	64	1853	33	316	1680	156	167	38	59	36	38	223

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	2.00	2.95	0.05	2.00	3.00	1.00	2.00	1.00	1.00	0.49	0.51	1.00
Final Sat.:	3200	4715	85	3200	4800	1600	3200	1600	1600	785	815	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.39	0.39	0.10	0.35	0.10	0.05	0.02	0.04	0.05	0.05	0.14
Crit Moves:	****	****	****				****			****		

Carmax Oxnard  
Future with Project  
AM Peak Hour

Level Of Service Computation Report

ICU 2 (Loss as Green Time %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #2 Rose Ave/Gonzales Rd  
\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	C

\*\*\*\*\*

Street Name:	Rose Avenue	Gonzales Road		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Include	Ovl	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 3 0 1	2 0 3 0 1	2 0 3 0 1	1 0 3 0 1

-----|-----|-----|-----|-----|-----|-----|-----|

Volume Module:

Base Vol:	236	1056	192	314	950	272	685	632	239	68	361	118
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	245	1098	200	327	988	283	712	657	249	71	375	123
Added Vol:	0	0	0	1	1	1	0	0	0	0	0	0
Appr+Pend:	2	52	75	85	145	28	15	868	30	2	149	26
Initial Fut:	247	1150	275	413	1134	312	727	1525	279	73	524	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	1150	275	413	1134	312	727	1525	279	73	524	149
Reducet Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	1150	275	413	1134	312	727	1525	279	73	524	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	1150	275	413	1134	312	727	1525	279	73	524	149

-----|-----|-----|-----|-----|-----|-----|-----|

Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	1600	4800	1600

-----|-----|-----|-----|-----|-----|-----|-----|

Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.17	0.13	0.24	0.19	0.23	0.32	0.17	0.05	0.11	0.09
Crit Moves:	****	****				****			****			

\*\*\*\*\*

2012 w/ Proj PM

Wed Jun 1, 2011 16:42:33

Page 1-1

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Carmax Oxnard  
Future with Project  
PM Peak Hour

---

Scenario Report

Scenario: 2012 w/ Proj PM

Command: 2012 w/ Proj PM  
Volume: 2012 PM  
Geometry: Existing  
Impact Fee: Default Impact Fee  
Trip Generation: Project PM  
Trip Distribution: Project  
Paths: Default Path  
Routes: Default Route  
Configuration: Default Configuration

2012 w/ Proj PM

Wed Jun 1, 2011 16:42:34

Page 3-1

Carmax Oxnard  
Future with Project  
PM Peak Hour

Level Of Service Computation Report

ICU 2 (Loss as Green Time %) Method (Future Volume Alternative)

Intersection #1 Rose Ave/Lockwood St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.934

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): \*\*\*\*\*

Optimal Cycle: 180 Level Of Service: E

Street Name: Rose Ave Lockwood St

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase

Rights: Include Ovl Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 2 0 2 1 0 2 0 3 0 1 2 0 1 0 1 0 1 0 0 1

Volume Module:

Base Vol: 259 1574 97 469 1820 443 385 97 137 178 83 292

Growth Adj: 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08

Initial Bse: 280 1700 105 507 1966 478 416 105 148 192 90 315

Added Vol: 0 0 23 59 0 0 0 0 0 8 0 20

Appr+Pend: 1 0 3 11 30 2 0 3 13 12 2 53

Initial Fut: 281 1700 131 577 1996 480 416 108 161 212 92 388

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 281 1700 131 577 1996 480 416 108 161 212 92 388

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 281 1700 131 577 1996 480 416 108 161 212 92 388

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 281 1700 131 577 1996 480 416 108 161 212 92 388

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 2.00 2.79 0.21 2.00 3.00 1.00 2.00 1.00 1.00 0.70 0.30 1.00

Final Sat.: 3200 4457 343 3200 4800 1600 3200 1600 1600 1117 483 1600

Capacity Analysis Module:

Vol/Sat: 0.09 0.38 0.38 0.18 0.42 0.30 0.13 0.07 0.10 0.19 0.19 0.24

Crit Moves: \*\*\*\* \* \*\*\*\* \*

Carmax Oxnard  
Future with Project  
PM Peak Hour

Level Of Service Computation Report

ICU 2(Loss as Green Time %) Method (Future Volume Alternative)

Intersection #2 Rose Ave/Gonzales Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.926  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): \*\*\*\*\*  
Optimal Cycle: 180 Level Of Service: E

Street Name: Rose Avenue Gonzales Road

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|-----|-----|-----|-----|

Control: Protected Protected Protected Protected

Rights: Include Ovl Include Include

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0

-----|-----|-----|-----|-----|-----|-----|-----|

Volume Module:

Base Vol:	420	1250	123	171	1286	478	521	430	180	167	876	236
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Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
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Initial Bse:	437	1300	128	178	1337	497	542	447	187	174	911	245
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Added Vol:	0	9	0	2	3	3	9	0	0	0	0	5
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Appr+Pend:	33	167	21	54	74	60	49	242	9	33	515	138
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Initial Fut:	470	1476	149	234	1414	560	600	689	196	207	1426	388
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User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
-----------	------	------	------	------	------	------	------	------	------	------	------	------

PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
----------	------	------	------	------	------	------	------	------	------	------	------	------

PHF Volume:	470	1476	149	234	1414	560	600	689	196	207	1426	388
-------------	-----	------	-----	-----	------	-----	-----	-----	-----	-----	------	-----

Reducet Vol:	0	0	0	0	0	0	0	0	0	0	0	0
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Reduced Vol:	470	1476	149	234	1414	560	600	689	196	207	1426	388
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PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
----------	------	------	------	------	------	------	------	------	------	------	------	------

MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
----------	------	------	------	------	------	------	------	------	------	------	------	------

FinalVolume:	470	1476	149	234	1414	560	600	689	196	207	1426	388
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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
-----------	------	------	------	------	------	------	------	------	------	------	------

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
-------------	------	------	------	------	------	------	------	------	------	------	------

Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00
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Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	1600	4800
-------------	------	------	------	------	------	------	------	------	------	------	------

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Capacity Analysis Module:

Vol/Sat:	0.15	0.31	0.09	0.07	0.29	0.35	0.19	0.14	0.12	0.13	0.30	0.24
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Crit Moves:	****	****	****	****	****	****	****	****	****	****	****
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Ex w/Proj PM

Thu Jun 2, 2011 17:14:43

Page 1-1

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Carmax Oxnard  
Existing with Project - Mitigation  
PM Peak Period

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Scenario: Scenario Report  
Scenario: Ex w/Proj PM

Command: Ex+Proj PM  
Volume: Existing PM  
Geometry: Existing  
Impact Fee: Default Impact Fee  
Trip Generation: Project PM  
Trip Distribution: Project  
Paths: Default Path  
Routes: Default Route  
Configuration: Default Configuration

Carmax Oxnard  
Existing with Project - Mitigation  
PM Peak Period

Level Of Service Computation Report

ICU 2 (Loss as Green Time %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #1 Rose Ave/Lockwood St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.837  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): \*\*\*\*\*  
Optimal Cycle: 140 Level Of Service: D  
\*\*\*\*\*

Street Name: Rose Ave Lockwood St  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----|-----|-----|-----|-----|-----|-----|-----|

Control: Protected Protected Split Phase Split Phase  
Rights: Include Ovl Include Ovl  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 2 0 2 1 0 2 0 3 0 1 2 0 1 0 1 0 1 0 0 1  
-----|-----|-----|-----|-----|-----|-----|-----|

Volume Module:

	259	1574	97	469	1820	443	385	97	137	178	83	292
Base Vol:	259	1574	97	469	1820	443	385	97	137	178	83	292
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	269	1637	101	488	1893	461	400	101	142	185	86	304
Added Vol:	0	0	23	59	0	0	0	0	0	8	0	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	1637	124	547	1893	461	400	101	142	193	86	324
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	269	1637	124	547	1893	461	400	101	142	193	86	324
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	1637	124	547	1893	461	400	101	142	193	86	324
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	269	1637	124	547	1893	461	400	101	142	193	86	324

Saturation Flow Module:

	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	2.00	2.79	0.21	2.00	3.00	1.00	2.00	1.00	1.00	0.69	0.31	1.00
Final Sat.:	3200	4462	338	3200	4800	1600	3200	1600	1600	1106	494	1600

Capacity Analysis Module:

Vol/Sat:	0.08	0.37	0.37	0.17	0.39	0.29	0.13	0.06	0.09	0.17	0.17	0.20
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

2012 w/ Proj PM

Thu Jun 2, 2011 17:11:52

Page 1-1

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Carmax Oxnard  
Future with Project - Mitigation  
PM Peak Hour

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Scenario Report

Scenario: 2012 w/ Proj PM

Command: 2012 w/ Proj PM  
Volume: 2012 PM  
Geometry: Existing  
Impact Fee: Default Impact Fee  
Trip Generation: Project PM  
Trip Distribution: Project  
Paths: Default Path  
Routes: Default Route  
Configuration: Default Configuration

Carmax Oxnard  
Future with Project - Mitigation  
PM Peak Hour

Level Of Service Computation Report

ICU 2 (Loss as Green Time %) Method (Future Volume Alternative)

Intersection #1 Rose Ave/Lockwood St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.881

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): \*\*\*\*\*

Optimal Cycle: 180 Level Of Service: D

Street Name: Rose Ave Lockwood St

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
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Rights:	Include	Ovl	Include	Ovl
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Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
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Lanes:	2 0 2 1 0	2 0 3 0 1	2 0 1 0 1	0 1 0 0 1
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Volume Module:

Base Vol:	259 1574	97 469 1820	443 385 97	137 178 83	292
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Growth Adj:	1.08 1.08	1.08 1.08 1.08	1.08 1.08 1.08	1.08 1.08 1.08	1.08
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Initial Bse:	280 1700	105 507 1966	478 416 105	148 192 90	315
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Added Vol:	0 0	23 59	0 0	0 0	20
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Appr+Pend:	1 0	3 11	30 2	0 3	13 12	2 53
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Initial Fut:	281 1700	131 577 1996	480 416 108	161 212 92	388
--------------	----------	--------------	-------------	------------	-----

User Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00
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PHF Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00
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PHF Volume:	281 1700	131 577 1996	480 416 108	161 212 92	388
-------------	----------	--------------	-------------	------------	-----

Reducet Vol:	0 0	0 0	0 0	0 0	0 0	0
--------------	-----	-----	-----	-----	-----	---

Reduced Vol:	281 1700	131 577 1996	480 416 108	161 212 92	388
--------------	----------	--------------	-------------	------------	-----

PCE Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00
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MLF Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00
----------	-----------	-----------	-----------	-----------	-----------	------

FinalVolume:	281 1700	131 577 1996	480 416 108	161 212 92	388
--------------	----------	--------------	-------------	------------	-----

Saturation Flow Module:

Sat/Lane:	1600 1600	1600 1600	1600 1600	1600 1600	1600 1600
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Adjustment:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
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Lanes:	2.00 2.79	0.21 2.00	3.00 1.00	2.00 1.00	1.00 0.70
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Final Sat.:	3200 4457	343 3200	4800 1600	3200 1600	1600 1117
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Capacity Analysis Module:

Vol/Sat:	0.09 0.38	0.38 0.18	0.42 0.30	0.13 0.07	0.10 0.19	0.19 0.24
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Crit Moves:	****	****	****	****	****
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**TECHNICAL WORKSHEETS – HCM METHODOLOGY**

Existing AM

Wed Jun 1, 2011 17:00:38

Page 1-1

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Carmax Oxnard  
Existing Conditions  
AM Peak Hour  
-----

Scenario Report  
Scenario: Existing AM  
  
Command: Ex AM  
Volume: Existing AM  
Geometry: Existing  
Impact Fee: Default Impact Fee  
Trip Generation: none  
Trip Distribution: None  
Paths: Default Path  
Routes: Default Route  
Configuration: Default Configuration

Carmax Oxnard  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Rose Ave/Lockwood St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.600

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.9

Optimal Cycle: 57 Level Of Service: B

Street Name: Rose Ave Lockwood St

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase

Rights: Include Ovl Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 2 0 2 1 0 2 0 3 0 1 2 0 1 0 1 0 1 0 0 1 0 0 1

Volume Module:

Base Vol:	56	1716	30	253	1433	142	154	35	51	28	33	198
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Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
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Initial Bse:	58	1785	31	263	1490	148	160	36	53	29	34	206
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Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
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PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
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Initial Fut:	58	1785	31	263	1490	148	160	36	53	29	34	206
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User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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PHF Volume:	58	1785	31	263	1490	148	160	36	53	29	34	206
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Reducet Vol:	0	0	0	0	0	0	0	0	0	0	0	0
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Reduced Vol:	58	1785	31	263	1490	148	160	36	53	29	34	206
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PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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FinalVolume:	58	1785	31	263	1490	148	160	36	53	29	34	206
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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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Adjustment:	0.92	0.91	0.91	0.92	0.91	0.85	0.92	1.00	0.85	0.98	0.98	0.85
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Lanes:	2.00	2.95	0.05	2.00	3.00	1.00	2.00	1.00	1.00	0.46	0.54	1.00
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Final Sat.:	3502	5083	89	3502	5187	1615	3502	1900	1615	853	1005	1615
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Capacity Analysis Module:

Vol/Sat:	0.02	0.35	0.35	0.08	0.29	0.09	0.05	0.02	0.03	0.03	0.03	0.13
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Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
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Green/Cycle:	0.04	0.59	0.59	0.13	0.67	0.75	0.08	0.08	0.08	0.21	0.21	0.21
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Volume/Cap:	0.43	0.60	0.60	0.60	0.43	0.12	0.60	0.25	0.43	0.16	0.16	0.60
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Delay/Veh:	49.1	13.6	13.6	43.7	7.6	3.5	48.5	44.4	46.5	32.3	32.3	38.5
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User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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AdjDel/Veh:	49.1	13.6	13.6	43.7	7.6	3.5	48.5	44.4	46.5	32.3	32.3	38.5
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LOS by Move:	D	B	B	D	A	A	D	D	D	C	C	D
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HCM2kAvgQ:	1	13	13	5	8	1	3	1	2	2	2	7
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Note: Queue reported is the number of cars per lane.

Carmax Oxnard  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Rose Ave/Gonzales Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.558  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 27.1  
Optimal Cycle: 52 Level Of Service: C

Street Name:	Rose Avenue	Gonzales Road		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Ovl	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 3 0 1	2 0 3 0 1	2 0 3 0 1	1 0 3 0 1

Volume Module:												
Base Vol:	236	1056	192	314	950	272	685	632	239	68	361	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	1056	192	314	950	272	685	632	239	68	361	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	1056	192	314	950	272	685	632	239	68	361	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	1056	192	314	950	272	685	632	239	68	361	118
Reducet Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	1056	192	314	950	272	685	632	239	68	361	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	236	1056	192	314	950	272	685	632	239	68	361	118

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	1615	1805	5187	1615

Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.12	0.09	0.18	0.17	0.20	0.12	0.15	0.04	0.07	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.14	0.36	0.36	0.16	0.38	0.73	0.35	0.38	0.38	0.10	0.12	0.12
Volume/Cap:	0.48	0.56	0.33	0.56	0.48	0.23	0.56	0.32	0.39	0.39	0.56	0.59
Delay/Veh:	40.3	25.7	23.2	40.0	23.4	4.3	26.8	22.1	23.1	43.9	42.3	45.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	25.7	23.2	40.0	23.4	4.3	26.8	22.1	23.1	43.9	42.3	45.8
LOS by Move:	D	C	C	D	C	A	C	C	C	D	D	D
HCM2kAvgQ:	4	10	4	5	8	3	9	5	5	2	5	4

Note: Queue reported is the number of cars per lane.

Existing PM

Wed Jun 1, 2011 17:00:43

Page 1-1

Carmax Oxnard  
Existing Conditions  
PM Peak Hour

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Scenario Report

Scenario: Existing PM

Command:	Ex PM
Volume:	Existing PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Carmax Oxnard  
Existing Conditions  
PM Peak Hour

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Rose Ave/Lockwood St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.780  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 29.1  
Optimal Cycle: 104 Level Of Service: C

Street Name: Rose Ave Lockwood St

Approach: North Bound South Bound East Bound West Bound

Movement:	L - T - R	L - T - R	L - T - R	L - T - R
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Control:	Protected	Protected	Split Phase	Split Phase
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Rights:	Include	Ovl	Include	Include
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Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
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Lanes:	2 0 2 1 0	2 0 3 0 1	2 0 1 0 1	0 1 0 0 1
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Volume Module:

Base Vol:	259 1574	97 469 1820	443 385	97 137 178	83 292
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Growth Adj:	1.04 1.04	1.04 1.04	1.04 1.04	1.04 1.04	1.04 1.04
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Initial Bse:	269 1637	101 488 1893	461 400	101 142 185	86 304
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Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
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PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
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Initial Fut:	269 1637	101 488 1893	461 400	101 142 185	86 304
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User Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
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PHF Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
----------	-----------	-----------	-----------	-----------	-----------

PHF Volume:	269 1637	101 488 1893	461 400	101 142 185	86 304
-------------	----------	--------------	---------	-------------	--------

Reducet Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
--------------	-------	-------	-------	-------	-------

Reduced Vol:	269 1637	101 488 1893	461 400	101 142 185	86 304
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PCE Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
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MLF Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
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FinalVolume:	269 1637	101 488 1893	461 400	101 142 185	86 304
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Saturation Flow Module:					
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Sat/Lane:	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900
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Adjustment:	0.92 0.90	0.90 0.92	0.91 0.85	0.92 0.90	0.97 0.97
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Lanes:	2.00 2.83	0.17 2.00	3.00 1.00	2.00 1.00	1.00 0.68
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Final Sat.:	3502 4842	298 3502	5187 1615	3502 1900	1615 1253
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Capacity Analysis Module:					
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Vol/Sat:	0.08 0.34	0.34 0.14	0.36 0.29	0.05 0.11	0.09 0.09
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Crit Moves:	****	****	****	****	****
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Green/Cycle:	0.11 0.43	0.43 0.18	0.51 0.65	0.15 0.15	0.15 0.15
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Volume/Cap:	0.72 0.78	0.78 0.78	0.72 0.44	0.36 0.78	0.60 0.60
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Delay/Veh:	50.0 26.1	26.1 45.4	20.2 8.8	39.3 48.6	36.3 44.2
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User DelAdj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
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AdjDel/Veh:	50.0 26.1	26.1 45.4	20.2 8.8	39.3 48.6	36.3 44.2
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LOS by Move:	D C	C D	A D	D D	D D D
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HCM2kAvgQ:	6 18	18 9	17 7	3 8	5 8
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Note: Queue reported is the number of cars per lane.					
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Carmax Oxnard  
Existing Conditions  
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Rose Ave/Gonzales Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.3
Optimal Cycle:	73	Level Of Service:	C

Street Name: Rose Avenue Gonzales Road

Approach:	North Bound.	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Ovl	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 3 0 1	2 0 3 0 1	2 0 3 0 1	1 0 3 0 1

Volume Module:

Base Vol:	420	1250	123	171	1286	478	521	430	180	167	876	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	420	1250	123	171	1286	478	521	430	180	167	876	236
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	420	1250	123	171	1286	478	521	430	180	167	876	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	420	1250	123	171	1286	478	521	430	180	167	876	236
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	420	1250	123	171	1286	478	521	430	180	167	876	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	420	1250	123	171	1286	478	521	430	180	167	876	236

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	1615	1805	5187	1615

Capacity Analysis Module:

Vol/Sat:	0.12	0.24	0.08	0.05	0.25	0.30	0.15	0.08	0.11	0.09	0.17	0.15
Crit Moves:	****			****		****			****			
Green/Cycle:	0.17	0.45	0.45	0.09	0.36	0.58	0.22	0.25	0.25	0.21	0.25	0.25
Volume/Cap:	0.69	0.54	0.17	0.54	0.69	0.51	0.69	0.33	0.44	0.44	0.69	0.59
Delay/Veh:	41.9	20.5	16.7	45.4	28.2	13.1	38.6	30.6	32.1	35.2	35.7	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	20.5	16.7	45.4	28.2	13.1	38.6	30.6	32.1	35.2	35.7	35.7
LOS by Move:	D	C	B	D	C	B	D	C	C	D	D	D
HCM2kAvgQ:	8	10	2	3	13	9	9	4	5	5	10	7

Note: Queue reported is the number of cars per lane.

Ex w/Proj AM

Wed Jun 1, 2011 17:01:14

Page 1-1

Carmax Oxnard  
Existing with Project  
AM Peak Period

-----  
Scenario Report

Scenario: Ex w/Proj AM

Command: Ex+Proj AM  
Volume: Existing AM  
Geometry: Existing  
Impact Fee: Default Impact Fee  
Trip Generation: Project AM  
Trip Distribution: Project  
Paths: Default Path  
Routes: Default Route  
Configuration: Default Configuration

Carmax Oxnard  
Existing with Project  
AM Peak Period

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Rose Ave/Lockwood St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.3  
 Optimal Cycle: 58 Level Of Service: B

Street Name: Rose Ave Lockwood St

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

Control: Protected Protected Split Phase Split Phase

Rights: Include Ovl Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 2 0 2 1 0 2 0 3 0 1 2 0 1 0 1 0 1 0 0 1

Volume Module:

Base Vol:	56	1716	30	253	1433	142	154	35	51	28	33	198
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	58	1785	31	263	1490	148	160	36	53	29	34	206
Added Vol:	0	0	1	1	0	0	0	0	0	4	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	1785	32	264	1490	148	160	36	53	33	34	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	1785	32	264	1490	148	160	36	53	33	34	215
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1785	32	264	1490	148	160	36	53	33	34	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	58	1785	32	264	1490	148	160	36	53	33	34	215

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.92	0.91	0.85	0.92	1.00	0.85	0.98	0.98	0.85
Lanes:	2.00	2.95	0.05	2.00	3.00	1.00	2.00	1.00	1.00	0.49	0.51	1.00
Final Sat.:	3502	5080	92	3502	5187	1615	3502	1900	1615	911	944	1615

Capacity Analysis Module:

Vol/Sat:	0.02	0.35	0.35	0.08	0.29	0.09	0.05	0.02	0.03	0.04	0.04	0.13
Crit Moves:	****		****		****		****		****	****	****	****
Green/Cycle:	0.04	0.58	0.58	0.12	0.67	0.74	0.08	0.08	0.08	0.22	0.22	0.22
Volume/Cap:	0.43	0.61	0.61	0.61	0.43	0.12	0.61	0.25	0.43	0.17	0.17	0.61
Delay/Veh:	49.2	13.9	13.9	43.9	7.9	3.7	48.8	44.5	46.7	31.8	31.8	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	13.9	13.9	43.9	7.9	3.7	48.8	44.5	46.7	31.8	31.8	38.1
LOS by Move:	D	B	B	D	A	A	D	D	D	C	C	D
HCM2kAvgQ:	1	13	13	5	8	1	4	1	2	2	2	7

Note: Queue reported is the number of cars per lane.

Carmax Oxnard  
Existing with Project  
AM Peak Period

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Rose Ave/Gonzales Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 27.1  
 Optimal Cycle: 52 Level Of Service: C

Street Name: Rose Avenue Gonzales Road  
 Approach: North Bound South Bound East Bound West Bound

Movement:	L - T - R	L - T - R	L - T - R	L - T - R
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Control:	Protected	Protected	Protected	Protected
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Rights:	Include	Ovl	Include	Include
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Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
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Lanes:	2 0 3 0 1	2 0 3 0 1	2 0 3 0 1	1 0 3 0 1
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Volume Module:

Base Vol:	236 1056	192 314	950 272	685 632	239 68	361 361	118
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Growth Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00
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Initial Bse:	236 1056	192 314	950 272	685 632	239 68	361 361	118
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Added Vol:	0 0 0	1 1 1	1 0 0	0 0 0	0 0 0	0 0 0	0
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PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0
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Initial Fut:	236 1056	192 315	951 273	685 632	239 68	361 361	118
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User Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00
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PHF Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00
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PHF Volume:	236 1056	192 315	951 273	685 632	239 68	361 361	118
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Reducet Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0
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Reduced Vol:	236 1056	192 315	951 273	685 632	239 68	361 361	118
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PCE Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00
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MLF Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00
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FinalVolume:	236 1056	192 315	951 273	685 632	239 68	361 361	118
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Saturation Flow Module:							
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Sat/Lane:	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900	1900
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Adjustment:	0.92 0.91	0.85 0.92	0.91 0.85	0.92 0.91	0.85 0.85	0.95 0.91	0.85
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Lanes:	2.00 3.00	1.00 2.00	3.00 3.00	1.00 2.00	3.00 3.00	1.00 1.00	3.00 1.00
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Final Sat.:	3502 5187	1615 3502	5187 1615	3502 5187	1615 1615	1805 5187	1615
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Capacity Analysis Module:							
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Vol/Sat:	0.07 0.20	0.12 0.09	0.18 0.17	0.20 0.20	0.12 0.12	0.15 0.15	0.04 0.04	0.07 0.07
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Crit Moves:	*****	*****	*****	*****	*****	*****	*****	*****
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Green/Cycle:	0.14 0.36	0.36 0.16	0.38 0.73	0.35 0.35	0.38 0.38	0.38 0.38	0.10 0.10	0.12 0.12	0.12 0.12
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Volume/Cap:	0.48 0.56	0.33 0.56	0.48 0.23	0.56 0.56	0.32 0.39	0.39 0.39	0.56 0.56	0.59 0.59
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Delay/Veh:	40.3 25.7	23.3 39.9	23.4 4.3	26.8 26.8	22.1 22.1	23.1 23.1	43.9 43.9	42.3 42.3	45.8 45.8
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User DelAdj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
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AdjDel/Veh:	40.3 25.7	23.3 39.9	23.4 4.3	26.8 26.8	22.1 22.1	23.1 23.1	43.9 43.9	42.3 42.3	45.8 45.8
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LOS by Move:	D C	C D	A C	C C	C C	D D	D D	D D
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HCM2kAvgQ:	4 10	4 5	8 3	9 5	5 5	2 2	5 5	4 4
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Note: Queue reported is the number of cars per lane.

Ex w/Proj PM

Wed Jun 1, 2011 17:20:10

Page 1-1

Carmax Oxnard  
Existing with Project  
PM Peak Period

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Scenario Report

Scenario:

Ex w/Proj PM

Command: Ex+Proj PM  
Volume: Existing PM  
Geometry: Existing  
Impact Fee: Default Impact Fee  
Trip Generation: Project PM  
Trip Distribution: Project  
Paths: Default Path  
Routes: Default Route  
Configuration: Default Configuration

Carmax Oxnard  
Existing with Project  
PM Peak Period

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Rose Ave/Lockwood St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.814  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 30.3  
 Optimal Cycle: 122 Level Of Service: C

Street Name: Rose Ave Lockwood St

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
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Rights:	Include	Ovl	Include	Include
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Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
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Lanes:	2 0 2 1 0	2 0 3 0 1	2 0 1 0 1	0 1 0 0 1
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Volume Module:

Base Vol:	259 1574	97 469 1820	443 385	97 137 178	83 292
Growth Adj:	1.04 1.04	1.04 1.04 1.04	1.04 1.04	1.04 1.04 1.04	1.04 1.04
Initial Bse:	269 1637	101 488 1893	461 400	101 142 185	86 304
Added Vol:	0 0 23	59 0 0	0 0	0 8 0	20
PasserByVol:	0 0 0	0 0 0	0 0	0 0 0	0
Initial Fut:	269 1637	124 547 1893	461 400	101 142 193	86 324
User Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00	1.00 1.00 1.00	1.00 1.00
PHF Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00	1.00 1.00 1.00	1.00 1.00
PHF Volume:	269 1637	124 547 1893	461 400	101 142 193	86 324
Reduced Vol:	0 0 0	0 0 0	0 0	0 0 0	0
Reduced Vol:	269 1637	124 547 1893	461 400	101 142 193	86 324
PCE Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00	1.00 1.00 1.00	1.00 1.00
MLF Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00	1.00 1.00 1.00	1.00 1.00
FinalVolume:	269 1637	124 547 1893	461 400	101 142 193	86 324

Saturation Flow Module:

Sat/Lane:	1900 1900	1900 1900 1900	1900 1900	1900 1900 1900	1900 1900
Adjustment:	0.92 0.90	0.90 0.92 0.91	0.85 0.92	1.00 0.85	0.97 0.97 0.85
Lanes:	2.00 2.79	0.21 2.00 3.00	1.00 2.00	1.00 1.00	0.69 0.31 1.00
Final Sat.:	3502 4774	361 3502 5187	1615 3502	1900 1615	1270 568 1615

Capacity Analysis Module:

Vol/Sat:	0.08 0.34	0.34 0.16	0.36 0.29	0.11 0.05	0.09 0.09	0.15 0.15	0.20 0.20
Crit Moves:	*****	*****	*****	*****	*****	*****	*****
Green/Cycle:	0.11 0.42	0.42 0.19	0.51 0.65	0.14 0.14	0.14 0.14	0.25 0.25	0.25 0.25
Volume/Cap:	0.72 0.81	0.81 0.81	0.72 0.44	0.81 0.38	0.63 0.63	0.62 0.62	0.81 0.81
Delay/Veh:	49.9 28.0	28.0 46.2	20.2 9.0	51.7 39.9	46.0 36.1	36.1 36.1	47.7 47.7
User DelAdj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
AdjDel/Veh:	49.9 28.0	28.0 46.2	20.2 9.0	51.7 39.9	46.0 36.1	36.1 36.1	47.7 47.7
LOS by Move:	D C	C D	A	D D	D D	D D	D D
HCM2kAvgQ:	6 19	19 11	17 7	8 3	5 8	8 8	12

Note: Queue reported is the number of cars per lane.

Carmax Oxnard  
Existing with Project  
PM Peak Period

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Rose Ave/Gonzales Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.4
Optimal Cycle:	73	Level Of Service:	C

Street Name:	Rose Avenue			Gonzales Road		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Protected	Protected	Protected	Protected		
Rights:	Include	Ov1	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	2 0 3 0 1	2 0 3 0 1	2 0 3 0 1	1 0 3 0 1		

Volume Module:

Base Vol:	420	1250	123	171	1286	478	521	430	180	167	876	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	420	1250	123	171	1286	478	521	430	180	167	876	236
Added Vol:	0	9	0	2	3	3	9	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	420	1259	123	173	1289	481	530	430	180	167	876	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	420	1259	123	173	1289	481	530	430	180	167	876	241
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	420	1259	123	173	1289	481	530	430	180	167	876	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	420	1259	123	173	1289	481	530	430	180	167	876	241

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	1615	1805	5187	1615

Capacity Analysis Module:

Vol/Sat:	0.12	0.24	0.08	0.05	0.25	0.30	0.15	0.08	0.11	0.09	0.17	0.15
Crit Moves:	****		****		****		****		****		****	
Green/Cycle:	0.17	0.44	0.44	0.09	0.36	0.58	0.22	0.25	0.25	0.21	0.25	0.25
Volume/Cap:	0.69	0.55	0.17	0.55	0.69	0.51	0.69	0.33	0.44	0.44	0.69	0.61
Delay/Veh:	42.1	20.6	16.8	45.5	28.3	13.0	38.5	30.5	32.1	35.1	35.9	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	20.6	16.8	45.5	28.3	13.0	38.5	30.5	32.1	35.1	35.9	36.2
LOS by Mave:	D	C	B	D	C	B	D	C	C	D	D	D
HCM2kAvgQ:	8	11	2	3	13	9	9	4	5	5	10	7

Note: Queue reported is the number of cars per lane.

2012 w/o Proj AM

Wed Jun 1, 2011 17:00:48

Page 1-1

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Carmax Oxnard  
Future without Project  
AM Peak Hour

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Scenario Report

Scenario: 2012 w/o Proj AM

Command: 2012 w/o Proj AM  
Volume: 2012 AM  
Geometry: Existing  
Impact Fee: Default Impact Fee  
Trip Generation: none  
Trip Distribution: None  
Paths: Default Path  
Routes: Default Route  
Configuration: Default Configuration

Carmax Oxnard  
Future without Project  
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

**Intersection #1 Rose Ave/Lockwood St**

Cycle (sec):	100	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.6
Optimal Cycle:	62	Level Of Service:	B
<b>Street Name:</b> Rose Ave Lockwood St			
Approach:	North Bound	South Bound	East Bound West Bound
Movement:	L - T - R	L - T - R	L - T - R L - T - R
Control:	Protected	Protected	Split Phase Split Phase
Rights:	Include	Ovl	Include Include
Min. Green:	0 0 0	0 0 0	0 0 0 0 0 0
Lanes:	2 0 2 1 0	2 0 3 0 1	2 0 1 0 1 0 1 0 0 0 1
<b>Volume Module:</b>			
Base Vol:	56 1716	30 253	1433 142 154 35 51 28 33 198
Growth Adj:	1.08 1.08	1.08 1.08	1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08
Initial Bse:	60 1853	32 273	1548 153 166 38 55 30 36 214
Added Vol:	0 0 0	0 0 0	0 0 0 0 0 0 0 0
Appr+Pend:	4 0 0	42 132	3 1 0 4 2 2 0 0
Initial Fut:	64 1853	32 315	1680 156 167 38 59 32 38 214
User Adj:	1.00 1.00	1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00	1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:	64 1853	32 315	1680 156 167 38 59 32 38 214
Reduced Vol:	0 0 0	0 0 0	0 0 0 0 0 0 0 0
Reduced Vol:	64 1853	32 315	1680 156 167 38 59 32 38 214
PCE Adj:	1.00 1.00	1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00	1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume:	64 1853	32 315	1680 156 167 38 59 32 38 214
<b>Saturation Flow Module:</b>			
Sat/Lane:	1900 1900	1900 1900	1900 1900 1900 1900 1900 1900 1900
Adjustment:	0.92 0.91	0.91 0.92	0.91 0.85 0.92 1.00 0.85 0.98 0.98 0.85
Lanes:	2.00 2.95	0.05 2.00	3.00 1.00 2.00 1.00 1.00 0.46 0.54 1.00
Final Sat.:	3502 5083	89 3502	5187 1615 3502 1900 1615 856 1000 1615
<b>Capacity Analysis Module:</b>			
Vol/Sat:	0.02 0.36	0.36 0.09	0.32 0.10 0.05 0.02 0.04 0.04 0.04 0.04 0.13
Crit Moves:	****	****	****
Green/Cycle:	0.04 0.57	0.57 0.14	0.68 0.75 0.08 0.08 0.08 0.21 0.21 0.21
Volume/Cap:	0.48 0.63	0.63 0.63	0.48 0.13 0.63 0.26 0.49 0.18 0.18 0.63
Delay/Veh:	49.7 14.7	14.7 43.2	7.8 3.4 49.9 44.6 47.4 32.8 32.8 40.1
User DelAdj:	1.00 1.00	1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:	49.7 14.7	14.7 43.2	7.8 3.4 49.9 44.6 47.4 32.8 32.8 40.1
LOS by Move:	D B	B D	A A D D D C C D
HCM2kAvgQ:	2 15	15 6	9 1 4 1 2 2 2 7

Note: Queue reported is the number of cars per lane.

Carmax Oxnard  
Future without Project  
AM Peak Hour

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Rose Ave/Gonzales Rd

\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.674  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 28.5  
Optimal Cycle: 70 Level Of Service: C  
\*\*\*\*\*

Street Name:	Rose Avenue	Gonzales Road		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Include	Ovl	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 3 0 1	2 0 3 0 1	2 0 3 0 1	1 0 3 0 1

Volume Module:

Base Vol:	236	1056	192	314	950	272	685	632	239	68	361	118
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	245	1098	200	327	988	283	712	657	249	71	375	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr+Pend:	2	52	75	85	145	28	15	868	30	2	149	26
Initial Fut:	247	1150	275	412	1133	311	727	1525	279	73	524	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	1150	275	412	1133	311	727	1525	279	73	524	149
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	1150	275	412	1133	311	727	1525	279	73	524	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	1150	275	412	1133	311	727	1525	279	73	524	149

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	1615	1805	5187	1615

Capacity Analysis Module:

Vol/Sat:	0.07	0.22	0.17	0.12	0.22	0.19	0.21	0.29	0.17	0.04	0.10	0.09
Crit Moves:	****	****					****	****				
Green/Cycle:	0.12	0.33	0.33	0.17	0.38	0.71	0.33	0.44	0.44	0.06	0.16	0.16
Volume/Cap:	0.57	0.67	0.52	0.67	0.57	0.27	0.62	0.67	0.40	0.67	0.62	0.57
Delay/Veh:	43.3	30.0	28.0	41.6	25.0	5.2	29.1	23.3	19.6	61.6	40.5	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	30.0	28.0	41.6	25.0	5.2	29.1	23.3	19.6	61.6	40.5	41.5
LOS by Move:	D	C	C	D	C	A	C	C	B	E	D	D
HCM2kAvgQ:	5	12	7	7	10	3	10	14	6	4	6	5

Note: Queue reported is the number of cars per lane.

2012 w/o Proj PM

Wed Jun 1, 2011 17:00:56

Page 1-1

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Carmax Oxnard  
Future without Project  
PM Peak Hour

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Scenario Report

Scenario:

2012 w/o Proj PM

Command: 2012 w/o Proj PM  
Volume: 2012 PM  
Geometry: Existing  
Impact Fee: Default Impact Fee  
Trip Generation: none  
Trip Distribution: None  
Paths: Default Path  
Routes: Default Route  
Configuration: Default Configuration

Carmax Oxnard  
Future without Project  
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Rose Ave/Lockwood St															
Cycle (sec):	100			Critical Vol./Cap.(X):			0.846								
Loss Time (sec):	0 (Y+R=4.0 sec)			Average Delay (sec/veh):			32.5								
Optimal Cycle:	148			Level Of Service:			C								
Street Name:	Rose Ave				Lockwood St										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L - T - R		L - T - R		L - T - R		L - T - R		L - T - R		L - T - R				
Control:	Protected		Protected		Split Phase		Split Phase								
Rights:	Include		Ovl		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	2	0	2	1	0	2	0	3	0	1	2	0			
Volume Module:															
Base Vol:	259	1574	97	469	1820	443	385	97	137	178	83	292			
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08			
Initial Bse:	280	1700	105	507	1966	478	416	105.	148	192	90	315			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Appr+Pend:	1	0	3	11	30	2	0	3	13	12	2	53			
Initial Fut:	281	1700	108	518	1996	480	416	108	161	204	92	368			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	281	1700	108	518	1996	480	416	108	161	204	92	368			
Reducet Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	281	1700	108	518	1996	480	416	108	161	204	92	368			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	281	1700	108	518	1996	480	416	108	161	204	92	368			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	0.90	0.90	0.92	0.91	0.85	0.92	1.00	0.85	0.97	0.97	0.85			
Lanes:	2.00	2.82	0.18	2.00	3.00	1.00	2.00	1.00	1.00	0.69	0.31	1.00			
Final Sat.:	3502	4834	306	3502	5187	1615	3502	1900	1615	1268	569	1615			
Capacity Analysis Module:															
Vol/Sat:	0.08	0.35	0.35	0.15	0.38	0.30	0.12	0.06	0.10	0.16	0.16	0.23			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Green/Cycle:	0.10	0.42	0.42	0.17	0.49	0.63	0.14	0.14	0.14	0.27	0.27	0.27			
Volume/Cap:	0.79	0.85	0.85	0.85	0.79	0.47	0.85	0.40	0.71	0.60	0.60	0.85			
Delay/Veh:	55.0	29.7	29.7	50.6	23.0	10.2	54.8	40.2	51.1	33.8	33.8	48.8			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	55.0	29.7	29.7	50.6	23.0	10.2	54.8	40.2	51.1	33.8	33.8	48.8			
LOS by Move:	D	C	C	D	C	B	D	D	D	C	C	D			
HCM2kAvgQ:	6	21	21	11	20	8	9	3	6	9	9	13			

Note: Queue reported is the number of cars per lane.

Carmax Oxnard  
Future without Project  
PM Peak Hour

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Rose Ave/Gonzales Rd

\*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.850  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 34.6  
 Optimal Cycle: 152 Level Of Service: C  
 \*\*\*\*\*

Street Name:	Rose Avenue			Gonzales Road		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Protected	Protected	Protected	Protected		
Rights:	Include	Ovl	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
Lanes:	2 0 3 0 1	2 0 3 0 1	2 0 3 0 1	1 0 3 0 1		

Volume Module:

Base Vol:	420	1250	123	171	1286	478	521	430	180	167	876	236
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	437	1300	128	178	1337	497	542	447	187	174	911	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr+Pend:	33	167	21	54	74	60	49	242	9	33	515	138
Initial Fut:	470	1467	149	232	1411	557	591	689	196	207	1426	383
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	470	1467	149	232	1411	557	591	689	196	207	1426	383
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	1467	149	232	1411	557	591	689	196	207	1426	383
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	470	1467	149	232	1411	557	591	689	196	207	1426	383

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	1615	1805	5187	1615

Capacity Analysis Module:

Vol/Sat:	0.13	0.28	0.09	0.07	0.27	0.34	0.17	0.13	0.12	0.11	0.27	0.24
Crit Moves:	****		****		****		****		****		****	
Green/Cycle:	0.16	0.39	0.39	0.09	0.32	0.52	0.20	0.28	0.28	0.24	0.32	0.32
Volume/Cap:	0.85	0.73	0.24	0.73	0.85	0.67	0.85	0.47	0.43	0.47	0.85	0.73
Delay/Veh:	52.9	27.6	20.9	52.6	36.1	19.7	48.4	30.1	30.1	33.3	35.9	35.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	27.6	20.9	52.6	36.1	19.7	48.4	30.1	30.1	33.3	35.9	35.4
LOS by Move:	D	C	C	D	D	B	D	C	C	C	D	D
HCM2kAvgQ:	10	15	3	5	18	13	12	7	5	6	18	12

Note: Queue reported is the number of cars per lane.

2012 w/ Proj AM

Wed Jun 1, 2011 17:01:01

Page 1-1

Carmax Oxnard  
Future with Project  
AM Peak Hour

-----  
Scenario Report

Scenario: 2012 w/ Proj AM

Command: 2012 w/ Proj AM  
Volume: 2012 AM  
Geometry: Existing  
Impact Fee: Default Impact Fee  
Trip Generation: Project AM  
Trip Distribution: Project  
Paths: Default Path  
Routes: Default Route  
Configuration: Default Configuration

Carmax Oxnard  
Future with Project  
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Rose Ave/Lockwood St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.9
Optimal Cycle:	63	Level Of Service:	B

\*\*\*\*\*

Street Name:	Rose Ave	Lockwood St		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Ovl	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 2 1 0	2 0 3 0 1	2 0 1 0 1	0 1 0 0 1

\*\*\*\*\*

Volume Module:												
Base Vol:	56	1716	30	253	1433	142	154	35	51	28	33	198
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	60	1853	32	273	1548	153	166	38	55	30	36	214
Added Vol:	0	0	1	1	0	0	0	0	0	4	0	9
Appr+Pend:	4	0	0	42	132	3	1	0	4	2	2	0
Initial Fut:	64	1853	33	316	1680	156	167	38	59	36	38	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1853	33	316	1680	156	167	38	59	36	38	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1853	33	316	1680	156	167	38	59	36	38	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	64	1853	33	316	1680	156	167	38	59	36	38	223

\*\*\*\*\*

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.92	0.91	0.85	0.92	1.00	0.85	0.98	0.98	0.85
Lanes:	2.00	2.95	0.05	2.00	3.00	1.00	2.00	1.00	1.00	0.49	0.51	1.00
Final Sat.:	3502	5080	92	3502	5187	1615	3502	1900	1615	910	945	1615

\*\*\*\*\*

Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.36	0.09	0.32	0.10	0.05	0.02	0.04	0.04	0.04	0.14
Crit Moves:	****		****		****		****		****		****	
Green/Cycle:	0.04	0.57	0.57	0.14	0.67	0.75	0.07	0.07	0.07	0.22	0.22	0.22
Volume/Cap:	0.48	0.64	0.64	0.64	0.48	0.13	0.64	0.27	0.49	0.19	0.19	0.64
Delay/Veh:	49.8	15.1	15.1	43.4	8.1	3.6	50.3	44.7	47.6	32.3	32.3	39.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	15.1	15.1	43.4	8.1	3.6	50.3	44.7	47.6	32.3	32.3	39.7
LOS by Move:	D	B	B	D	A	A	D	D	D	C	C	D
HCM2kAvgQ:	2	15	15	6	9	1	4	1	2	2	2	7

\*\*\*\*\*

Note: Queue reported is the number of cars per lane.

Carmax Oxnard  
Future with Project  
AM Peak Hour

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Rose Ave/Gonzales Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 28.5  
 Optimal Cycle: 70 Level Of Service: C

Street Name:	Rose Avenue				Gonzales Road			
Approach:	North Bound	South Bound	East Bound	West Bound				
Movement:	L - T - R	L - T - R	L - T - R	L - T - R				
Control:	Protected	Protected	Protected	Protected				
Rights:	Include	Ovl	Include	Include				
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0				
Lanes:	2 0 3 0 1	2 0 3 0 1	2 0 3 0 1	1 0 3 0 1				
Volume Module:								
Base Vol:	236 1056	192	314 950	272	685 632	239	68 361	118
Growth Adj:	1.04 1.04	1.04	1.04 1.04	1.04	1.04 1.04	1.04	1.04 1.04	1.04
Initial Bse:	245 1098	200	327 988	283	712 657	249	71 375	123
Added Vol:	0 0 0	1 1 1	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0
Appr+Pend:	2 52	75	85 145	28	15 868	30	2 149	26
Initial Fut:	247 1150	275	413 1134	312	727 1525	279	73 524	149
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
PHF Volume:	247 1150	275	413 1134	312	727 1525	279	73 524	149
Reducet Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0
Reduced Vol:	247 1150	275	413 1134	312	727 1525	279	73 524	149
PCE Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
FinalVolume:	247 1150	275	413 1134	312	727 1525	279	73 524	149
Saturation Flow Module:								
Sat/Lane:	1900 1900	1900	1900 1900	1900	1900 1900	1900	1900 1900	1900
Adjustment:	0.92 0.91	0.85	0.92 0.91	0.85	0.92 0.91	0.85	0.95 0.91	0.85
Lanes:	2.00 3.00	1.00	2.00 3.00	1.00	2.00 3.00	1.00	1.00 3.00	1.00
Final Sat.:	3502 5187	1615	3502 5187	1615	3502 5187	1615	1805 5187	1615
Capacity Analysis Module:								
Vol/Sat:	0.07 0.22	0.17	0.12 0.22	0.19	0.21 0.29	0.17	0.04 0.10	0.09
Crit Moves:	****		****		****		****	
Green/Cycle:	0.12 0.33	0.33	0.17 0.38	0.71	0.33 0.44	0.44	0.06 0.16	0.16
Volume/Cap:	0.57 0.67	0.52	0.67 0.57	0.27	0.62 0.67	0.40	0.67 0.62	0.57
Delay/Veh:	43.3 30.0	28.0	41.6 24.9	5.2	29.1 23.3	19.6	61.6 40.5	41.5
User DelAdj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
AdjDel/Veh:	43.3 30.0	28.0	41.6 24.9	5.2	29.1 23.3	19.6	61.6 40.5	41.5
LOS by Move:	D C	C D	A C	C C	B E	D D		
HCM2kAvgQ:	S 12	7	7 10	3 10	14 6	4 6		

Note: Queue reported is the number of cars per lane.

2012 w/ Proj PM

Wed Jun 1, 2011 17:01:06

Page 1-1

---

Carmax Oxnard  
Future with Project  
PM Peak Hour

---

Scenario Report

Scenario: 2012 w/ Proj PM

Command: 2012 w/ Proj PM  
Volume: 2012 PM  
Geometry: Existing  
Impact Fee: Default Impact Fee  
Trip Generation: Project PM  
Trip Distribution: Project  
Paths: Default Path  
Routes: Default Route  
Configuration: Default Configuration

Carmax Oxnard  
Future with Project  
PM Peak Hour

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Rose Ave/Lockwood St

\*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.881  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 34.3  
 Optimal Cycle: 180 Level Of Service: C  
 \*\*\*\*\*

Street Name:	Rose Ave	Lockwood St		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

-----|-----|-----|-----|-----|

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Ovl	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 2 1 0	2 0 3 0 1	2 0 1 0 1	0 1 0 0 1

-----|-----|-----|-----|-----|

Volume Module:												
Base Vol:	259	1574	97	469	1820	443	385	97	137	178	83	292
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	280	1700	105	507	1966	478	416	105	148	192	90	315
Added Vol:	0	0	23	59	0	0	0	0	0	8	0	20
Appr+Pend:	1	0	3	11	30	2	0	3	13	12	2	53
Initial Fut:	281	1700	131	577	1996	480	416	108	161	212	92	388
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	281	1700	131	577	1996	480	416	108	161	212	92	388
Reducet Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	1700	131	577	1996	480	416	108	161	212	92	388
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	281	1700	131	577	1996	480	416	108	161	212	92	388

-----|-----|-----|-----|-----|

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.91	0.85	0.92	1.00	0.85	0.97	0.97	0.85
Lanes:	2.00	2.79	0.21	2.00	3.00	1.00	2.00	1.00	1.00	0.70	0.30	1.00
Final Sat.:	3502	4764	366	3502	5187	1615	3502	1900	1615	1282	553	1615

-----|-----|-----|-----|-----|

Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.36	0.16	0.38	0.30	0.12	0.06	0.10	0.17	0.17	0.24
Crit Moves:	****	***	***	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.10	0.41	0.41	0.19	0.49	0.62	0.13	0.13	0.13	0.27	0.27	0.27
Volume/Cap:	0.79	0.88	0.88	0.88	0.79	0.48	0.88	0.42	0.74	0.61	0.61	0.88
Delay/Veh:	54.7	32.3	32.3	52.8	22.8	10.4	59.7	40.8	54.2	33.8	33.8	53.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	32.3	32.3	52.8	22.8	10.4	59.7	40.8	54.2	33.8	33.8	53.0
LOS by Move:	D	C	C	D	C	B	E	D	D	C	C	D
HCM2kAvgQ:	6	22	22	12	20	8	10	3	6	9	9	15

\*\*\*\*\*

Note: Queue reported is the number of cars per lane.

Carmax Oxnard  
Future with Project  
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Rose Ave/Gonzales Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.853  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 34.8  
 Optimal Cycle: 155 Level Of Service: C

Street Name:	Rose Avenue			Gonzales Road		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Protected	Protected	Protected	Protected		
Rights:	Include	Ovl	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	2 0 3 0 1	2 0 3 0 1	2 0 3 0 1	1 0 3 0 1		

Volume Module:

Base Vol:	420	1250	123	171	1286	478	521	430	180	167	876	236
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	437	1300	128	178	1337	497	542	447	187	174	911	245
Added Vol:	0	9	0	2	3	3	9	0	0	0	0	5
Appr+Pend:	33	167	21	54	74	60	49	242	9	33	515	138
Initial Fut:	470	1476	149	234	1414	560	600	689	196	207	1426	388
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	470	1476	149	234	1414	560	600	689	196	207	1426	388
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	1476	149	234	1414	560	600	689	196	207	1426	388
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	470	1476	149	234	1414	560	600	689	196	207	1426	388

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	1615	1805	5187	1615

Capacity Analysis Module:

Vol/Sat:	0.13	0.28	0.09	0.07	0.27	0.35	0.17	0.13	0.12	0.11	0.27	0.24
Crit Moves:	****		****		****		****		****		****	
Green/Cycle:	0.16	0.39	0.39	0.09	0.32	0.52	0.20	0.28	0.28	0.24	0.32	0.32
Volume/Cap:	0.85	0.74	0.24	0.74	0.85	0.67	0.85	0.47	0.43	0.47	0.85	0.75
Delay/Veh:	53.3	27.8	20.9	53.0	36.3	19.7	48.4	30.1	30.1	33.2	36.2	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	27.8	20.9	53.0	36.3	19.7	48.4	30.1	30.1	33.2	36.2	36.1
LOS by Move:	D	C	C	D	D	B	D	C	C	C	D	D
HCM2kAvgQ:	10	15	3	5	18	13	12	7	5	6	18	12

Note: Queue reported is the number of cars per lane.



# **ATTACHMENT D**

## **SIGN PROGRAM**

RECEIVED

MAR 30 2011  
PLANNING DIVISION  
CITY OF OXNARD



**PROPOSED SIGN PROGRAM**

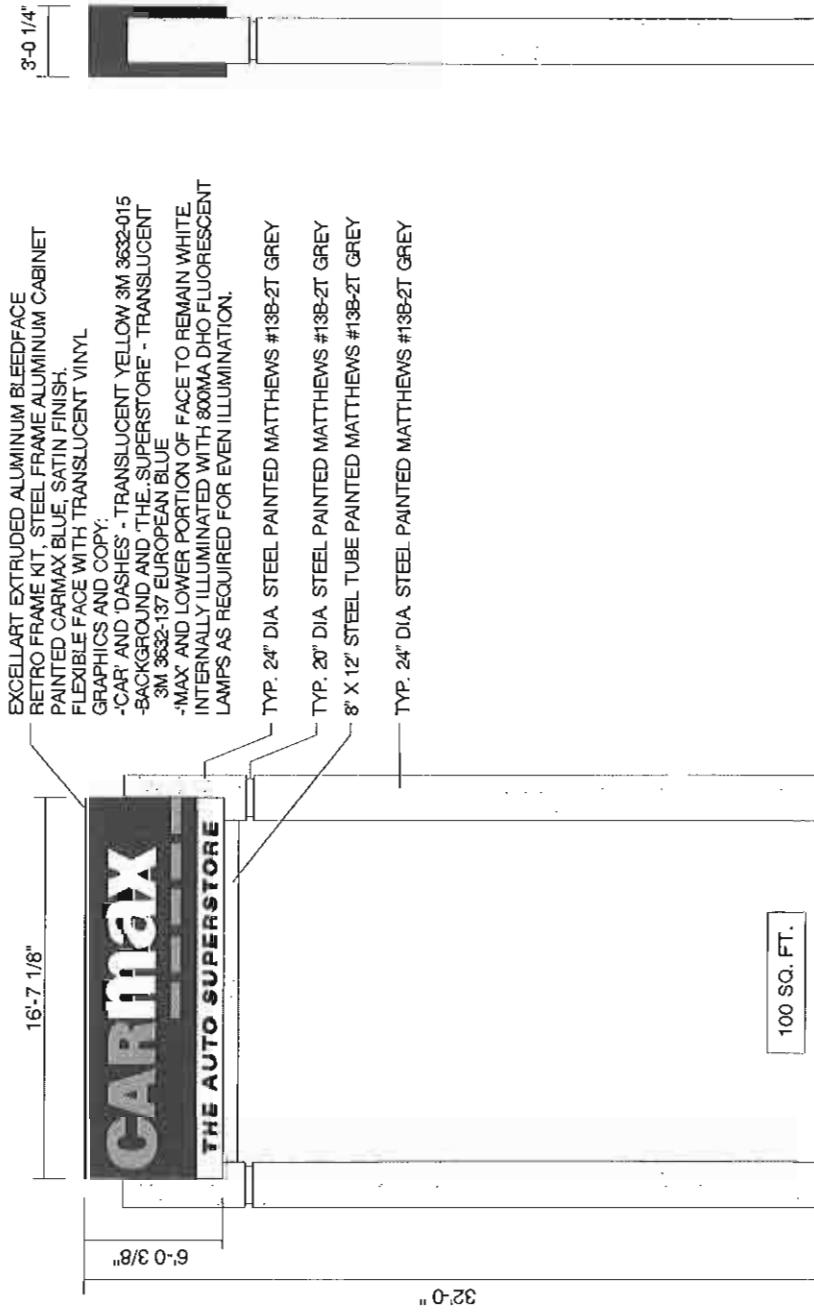
**#6024 Oxnard, CA**

**September 4, 2010**



1046 Leibbitter Road, Whittier, CA 90603  
Phone: (800) 755-3513 Fax: (800) 798-5892  
[imageworks@optonline.net](mailto:imageworks@optonline.net)

A



D/F INTERNALLY ILLUMINATED PYLON SIGN

1/8" = 1'-0"

- (1) REQUIRED  
(2) REQUIRED WITH PYLON OPTION 2

END VIEW

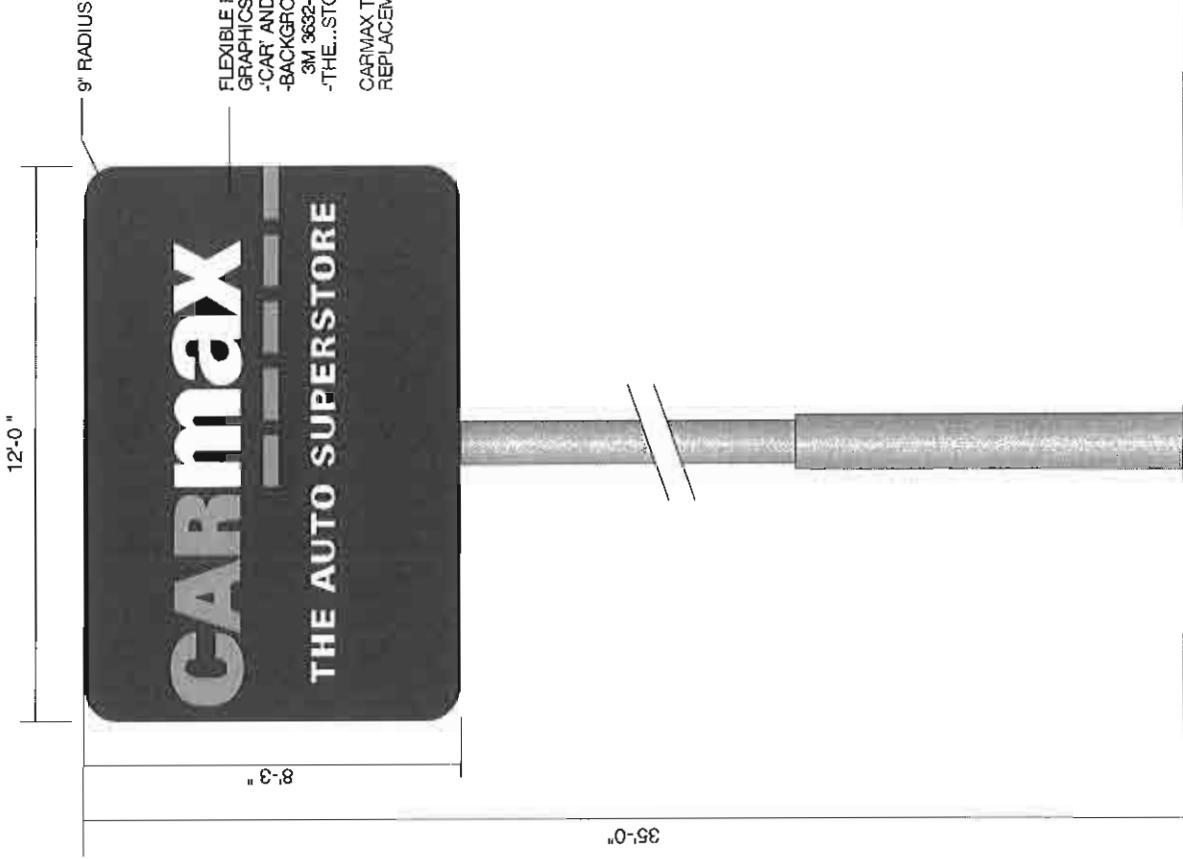


11146 Loscooter Road, Ashland, VA 20606  
Phone: (540) 776-5530 Fax: (540) 776-5532  
[www.image-works.com](http://www.image-works.com)

#6024 Oxnard, CA  
32' D/F INTERNALLY ILLUMINATED PYLON SIGN - 100 SQ. FT.



CARMAX-6024OXN-02-FR1-8.10.10



CARMAX-6024OXXN-02-FRT-B.10.10

16'-9 5/8"

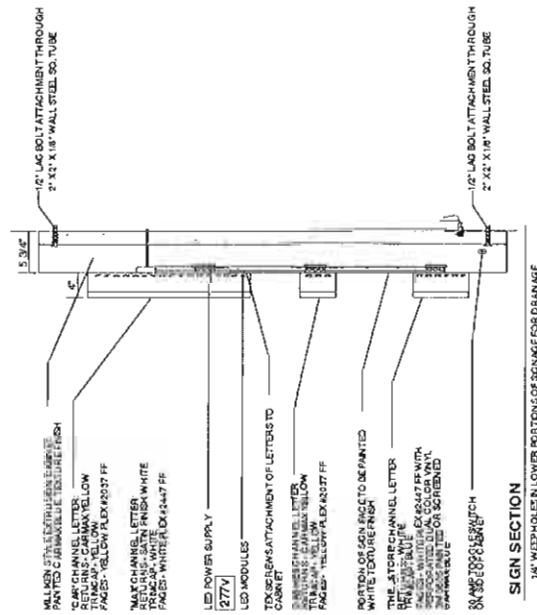


#### S/F ILLUMINATED CHANNEL LETTER WALL SIGN

(2) REQUIRED  
SIGN AREA: 102.5 SQ. FT.

ALL EXPOSED HARDWARE  
TO BE COUNTER-SUNK

3/8"=1'-0"



C2



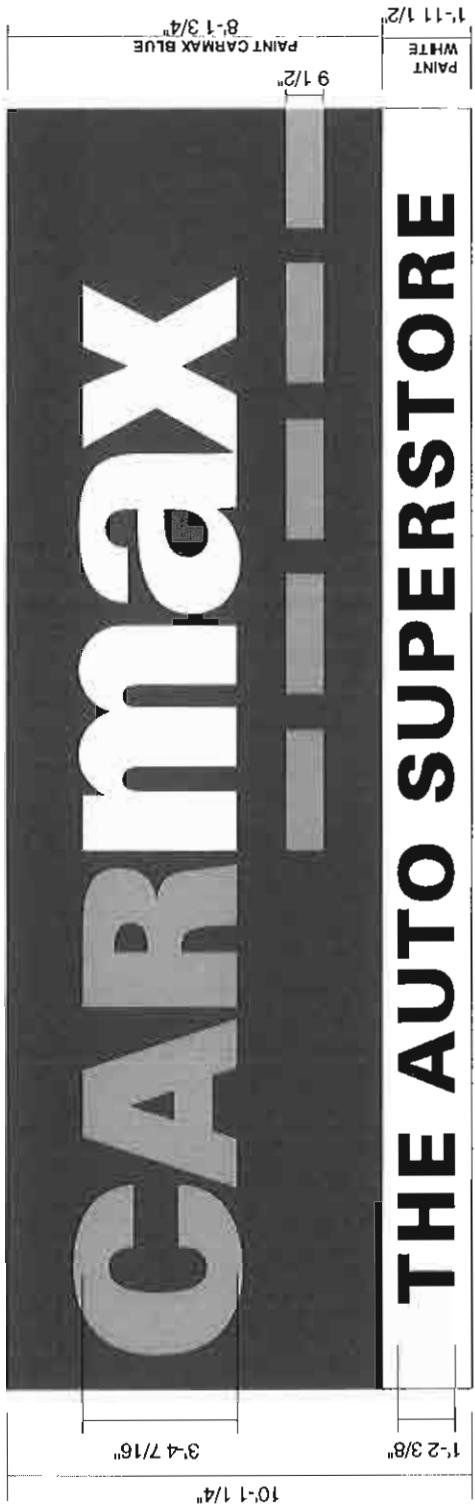
11046 Leander Rd., #100, Ashburn, VA 20147  
Phone: (703) 795-5322 / Fax: (703) 795-6512  
[www.imageworks.com](http://www.imageworks.com)

#6024 Oxnard, CA  
6' x 17' ILLUMINATED CHANNEL LETTER SIGN



CARMAX-6024OXN-02/W/S2-8-10-10

27-9 5/8"

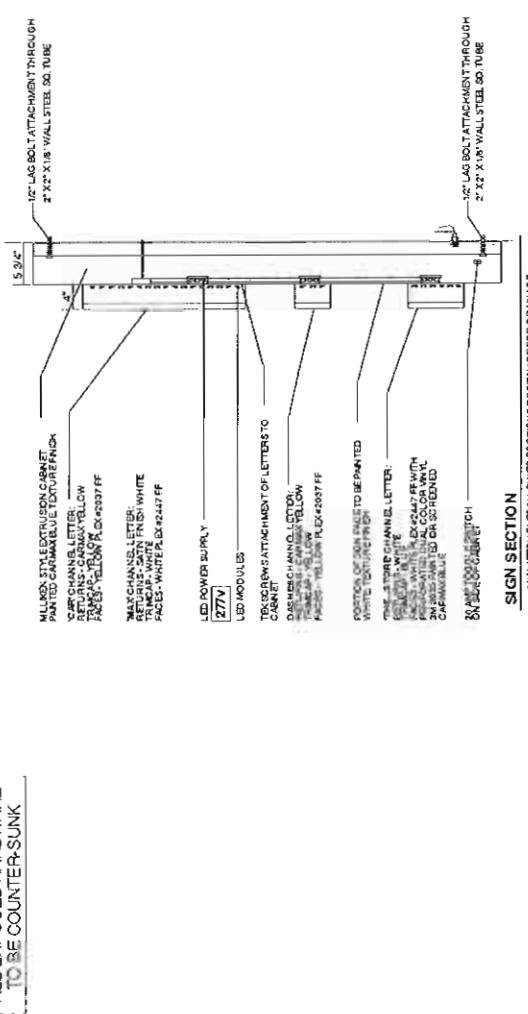


**S/F ILLUMINATED CHANNEL LETTER WALL SIGN**

**(2) REQUIRED**

**SIGN AREA: 280.9 SQ. FT.**  
**ALL EXPOSED HARDWARE  
TO BE COUNTER-SUNK**

**1/4"=1'-0"**



**#6024 Oxnard, CA**

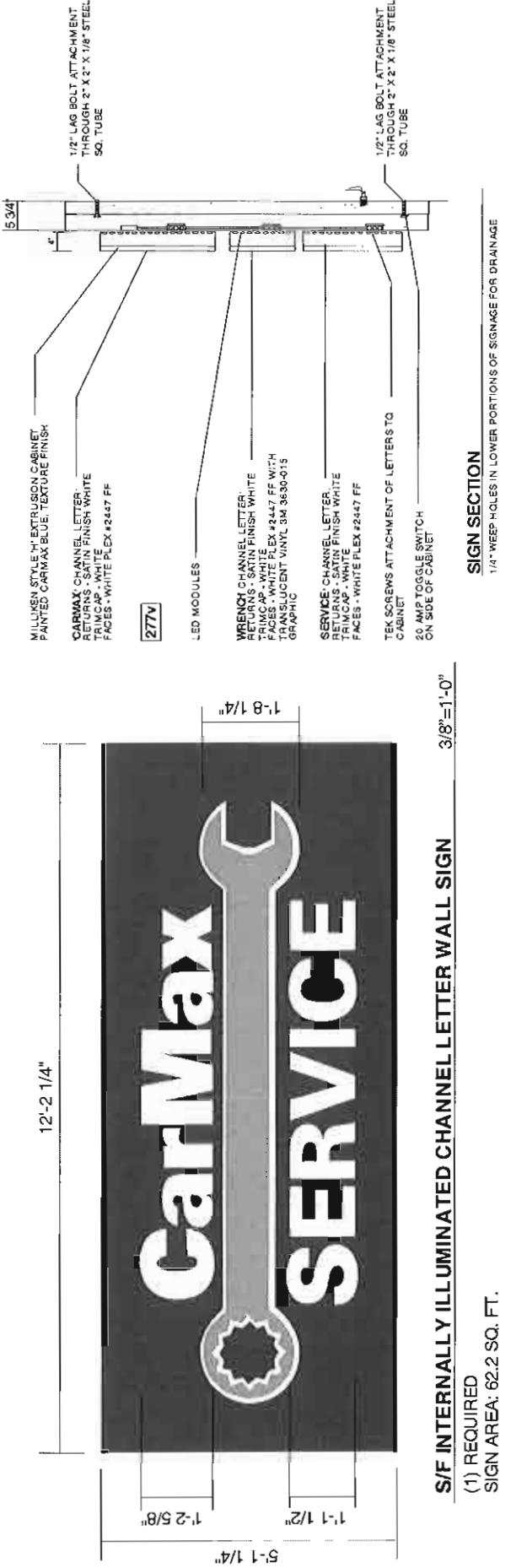
**10' x 28' ILLUMINATED CHANNEL LETTER SIGN**



11040 Lauderhill Road, Ashburn, VA 20147  
Phone: (703) 730-5333 Fax: (703) 730-5222  
Email: [info@imageworks.com](mailto:info@imageworks.com)



CARMAX-6024QXN-02-WS1-B, 10, 10



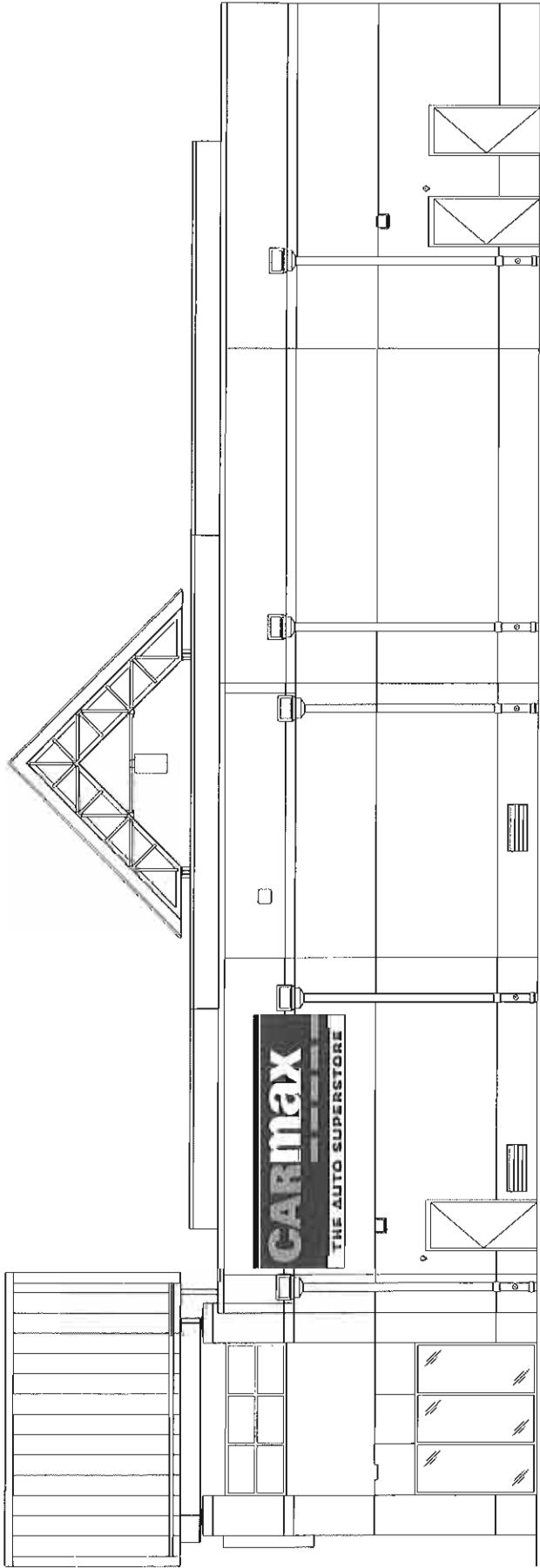
D



#6024 Oxnard, CA  
5' x 12' ILLUMINATED CHANNEL LETTER SERVICE SIGN

11844 Las Colinas Blvd., Atlanta, GA 30339  
Phone: (404) 709-5533 Fax: (404) 709-5532  
[www.magenworks.com](http://www.magenworks.com)

CARMAX-5024OXXN-02-WNS3-8.10.10



**SOUTH ELEVATION SHOWS PROPOSED SIGNAGE**      3'32"=1'-0"

C2



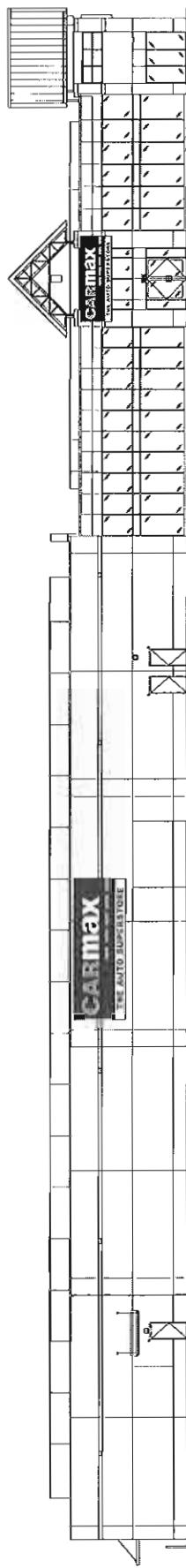
11041 Lehigh River Road, Ashburn, VA 20146  
Phone: (703) 770-5333 Fax: (703) 770-5352  
Email: [info@imagenworks.com](mailto:info@imagenworks.com)

#6024 Oxnard, CA  
6 x 17 ILLUMINATED CHANNEL LETTER SIGN

CARMAX



CARMAX-6024OXN-L-02-WST-1-8-10-10



NORTH ELEVATION SHOWS PROPOSED SIGNAGE      1/32"=1'-0"

C1    C2

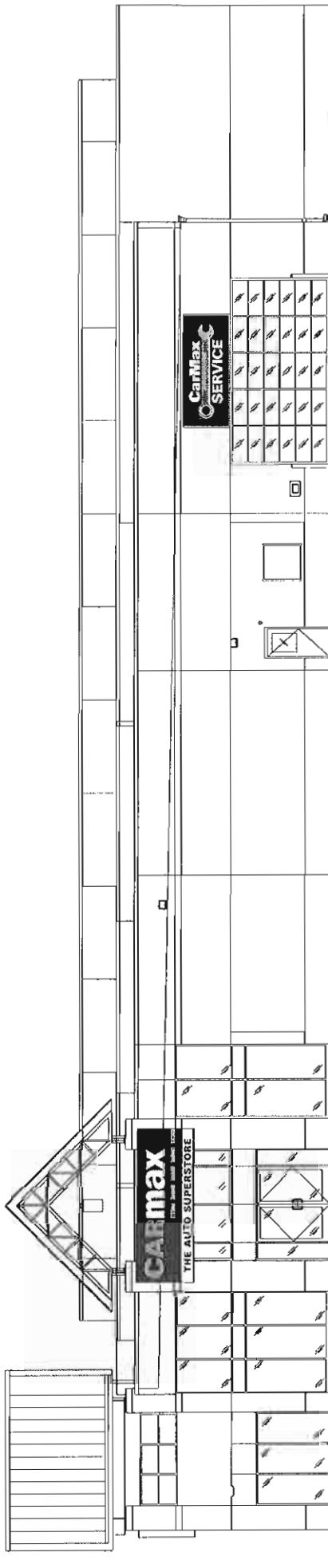


IMAGeworks  
11041 Leesburg Pike, Ashburn, VA 20146  
Phone: (703) 730-5333 Fax: (703) 730-5322  
[www.imageworks.com](http://www.imageworks.com)

#6024 Oxnard, CA  
6' x 17' ILLUMINATED CHANNEL LETTER SIGN  
10' X 28' ILLUMINATED CHANNEL LETTER SIGN



CARMAX-6024OXN-32/WS17-8-10.10



WEST ELEVATION SHOWS PROPOSED SIGNAGE

3'32" = 1'-0"

D C2



IMAGE WORKS  
11441 Leibenthaler Place, Ashburn, VA 20147  
Phone: (703) 778-5522 Fax: (703) 778-0502  
[www.imageworks.com](http://www.imageworks.com)

#6024 Oxnard, CA  
6' x 17' ILLUMINATED CHANNEL LETTER SIGN  
5' x 12' INTERNALLY ILLUMINATED "SERVICE" SIGN



CARMAX-6024OXN-02-WS2-6.10.10  
CARMAX-6024OXN-02-WS2-6.10.10

2 1/4"

**ENTRANCE  
CARRIERS**

.125" ALUMINUM FACE  
PAINTED CARMAX  
YELLOW, WITH FIRST  
SURFACE REFLECTIVE  
VINYL #680-75 COPY  
AND ARROW

3'-0 "

**ENTRANCE  
CARRIERS**

1/4"

2" X 2" ALUMINUM SQUARE  
TUBE FRAME WITH .125"  
ALUMINUM FACE PANELS  
BONDED TO FRAME.  
RETURNS TO MATCH FACE  
COLORS

4'-0 "

.125" ALUMINUM FACE PANEL  
PAINTED CARMAX BLUE,  
SATIN FINISH

**SIDE A**

**SIDE B**

2'-3"

FOOTINGS  
(2) 12" DIA. HOLE  
2'-6" DEEP

2'-3"

3"

**D/F NON-ILLUMINATED DIRECTIONAL SIGN**      3/4"=1'-0"  
(1) REQUIRED

**END VIEW**

**E1**



11040 L. Lauderdale Blvd., Atlanta, GA 30340  
Phone: (404) 705-5532 Fax: (404) 705-5532  
[www.imagenworks.com](http://www.imagenworks.com)

#6024 Oxnard, CA  
D/F 4. NON-ILLUMINATED DIRECTIONAL SIGN



CARMAX-50240XN-02-PP1-8-10-10

2 1/4"

3'-0"

SALES  
SERVICE  
CARRIERS

125" ALUMINUM FACE  
PAINTED CARMAX  
YELLOW, WITH FIRST  
SURFACE REFLECTIVE  
VINYL #680-75 COPY  
AND ARROW

2" X 2" ALUMINUM SQUARE  
TUBE FRAME WITH .125"  
ALUMINUM FACE PANELS  
BONDED TO FRAME.  
RETURNS TO MATCH FACE  
COLORS

.125" ALUMINUM FACE PANEL  
PAINTED CARMAX BLUE,  
SATIN FINISH

FOOTINGS  
(2) 12" DIA. HOLE  
2'-6" DEEP

S/F NON-ILLUMINATED DIRECTIONAL SIGN      3/4"=1'-0"  
(1) REQUIRED

END VIEW

E2



11646 Los Colobos Rd, Oxnard, CA 93033  
Phone: (805) 798-5333 Fax: (805) 798-5332  
[www.image-works.com](http://www.image-works.com)

#6024 Oxnard, CA  
S/F 4' NON-ILLUMINATED DIRECTIONAL SIGN

CARMAX-6024OXN-02PP2-8.10.10

2 1/4"

3'-0"

SALES  
SERVICE  
CARRIERS

.125" ALUMINUM FACE  
PAINTED CARMAX  
YELLOW, WITH FIRST  
SURFACE REFLECTIVE  
VINYL #680-75 COPY  
AND ARROW

2" X 2" ALUMINUM SQUARE  
TUBE FRAME WITH .125"  
ALUMINUM FACE PANELS  
BONDED TO FRAME.  
RETURNS TO MATCH FACE  
COLORS

.125" ALUMINUM FACE PANEL  
PAINTED CARMAX BLUE,  
SATIN FINISH

FOOTINGS  
(2) 12" DIA. HOLE  
2'-6" DEEP

S/F NON-ILLUMINATED DIRECTIONAL SIGN  
(1) REQUIRED  
3/4"=1'-0"

END VIEW

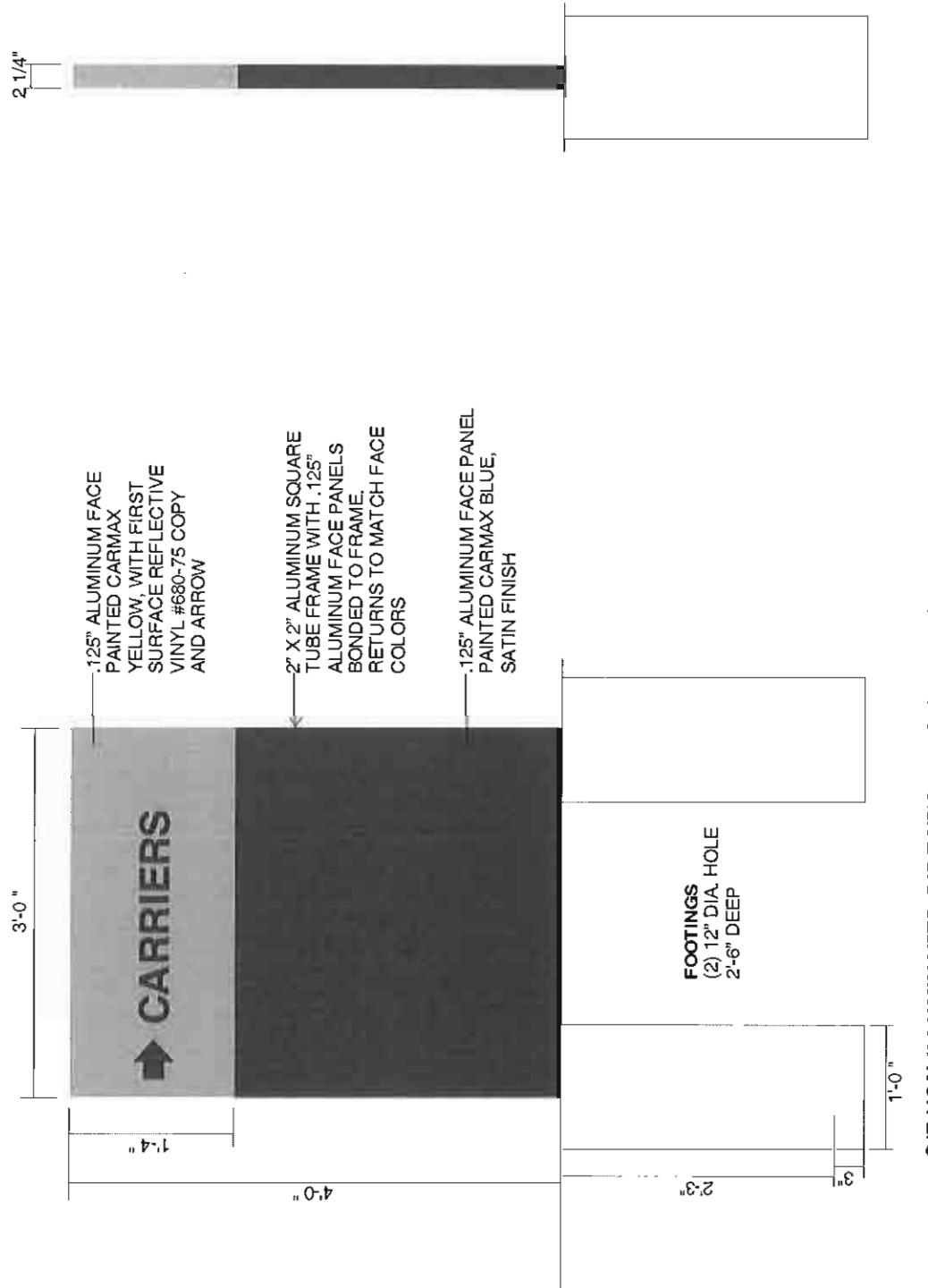
E3



#6024 Oxnard, CA  
S/F: NON-ILLUMINATED DIRECTIONAL SIGN

CARMAX-6024OXN-02-PP3-8-10-10

IMAGEWORKS  
11011 Los Robles Blvd., Azusa, CA 91702  
Phone: (626) 705-5333 Fax: (626) 794-5522  
[www.imageworks.com](http://www.imageworks.com)



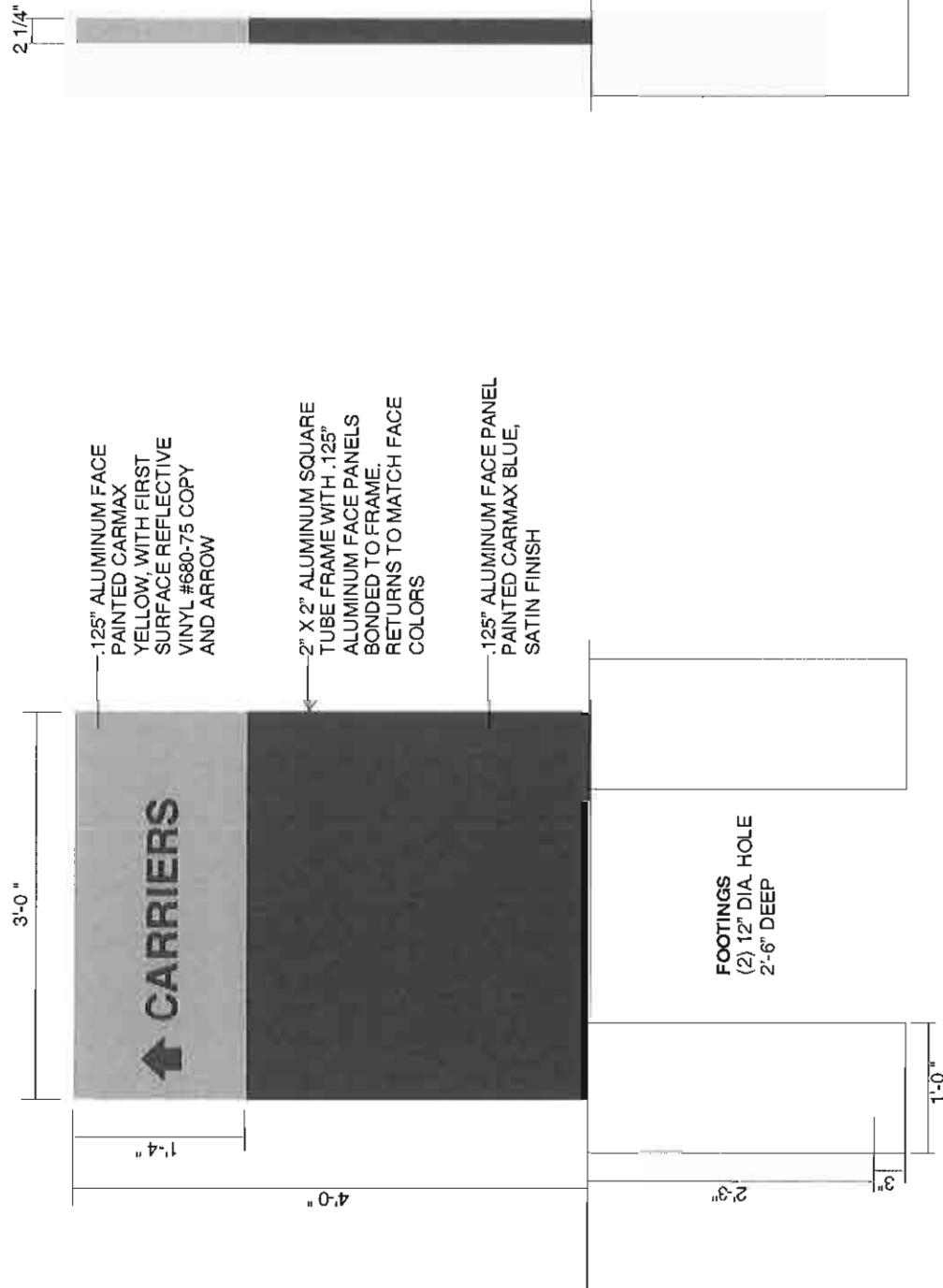
**S/F 4: NON-ILLUMINATED DIRECTIONAL SIGN**      3/4"=1'-0"  
(2) REQUIRED



#6024 Oxnard, CA  
S/F 4: NON-ILLUMINATED DIRECTIONAL SIGN

CARMAX-6024OXN-02-PP4-8-10-10

11040 Lodi Valley Road, Antioch, CA 94531  
Phone: (800) 736-5538 Fax: (800) 756-0522  
imageworks@image.com



**END VIEW**



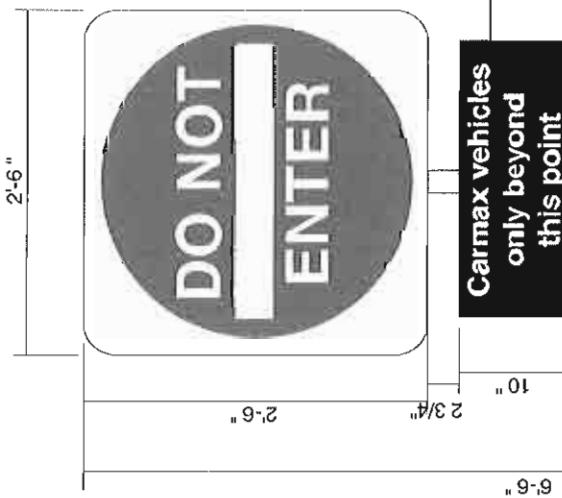
11045 L. Collesteres, Brea, California, 92821  
Phone: (714) 789-5233 Fax: (714) 789-0025  
<http://www.imagenworks.com>

#6024 Oxnard, CA  
S/F 4' NON-ILLUMINATED DIRECTIONAL SIGN

**CARMAX**

CARMAX-6024OXN-02-PP4-8-10-10

F1



HIGHWAY STANDARD 30" x 30" 'DO NOT ENTER'  
SIGN (SETON 29594).

**Carmax Vehicles**  
only beyond  
this point

.125" ALUMINUM PANEL PAINTED  
(BOTH SIDES) CARMAX BLUE,  
WITH REFLECTIVE WHITE 3M 680-10  
VINYL COPY, APPLIED FIRST SURFACE.

6"

10"

2'

0"

6"

2"

6"

2"

6"

2" x 2" ALUMINUM SQ. TUBE PAINTED  
MATTHEWS #13B-2T GRAY

6" x 6" x 1/4" ALUMINUM PLATE PAINTED  
MATTHEWS #13B-2T GRAY, ATTACH TO  
CONCRETE WITH MASONRY ANCHORS

STANDARD PLATE MOUNT SHOWN

S/F 'DO NOT ENTER' SIGN

3/4" = 1'-0"

SIGN AREA: 7.925 SQ. FT.



11260 Leesburg Pike, Ashburn, VA 20148  
Phone: 866-771-5533 Fax: (703) 790-4552  
[www.mageworks.com](http://www.mageworks.com)

#6024 Oxnard, CA  
NON-ILLUMINATED 'DO NOT ENTER' SIGN

**CARMAX**

CARMAX-6024OXN-02-PP5-8-10-10

G



CARMAX-6024OXN-02-B1-8-10

#6024 Oxnard, CA  
NON-ILLUMINATED ROW MARKER SIGNS



11046 Los Robles Blvd., Artesia, CA 90504  
Phone: (562) 799-5332 Fax: (562) 799-4522  
[www.imagenworks.com](http://www.imagenworks.com)

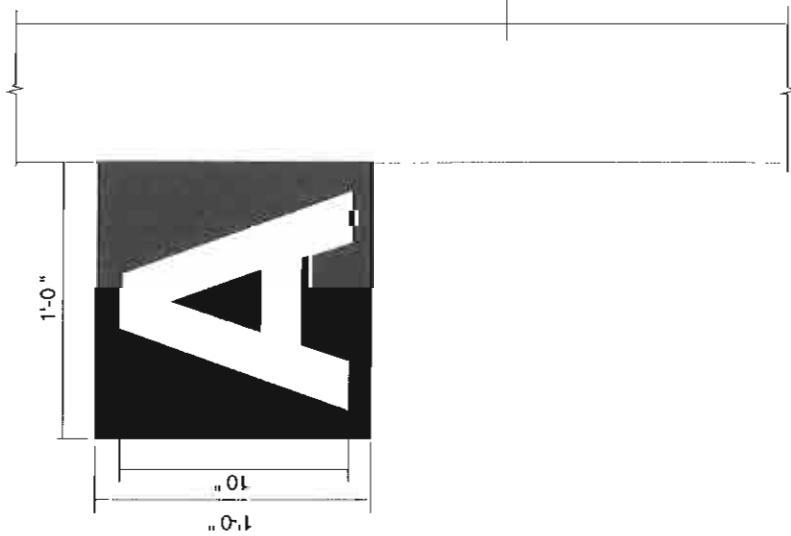
ROW MARKER ELEVATION  
TYP. OF (20)

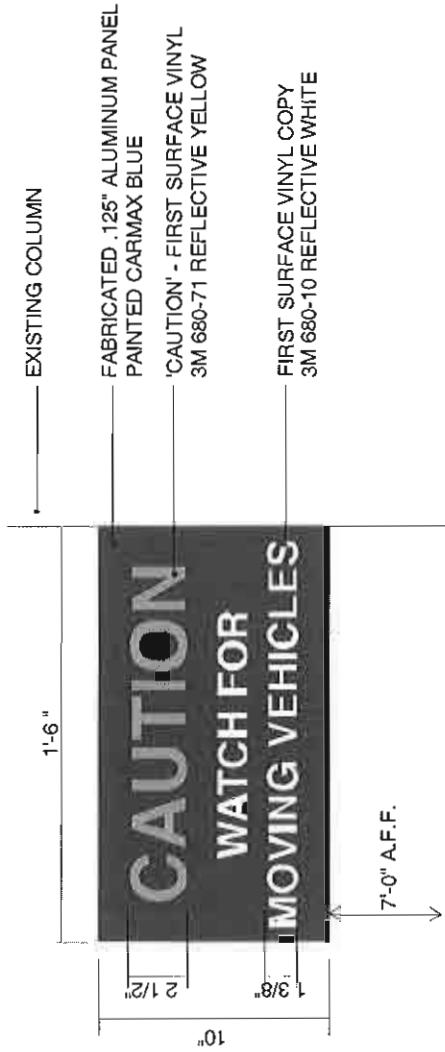
SCALE: 1 1/2" = 1'-0"

EXISTING LIGHT POLE

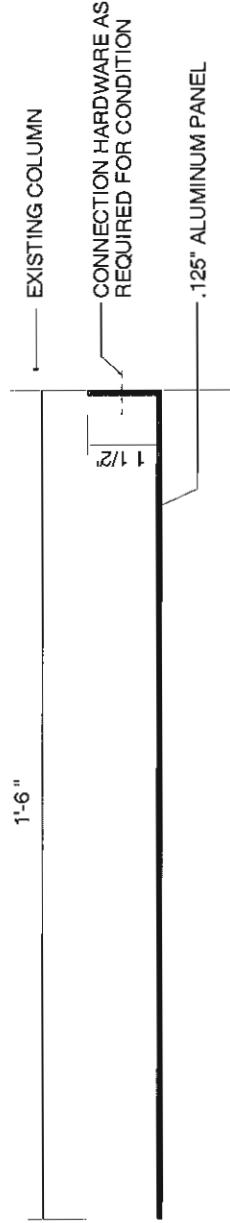
1" TALL SLOTS

SPECIFICATIONS:  
FABRICATED 1/2" ALUMINUM PANEL  
WITH 1 1/2" LEG FOR ATTACHMENT TO  
EXISTING LIGHT POSTS. PANEL TO  
BE PAINTED CARMAX BLUE.  
FIRST SURFACE COPY REFLECTIVE  
WHITE VINYL 3M 680-10.  
MOUNT TO LIGHT POSTS WITH  
STAINLESS STEEL STRAPS.





S/F 'CAUTION SIGN' ELEVATION      SCALE: 1 1/2" = 1'-0"



TOP VIEW OF SIGN PANEL      SCALE: 3" = 1'-0"

H

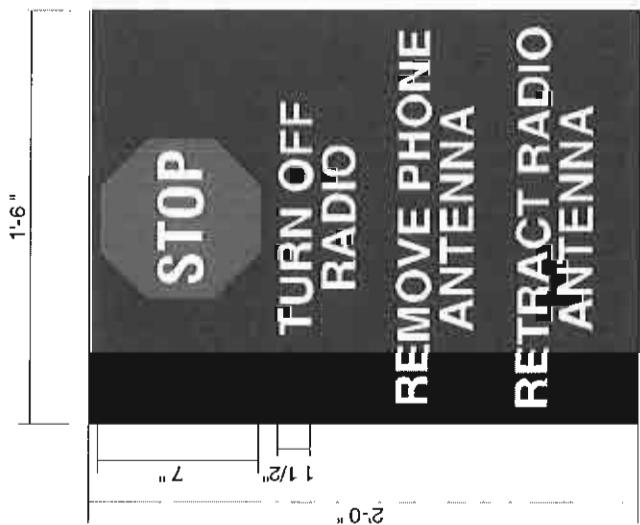
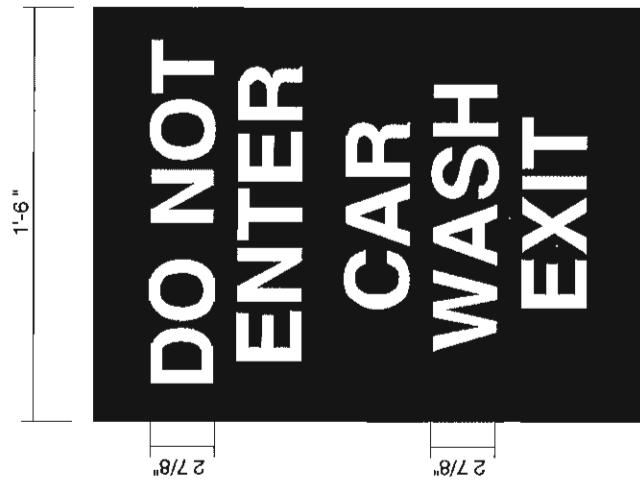


11046 Los Colobos Road, Acton, CA 93509  
Phone: (661) 729-5432 Fax: (661) 729-4022  
[www.imageworks.com](http://www.imageworks.com)

#6024 Oxnard, CA  
CAUTION FLAG SIGN



CARMAX-6024OXN-02-B2-8-10-10



**S/F WALL SIGN ELEVATION      1 1/2"=1'-0"**

FLAT ALUMINUM PANEL PAINTED CARMAX BLUE.  
COPY TO BE REFLECTIVE WHITE VINYL #680-10.  
'STOP' SIGN TO BE REFLECTIVE RED VINYL #680-72.  
VINYL'S APPLIED FIRST SURFACE.

**S/F WALL SIGN ELEVATION      1 1/2"=1'-0"**

FLAT ALUMINUM PANEL PAINTED CARMAX BLUE.  
COPY TO BE REFLECTIVE WHITE VINYL #680-10.  
VINYL'S APPLIED FIRST SURFACE.

MOUNT FLUSH TO WALL AT ENTRANCE/EXIT LANES  
ON CAR WASH BUILDING 4'-0" ABOVE GRADE.

-1-



11045 Southcenter Road, Arlington, VA 22206  
Phone: (703) 730-5522 Fax: (703) 730-5522  
[www.mgworks.com](http://www.mgworks.com)

#6024 Oxnard, CA  
NON-ILLUMINATED CAR WASH SIGNS



C4RM4X-6024OXXN-02-FP1-8-10-10  
C4RM4X-6024OXXN-02-FP1-8-10-10

1'-2"

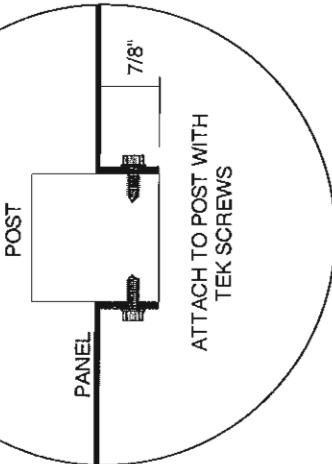


.125" ALUMINUM PANEL, BOTH SIDES AND EDGE  
OF PANEL PAINTED CARMAX BLUE, WITH FIRST  
SURFACE REFLECTIVE VINYL GRAPHICS:  
'CAR' AND DASHES - 3M 680-81 YELLOW  
'MAX' AND STORE CHAMPION - 3M 680-10 WHITE

2" x 2" ALUMINUM SQ. TUBE PAINTED  
MATTHEWS #13B-2T GRAY, SATIN FINISH

9'-9"

**ATTACHMENT DETAIL**



**S/F STORE CHAMPION SIGN ELEVATION**

1" = 1'-0"

(2) REQUIRED

STANDARD DIRECT BURIAL SHOWN

STANDARD ATTACHMENT:  
DIRECT BURIAL  
FOOTINGS  
(1) 12" DIA. HOLE  
2'-6" DEEP



11441 Leesburg Pike, Falls Church, VA 22041  
Phone: (703) 798-5332 Fax: (703) 798-2222  
[www.imagenworks.com](http://www.imagenworks.com)

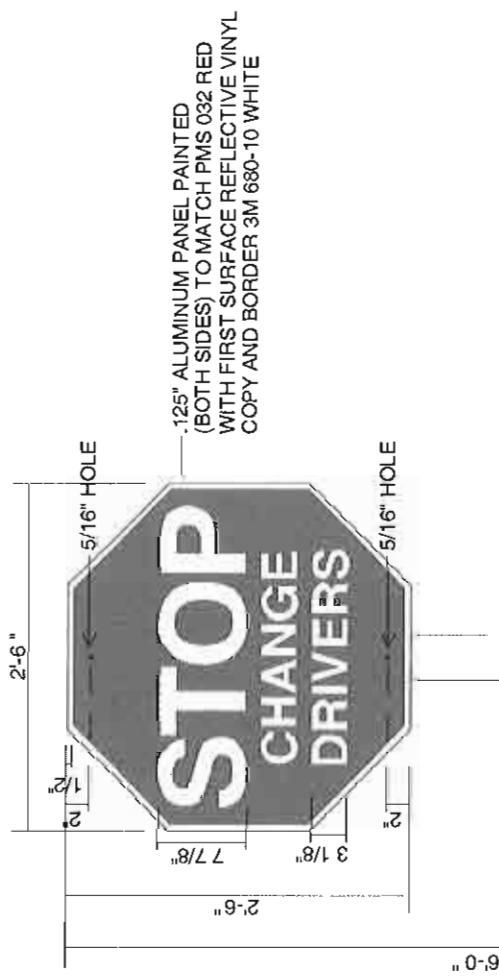
16024 Oxnard, CA  
S/F STORE CHAMPION SIGN



CARMAX-6024OXN-02PP6-8.10.10

J

K



.125" ALUMINUM PANEL PAINTED  
(BOTH SIDES) TO MATCH PMS 032 RED  
WITH FIRST SURFACE REFLECTIVE VINYL  
COPY AND BORDER 3M 680-10 WHITE

PAINTED MATTHEWS #13B-2T GREY

4"  
8" X 8" X 1/4" ALUMINUM PLATE  
PAINTED MATTHEWS #13B-2T GRAY,  
ATTACH TO CONCRETE WITH  
MASONRY ANCHORS  
STANDARD ATTACHMENT METHOD

3/4"=1'-0"

S/F 'STOP CHANGE DRIVERS' SIGN  
(1) REQUIRED



11045 Commonwealth Road, Alpharetta, GA 30005  
Phone: (800) 778-5533 Fax: (770) 750-5522  
[www.imageworks.com](http://www.imageworks.com)

#6024 Oxnard, CA  
S/F 'STOP CHANGE DRIVERS' SIGN

**CARMAX**

CARMAX-6024OXN-02-PP-8, 10, 10

M



CARMAX-60240XN-02-FP2-8-10-10

#6024 Oxnard, CA  
VISITORS SIGN



11046 20th Street, #200, Alexandria, VA 22306  
Phone: (703) 770-5233 Fax: (703) 542-5922  
Image Works Inc. © 1999

3"=1'-0"

**NON-ILLUMINATED ALUMINUM PANEL SIGN**

.125" ALUMINUM PANEL PAINTED CARMAX YELLOW (OUTSIDE BACKGROUND)  
WITH FIRST SURFACE VINYL COPY 3M 680-10,  
BACKGROUND BEHIND COPY TO BE FIRST SURFACE VINYL 3M 680-75 BLUE  
(1) REQUIRED

While CarMax welcomes  
visitors, we ask that you  
have an escort beyond  
this point.

1/4" HOLE FOR  
MASONRY FASTENER

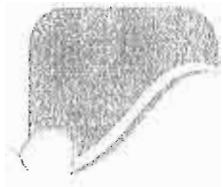
2'-0"

1'-0"

# **ATTACHMENT**

## **E**

### **TREE EVALUATION REPORT**



# PACIFIC HORTICULTURE

DIVISION OF DELTA-PACIFIC HORTICULTURE, INC.

LANDSCAPE AND AGRONOMY CONSULTANTS

RECEIVED  
APR 08 2011

PLANNING DIVISION  
CITY OF OXNARD

March 29, 2011

Greg Toler  
Centerpoint Integrated Solutions, LLC.  
1240 Bergen Parkway, Suite A-250  
Evergreen, Co. 80439

**Subject: Horticulture Tree Evaluation Report for the Carmax Site,  
2001 Lockwood Street, Oxnard, California**

Greg, utilizing the ALTA/ACSM Land Title Survey provided by Brian Valentine, Kimley-Horn and Associates we completed on March 25, 2011 the Horticulture Tree Evaluations for the proposed Carmax site in Oxnard.

All of the existing parking lot trees (Camphor) were numbered with aluminum tags that correspond to the survey map, evaluations, appraisals and photographs that are provided herein as part of this narrative report.

The evaluations included sixty seven (67) parking lot planter *cinnamomum camphora* (Camphor) trees. In addition, the report will address the Camphor trees adjacent to the building and those in the entry driveway from Lockwood Street.

Overall, the Camphor specimens exhibit excellent condition at this site that merit consideration for preservation or transplanting on the site. All but approximately 10 of these exhibited high level of vigor, health and aesthetics. There were a few of these trees that were observed to be chlorotic that can generally be corrected by adjusting the soil pH and/or providing a chelated Iron foliage spray.

The tree measurements included trunk diameter, tree height and canopy spread. The evaluation matrix identified specific tree conditions that determined vigor, health and aesthetics measured on a scale of 1 to 5 with 5 the highest value and 1 the lowest value.

Greg Toler  
Centerpoint Integrated Solutions  
Horticulture Tree Report for Carmax Site, Oxnard  
March 29, 2011

pp 2

The economic appraised values were determined utilizing the trunk formula method established by the Council of Tree and Landscape Appraisers and the Western Chapter International Society of Arboriculture "Species Classification and Group Assignment" a regional supplement "*Guide for Plant Appraisal*, 9<sup>th</sup> edition. The data is summarized in a table form for all 67 Camphor Trees. The final total appraised value is **\$116,423.00**.

There is a row of 51 Queen Palms in the planter between the Carmax site and 101 Freeway. There is one tree suspected to have Pink Bud Root a fungus disease that should be inspected due to this being not only lethal to the tree but could spread to other palm trees. Also, there are several dead or in poor condition that should be replaced. A 24" box size would be recommended.

On the Lockwood side, there are 9 Sycamore and 5 Liquidambar that appear to be healthy. There are 12 Magnolias either missing or in poor condition in the City planter area.

The Entry from Lockwood contains an 11 Mexican Fan Palms and 4 Camphor trees. If these are to be preserved there is one Camphor that is in poor condition that merits replacement. Also, it would be recommended that the dead palm fronds be removed.

The 14 Queen Palms surrounding the building appear to be in good condition except a couple are smaller than the majority. There are 2 Camphor on the Northeast side of the building that exhibits excellent health and vigor.

This report complies with the City of Oxnard Protection and Preservation Ordinance. The trees have been mapped and numbered; evaluations have been completed that provide the basis for appraisal values, which are

Greg Toler  
Centerpoint Integrated Solutions  
Horticulture Tree Report for Carmax Site, Oxnard  
March 29, 2011

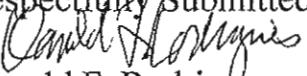
pp 3

included in this report. The photographs depict the tree locations and condition of the evaluated trees.

This final report summarizes the parking lot Camphor's evaluation findings and comments on additional site trees that appear they are to be preserved.

Should you have any questions or should you require additional information, do not hesitate in calling me direct.

Respectfully Submitted,



Donald F. Rodrigues  
Horticulture Consultant  
ISA Professional Arborist 4816  
ISA Certified Arborist 272, Emeritus  
ISA Western Chapter Member 00676

## **HORTICULTURE TREE EVALUATIONS**

### **FIELD SURVEY DATA**

**Inspection Note:** The following information was observed on the date(s) indicated herein and should only be considered to be valid at the time of field inspection.

# HORTICULTURE TREE EVALUATION FIELD SURVEY

PROJECT: 101 Carmax Tree Evaluations DATE: 3-25-11  
 LOCATION: At 101 Freeway, Oxnard, Ca. JOB NO: 1253  
 CLIENT: Centerpoint Integrated Solutions Contact: Greg Toker  
 ADDRESS: 1240 Bergin Parkway, Suite A-250  
Evergreen, Colorado, 80439 PHONE: 303-670-4111

PAGE

82

SPECIMEN DATA	CINNAMOMUM CAMPHORAE									
	1	2	3	4	5	6	7	8	9	10
NO TRUNKS	1	1	1	1	1	1	1	1	1	1
TRUNK DIAMETER	9"	10"	11"	12"	13"	14"	15"	16"	17"	18"
TREE HEIGHT	15'	16'	17'	18'	19'	20'	21'	22'	23'	24'
CANOPY SPREAD	15'	16'	17'	18'	19'	20'	21'	22'	23'	24'
LEANING										
LOW BRANCHES	F									
TERRAIN	Flat-Slope									
CROWDED										
Damaged Roots										
Exposed Roots	X									
Girdled Roots										
Covered Soil / Debris										
Trunk Damage										
Buried										
Trunk Cavity										
Exudations										
Diseases/Insects										
Weak Structure										
Branch Cavities										
Weak Crotches										
Twig-Branch Dieback										
Sparse Foliage										
Chlorotic										
Wilt										
Abnormal Foliage										
Deadwood										
Insects/Mites Present		X								
Disease Present										
Stress										
Poor Form										
Obstructions										
POTENTIAL HAZARD										
Dead Tree										
VIGOR T-5	5	4	4	4	4	4	4	4	3	2
HEALTH T-6	4	4	4	4	4	4	4	3	2	1
AESTHETICS T-5	4	4	4	4	4	4	4	3	2	1
REMOVE TREE										
PRUNE										
DEADWOOD										
WATER-FERTILIZE										
INSECT-DISEASE TREAT										
REMOVE BASAL SOIL/DEBRIS										
OTHER										

Measured Canopy Spreads on Back →

# HORTICULTURE TREE EVALUATION FIELD SURVEY

PROJECT: 101 Carmax Tree Evaluations DATE: 3-25-11  
LOCATION: At 101 Freeway, Oxnard, Ca. JOB NO: 1253  
CLIENT: Centerpoint Integrated Solutions Contact: Greg Toker  
ADDRESS: 1240 Bergin Parkway, Suite A-250  
Evergreen, Colorado, 80439 PHONE: 303-670-4111

PAGE  
2

MITIGATIONS	RATING	PHYSICAL OBSERVATIONS	SPECIMEN DATA	
			TREE NUMBER	NO TRUNKS
NO TRUNKS	1		10	1
TRUNK DIAMETER	9"		11	1
TREE HEIGHT	15'		12	4"
CANOPY SPREAD	20'	X	13	6"
LEANING		F	14	10"
LOW BRANCHES			15	15"
TERRAIN Flat-Slope			16	16"
CROWDED			17	15'
Damaged Roots			18	16"
Exposed Roots			19	15"
Girdled Roots			20	16"
Covered Soil / Debris			21	15'
Trunk Damage			22	15"
Buried			23	20'
Trunk Cavity			24	15"
Exudations			25	12"
Disease/Insects			26	12"
Weak Structure			27	12"
Branch Cavities			28	12"
Weak Crotches			29	12"
Twig-Branch Dieback			30	12"
Sparse foliage			31	12"
Chlorotic			32	12"
Wilting			33	12"
Abnormal foliage			34	12"
Deadwood			35	12"
Insects-Mites Present			36	12"
Disease Present			37	12"
Stress			38	12"
Poor Form			39	12"
Obstructions			40	12"
<b>POTENTIAL HAZARD</b>			41	12"
Dead Tree			42	12"
VIGOR 1-5	4		43	12"
HEALTH 1-5	4		44	12"
AESTHETICS 1-5	4		45	12"
REMOVE TREE	4		46	12"
PRUNE			47	12"
DEADWOOD			48	12"
WATER-FERTILIZE			49	12"
INSECT-DISEASE TREAT			50	12"
REMOVE BASAL SOIL/DEBRIS			51	12"
OTHER			52	12"
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### Measured Canopy Spreads on Back →

# HORTICULTURE TREE EVALUATION FIELD SURVEY

PROJECT: 101 Carmax Tree Evaluations DATE: 3-25-11  
 LOCATION: At 101 Freeway, Oxnard, Ca. JOB NO: 1253  
 CLIENT: Centerpoint Integrated Solutions Contact: Greg Toker  
 ADDRESS: 1240 Bergin Parkway, Suite A-250  
Evergreen, Colorado, 80439 PHONE: 303-670-4111

PAGE  
3  
02

SPECIMEN DATA	SPECIMEN DATA									
	TREE NUMBER	19	20	21	22	23	24	25	26	27
PHYSICAL OBSERVATIONS	No TRUNKS	1	1	1	1	1	1	1	1	1
	TRUNK DIAMETER	6"	5"	7"	7"	6"	5"	6"	4"	9"
MITIGATIONS	TREE HEIGHT	12'	12'	15'	15'	12'	12'	15'	12'	15'
	CANOPY SPREAD	10'	14'	14'	16'	12'	8'	20'	12'	26'
RATING	LEANING									
	LOW BRANCHES									
COMMENTS	TERRAIN	Flat-Slope								
	CROWDED									
Damaged Roots										
Exposed Roots										
Girdled Roots										
Covered Soil / Debris										
Trunk Damage										
Buried										
Trunk Cavity										
Exudations										
Disease/Insects										
Weak Structure										
Branch Cavities										
Weak Crotches										
Twig-Branch Dieback										
Sparse Foliage										
Chlorotic										
Wilting										
Abnormal Foliage										
Deadwood										
Insects-Mites Present										
Disease Present										
Stress										
Poor Form										
Obstructions										
POTENTIAL HAZARD										
Dead Tree										
VIGOR 1-5										
HEALTH 1-6										
AESTHETICS 1-5										
REMOVE TREE										
PRUNE										
DEADWOOD										
WATER-FERTILIZE										
INSECT-DISEASE TREAT										
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# HORTICULTURE TREE EVALUATION FIELD SURVEY

PROJECT: 101 Carmax Tree Evaluations DATE: 3-25-11  
LOCATION: At 101 Freeway, Oxnard, Ca. JOB NO: 1253  
CLIENT: Centerpoint Integrated Solutions Contact: Greg Toker  
ADDRESS: 1240 Bergin Parkway, Suite A-250  
Evergreen, Colorado, 80439 PHONE: 303-670-4111

PAGE  
4  
of  
8

SPECIMEN DATA	PHYSICAL OBSERVATIONS		TREATMENTS RATING
	SYMPTOMS	CAUSES	
TREE NUMBER	28	SPECIES: <i>Cinnamomum camphora</i>	4
NO TRUNKS	1	6"	4
TRUNK DIAMETER	6"	15'	4
TREE HEIGHT	15'	16'	4
CANOPY SPREAD	24'	22'	4
LEANING		18'	4
LOW BRANCHES		15'	4
TERRAIN Flat-Slope		15'	4
CROWDED		20'	4
Damaged Roots	X	15'	4
Exposed Roots		18'	4
Girdled Roots		15'	4
Covered Soil / Debris		15'	4
Trunk Damage		15'	4
Buried		15'	4
Trunk Cavity		15'	4
Exudations		15'	4
Diseases/Insects		15'	4
Weak Structure		15'	4
Branch Cavities		15'	4
Weak Crotches		15'	4
Twig-Branch Dieback		15'	4
Sparse Foliage	X	15'	4
Chlorotic	X	15'	4
Wilting	X	15'	4
Abnormal foliage	X	15'	4
Deadwood	X	15'	4
Insects-Mites Present	X	15'	4
Disease Present	X	15'	4
Stress	X	15'	4
Poor Form	X	15'	4
Obstructions	X	15'	4
POTENTIAL HAZARD		15'	4
Dead Tree		15'	4
VIGOR 1-5	4	15'	4
HEALTH 1-6	4	15'	4
AESTHETICS 1-5	4	15'	4
REMOVE TREE		15'	4
PRUNE		15'	4
DEADWOOD		15'	4
WATER-FERTILIZE		15'	4
INSECT-DISEASE TREAT		15'	4
REMOVE BASAL SOIL/DEBRIS		15'	4
OTHER		15'	4

### Measured Canopy Spreads on Back →

# HORTICULTURE TREE EVALUATION FIELD SURVEY

PROJECT: 101 Carmax Tree Evaluations DATE: 3-25-11  
 LOCATION: At 101 Freeway, Oxnard, Ca. JOB NO: 1253  
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PAGE  
5  
8 of 8

SPECIMEN DATA	TREE NUMBER	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
	NO TRUNKS	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
PHYSICAL OBSERVATIONS	TRUNK DIAMETER	4"	3"	3"	5"	5"	5"	6"	6"	6"	7"	7"	7"	7"	7"	7"
	TREE HEIGHT	12'	10'	10'	12'	12'	12'	12'	12'	12'	12'	12'	12'	12'	12'	12'
MITIGATION ACTIONS	CANOPY SPREAD	10'	9'	9'	14'	14'	14'	12'	12'	12'	10'	10'	10'	15'	15'	15'
	LEANING															
MATERIALS	LOW BRANCHES															
	TERRAIN	Flat Slope														
CROWDED	CROWDED															
	Damaged Roots															
DISEASE/INSECTS	Exposed Roots															
	Girdled Roots															
SOIL/DEBRIS	Covered Soil / Debris															
	Trunk Damage															
STRUCTURE	Buried															
	Trunk Cavity															
STRESS	Exudations															
	Disease/Insects															
DEATH/DECOMPOSITION	Weak Structure															
	Branch Cavities															
DISEASE/INSECTS	Weak Crotches															
	Twig-Branch Dieback															
DEATH/DECOMPOSITION	Sparse Foliage															
	Chlorotic	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
DEATH/DECOMPOSITION	Wilting															
	Abnormal Foliage															
DEATH/DECOMPOSITION	Deadwood															
	Insects/Mites Present															
DEATH/DECOMPOSITION	Disease Present															
	Stress															
DEATH/DECOMPOSITION	Poor Form															
	Obstructions															
POTENTIAL HAZARD	POTENTIAL HAZARD															
	Dead Tree															
MATERIALS	VIGOR 1-5	4	3	4	4	3	4	3	4	4	4	4	4	4	3	4
	HEALTH 1-5	4	3	4	4	3	4	3	4	4	4	4	4	4	4	4
MATERIALS	AESTHETICS 1-5	4	3	4	4	3	4	3	4	4	4	4	4	4	4	3
	REMOVE TREE															
MATERIALS	PRUNE															
	DEADWOOD															
MATERIALS	WATER-FERTILIZE															
	INSECT-DISEASE TREAT															
MATERIALS	REMOVE BASAL SOIL/DEBRIS															
	OTHER															
COMMENTS																

Measured Canopy Spreads on Back →

# HORTICULTURE TREE EVALUATION FIELD SURVEY

PROJECT: 101 Carmax Tree Evaluations DATE: 3-25-11  
LOCATION: At 101 Freeway, Oxnard, Ca. JOB NO: 1253  
CLIENT: Centerpoint Integrated Solutions Contact: Greg Toker  
ADDRESS: 1240 Bergin Parkway, Suite A-250  
Evergreen, Colorado, 80439 PHONE: 303-670-4111

PAGE  
6  
of  
8

MITIGATIONS	RATING	PHYSICAL OBSERVATIONS										SPECIMEN DATA
		TREE NUMBER	NO TRUNKS	TRUNK DIAMETER	TREE HEIGHT	CANOPY SPREAD	LEANING	LOW BRANCHES	TERRAIN	CROWDED	Damaged Roots	
		46	+	3"	10'	10'	X		Flat-Slope			
		47	+	9"	15'	22'	X					
		48	+	10"	15'	15'						
		49	+	10"	15'	15'						
		50	+	6"	15'	18'	X					
		51	+	5"	10'	15'						
		52	+	6"	15'	18'						
		53	+	5"	12'	12'						
		54	+	6"	15'	15'						
		55	+	6"	15'	15'						
		56	+	6"	15'	15'						
		57	+	6"	15'	15'						
		58	+	6"	15'	15'						
		59	+	6"	15'	15'						
		60	+	6"	15'	15'						
		61	+	6"	15'	15'						
		62	+	6"	15'	15'						
		63	+	6"	15'	15'						
		64	+	6"	15'	15'						
		65	+	6"	15'	15'						
		66	+	6"	15'	15'						
		67	+	6"	15'	15'						
		68	+	6"	15'	15'						
		69	+	6"	15'	15'						
		70	+	6"	15'	15'						
		71	+	6"	15'	15'						
		72	+	6"	15'	15'						
		73	+	6"	15'	15'						
		74	+	6"	15'	15'						
		75	+	6"	15'	15'						
		76	+	6"	15'	15'						
		77	+	6"	15'	15'						
		78	+	6"	15'	15'						
		79	+	6"	15'	15'						
		80	+	6"	15'	15'						
		81	+	6"	15'	15'						
		82	+	6"	15'	15'						
		83	+	6"	15'	15'						
		84	+	6"	15'	15'						
		85	+	6"	15'	15'						
		86	+	6"	15'	15'						
		87	+	6"	15'	15'						
		88	+	6"	15'	15'						
		89	+	6"	15'	15'						
		90	+	6"	15'	15'						
		91	+	6"	15'	15'						
		92	+	6"	15'	15'						
		93	+	6"	15'	15'						
		94	+	6"	15'	15'						
		95	+	6"	15'	15'						
		96	+	6"	15'	15'						
		97	+	6"	15'	15'						
		98	+	6"	15'	15'						
		99	+	6"	15'	15'						
		100	+	6"	15'	15'						
		101	+	6"	15'	15'						
		102	+	6"	15'	15'						
		103	+	6"	15'	15'						
		104	+	6"	15'	15'						
		105	+	6"	15'	15'						
		106	+	6"	15'	15'						
		107	+	6"	15'	15'						
		108	+	6"	15'	15'						
		109	+	6"	15'	15'						
		110	+	6"	15'	15'						
		111	+	6"	15'	15'						
		112	+	6"	15'	15'						
		113	+	6"	15'	15'						
		114	+	6"	15'	15'						
		115	+	6"	15'	15'						
		116	+	6"	15'	15'						
		117	+	6"	15'	15'						
		118	+	6"	15'	15'						
		119	+	6"	15'	15'						
		120	+	6"	15'	15'						
		121	+	6"	15'	15'						
		122	+	6"	15'	15'						
		123	+	6"	15'	15'						
		124	+	6"	15'	15'						
		125	+	6"	15'	15'						
		126	+	6"	15'	15'						
		127	+	6"	15'	15'						
		128	+	6"	15'	15'						
		129	+	6"	15'	15'						
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		131	+	6"	15'	15'						
		132	+	6"	15'	15'						
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		136	+	6"	15'	15'						
		137	+	6"	15'	15'						
		138	+	6"	15'	15'						
		139	+	6"	15'	15'						
		140	+	6"	15'	15'						
		141	+	6"	15'	15'						
		142	+	6"	15'	15'						
		143	+	6"	15'	15'						
		144	+	6"	15'	15'						
		145	+	6"	15'	15'						
		146	+	6"	15'	15'						
		147	+	6"	15'	15'						
		148	+	6"	15'	15'						
		149	+	6"	15'	15'						
		150	+	6"	15'	15'						
		151	+	6"	15'	15'						
		152	+	6"	15'	15'						
		153	+	6"	15'	15'						
		154	+	6"	15'	15'						
		155	+	6"	15'	15'						
		156	+	6"	15'	15'						
		157	+	6"	15'	15'						
		158	+	6"	15'	15'						
		159	+	6"	15'	15'						
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		162	+	6"	15'	15'						
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		166	+	6"	15'	15'						
		167	+	6"	15'	15'						
		168	+	6"	15'	15'						
		169	+	6"	15'	15'						
		170	+	6"	15'	15'						
		171	+	6"	15'	15'						
		172	+	6"	15'	15'						
		173	+	6"	15'	15'						
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		175	+	6"	15'	15'						
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		209	+	6"	15'	15'						
		210	+	6"	15'	15'						
		211	+	6"	15'	15'						
		212	+	6"	15'	15'						
		213	+	6"	15'	15'						
		214	+	6"	15'	15'						
		215	+	6"	15'	15'						
		216	+	6"	15'	15'						
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### Measured Canopy Spreads on Back →

# HORTICULTURE TREE EVALUATION FIELD SURVEY

PROJECT: 101 Carmax Tree Evaluations DATE: 3-25-11  
 LOCATION: At 101 Freeway, Oxnard, Ca. JOB NO: 1253  
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PAGE  
1  
of  
8

SPECIMEN DATA	TREE NUMBER	155	56	57	58	59	60	61	62	63
	NO TRUNKS	1	1	1	1	1	1	1	1	1
TRUNK DIAMETER	5"	8"	4"	8"	5"	5"	6"	6"	3"	3"
TREE HEIGHT	12'	15'	12'	12'	12'	12'	12'	12'	12'	12'
CANOPY SPREAD	12'	20'	10'	12'	12'	12'	12'	12'	12'	12'
LEANING										
LOW BRANCHES										
TERRAIN Flat-Slope										
CROWDED										
Damaged Roots										
Exposed Roots										
Girdled Roots										
Covered Soil / Debris										
Trunk Damage										
Buried										
Trunk Cavity										
Exudations										
Disease/Insects										
Weak Structure										
Branch Cavities										
Weak Crotches										
Twig-Branch Dieback										
Sparse Foliage										
Chlorotic	X	X	X	X	X	X	X	X	X	X
Wilting										
Abnormal Foliage										
Deadwood			X							
Insects-Mites Present										
Disease Present										
Stress										
Poor Form										
Obstructions										
POTENTIAL HAZARD										
Dead Tree										
VIGOR 1-5	4	4	2	2	4	4	3	4	3	3
HEALTH 1-6	4	4	2	2	4	4	3	4	3	3
AESTHETICS 1-5	4	4	2	2	4	4	3	4	3	3
REMOVE TREE										
PRUNE										
DEADWOOD										
WATER-FERTILIZE										
INSECT-DISEASE TREAT										
REMOVE BASAL SOIL/DEBRIS										
OTHER										
COMMENTS:										
COMMENTS:										
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Measured Canopy Spreads on Back →

# HORTICULTURE TREE EVALUATION FIELD SURVEY

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PAGE  
B  
of  
8

SPECIMEN DATA	Tree Number		Species													
	No Trunks	104	Cinnamomum camphora	105	Cinnamomum camphora	106	Cinnamomum camphora	107	Cinnamomum camphora	108	Cinnamomum camphora	109	Cinnamomum camphora	110	Cinnamomum camphora	111
No Trunks	1	5"	5"	5"	6"	6"	6"	6"	6"	6"	6"	6"	6"	6"	6"	6"
Trunk Diameter	7"	12'	12'	12'	12'	12'	12'	12'	12'	12'	12'	12'	12'	12'	12'	12'
Tree Height	15'	12'	12'	12'	12'	12'	12'	12'	12'	12'	12'	12'	12'	12'	12'	12'
Canopy Spread	15'	12'	12'	12'	12'	12'	12'	12'	12'	12'	12'	12'	12'	12'	12'	12'
Leaning																
Low Branches																
Terrain	Flat-Slope															
Crowded																
Damaged Roots																
Exposed Roots																
Girdled Roots																
Covered Soil / Debris																
Trunk Damage																
Buried																
Trunk Cavity																
Exudations																
Disease/Insects																
Weak Structure																
Branch Cavities																
Weak Crotches																
Twig-Branch Dieback																
Sparse Foliage																
Chlorotic																
Wilting	X															
Abnormal Foliage																
Deadwood																
Insects/Mites Present																
Disease Present																
Stress																
Poor Form																
Obstructions																
<b>POTENTIAL HAZARD</b>																
Dead Tree																
VIGOR 1-5	4															
HEALTH 1-6	4															
AESTHETICS 1-5	4															
REMOVE TREE																
PRUNE																
DEADWOOD																
WATER-FERTILIZE																
INSECT-DISEASE TREAT																
REMOVE BASAL SOIL/DEBRIS																
OTHER																
COMMENTS:																
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Measured Canopy Spreads on Back →

## **ECONOMIC EVALUATIONS - APPRAISALS**

COUNCIL OF TREE AND LANDSCAPE APPRAISERS GUIDE FOR  
PLANT APPRAISAL, 9<sup>TH</sup> EDITION AND ISA WESTERN CHAPTER  
SPECIES CLASSIFICATION AND GROUP ASSIGNMENT, REGIONAL  
SUPPLEMENT, 2004

PACIFIC HORTICULTURE CONSULTANTS

**PLANT APPRAISAL – Based on the Council of Tree and Landscape Appraisers, Guide for Plant Appraisal, 9<sup>th</sup> Edition**

Tree No.	Species	dbh	TAA	Replacement TAR	Group No. Price Sq. In.	Species %	Condition %	Location %	Appraised Value
1	Camphor	5"	2.29	17.71	84.00 <sup>2</sup>	90	80	63	1397.00
2		4"	-4.71						1,131.00
3		5"	2.29						1397.00
4		6"	10.29						1703.00
5		5"	2.29						1297.00
b		6"	10.29						1703.00
7		9"	46.29					↓	3074.00
8		4"	-4.71				50		707.00
9		9"	46.29				80		3074.00
10		9"	46.29					1	3074.00
11		4"	-4.71						1131.00
12		6"	10.29						1703.00
13		6"	10.29						1703.00
14		6"	10.29						1703.00
15		5"	2.29						1397.00
16		8"	32.29						2541.00
17		10"	61.29						3646.00
18		4"	-4.71						1131.00
19		6"	10.29						1703.00
20		5"	2.29						1397.00
21	✓	7"	20.29	↓	↓	↓	↓	↓	2083.00

Pacific Horticulture Consultants  
 1000 Wood Stock Lane  
 Ventura, California 93001  
 (805) 641-3931

Donald F. Rodrigues  
 ISA Professional Arborist 4816  
 Date: 3-25-11  
 Page No. 4 of 4

Total \$ 38,791

**PLANT APPRAISAL – Based on the Council of Tree and Landscape  
Appraisers, Guide for Plant Appraisal, 9<sup>th</sup> Edition**

Tree No.	Species	dbh	TAA	Replacement TAR	Group No. Price Sq. In.	Species %	Condition %	Location %	Appraised Value
22	Camphot	7"	20.29	17.71	84.00	90	80	63	2083.00
23		6"	10.29			1	1	1	1703.00
24		5"	2.29			1	1	1	1397.00
25		6"	10.29			1	1	1	1703.00
26		4"	-4.71			1	1	1	1131.00
27		9"	46.29			1	1	1	3074.00
28		6"	10.29			1	1	1	1703.00
29		6"	10.29			1	1	1	1703.00
30		8"	32.29			1	1	1	2541.00
31		6"	10.29			1	1	1	1703.00
32		7"	20.29			1	1	1	2083.00
33		6"	10.29			1	1	1	1703.00
34		8"	32.29			1	1	1	2541.00
35		6"	10.29			50	1	1	1064.00
36		12"	95.29			80	1	1	4942.00
37		4"	-4.71			80	1	1	1131.00
38		3"	-10.71			50	1	1	451.00
39		5"	2.29			80	1	1	1397.00
40		5"	2.29			80	1	1	1397.00
41		6"	10.29			50	1	1	1064.00
42	↓	4"	-4.71	↓	↓	80	1	1	1131.00

Pacific Horticulture Consultants  
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(805) 641-3931

Donald F. Rodrigues  
ISA Professional Arborist 4816  
Date: 3-25-11  
Page No. 2 of 4 Total \$37,645

**PLANT APPRAISAL – Based on the Council of Tree and Landscape  
Appraisers, Guide for Plant Appraisal, 9<sup>th</sup> Edition**

Tree No.	Species	dbh	TAA	Replacement TAR	Group No. Price Sq. In.	Species %	Condition %	Location %	Appraised Value
43	Camphor	7"	20.29	17.71	84.80	90	80	63	2083.00
44		7"	20.29				80		2083.00
45		7"	20.29				80		2083.00
46		3"	-10.71				20		180.00
47		9"	46.29				80		3074.00
48		6"	10.29				80		1703.00
49		6"	10.29				80		1703.00
50		6"	10.29				80		1703.00
51		5"	2.29				50		699.00
52		6"	10.29				50		1064.00
53		5"	2.29				80		1397.00
54		6"	10.29						1703.00
55		5"	2.29						1397.00
56		8"	32.29						2541.00
57		4"	-4.71						1131.00
58		8"	32.29						2541.00
59		5"	2.29						1397.00
60		5"	2.29				↓		1397.00
61		6"	10.29				50		1064.00
62		6"	10.29				80		1703.00
63		3"	-10.71		↓	↓	↓	50	451.00

Pacific Horticulture Consultants  
1000 Wood Stock Lane  
Ventura, California 93001  
(805) 641-3931

Donald F. Rodrigues  
ISA Professional Arborist 4816  
Date: 3-25-11  
Page No. 3 of 4

Total \$33,091

Plant Appraisal –Based on the Council of Landscape and Plant Appraisers  
*Guide for Plant Appraisal*, 9<sup>th</sup> edition.

Donald F. Rodrigues  
ISA Professional Arborist 4816  
Date: 3-25-11  
Page No. 4 of 4

Total \$ 688

All Pages: Total \$116.423

## **REPRESENTATIVE PHOTOGRAPHS**

**PACIFIC HORTICULTURE CONSULTANTS**



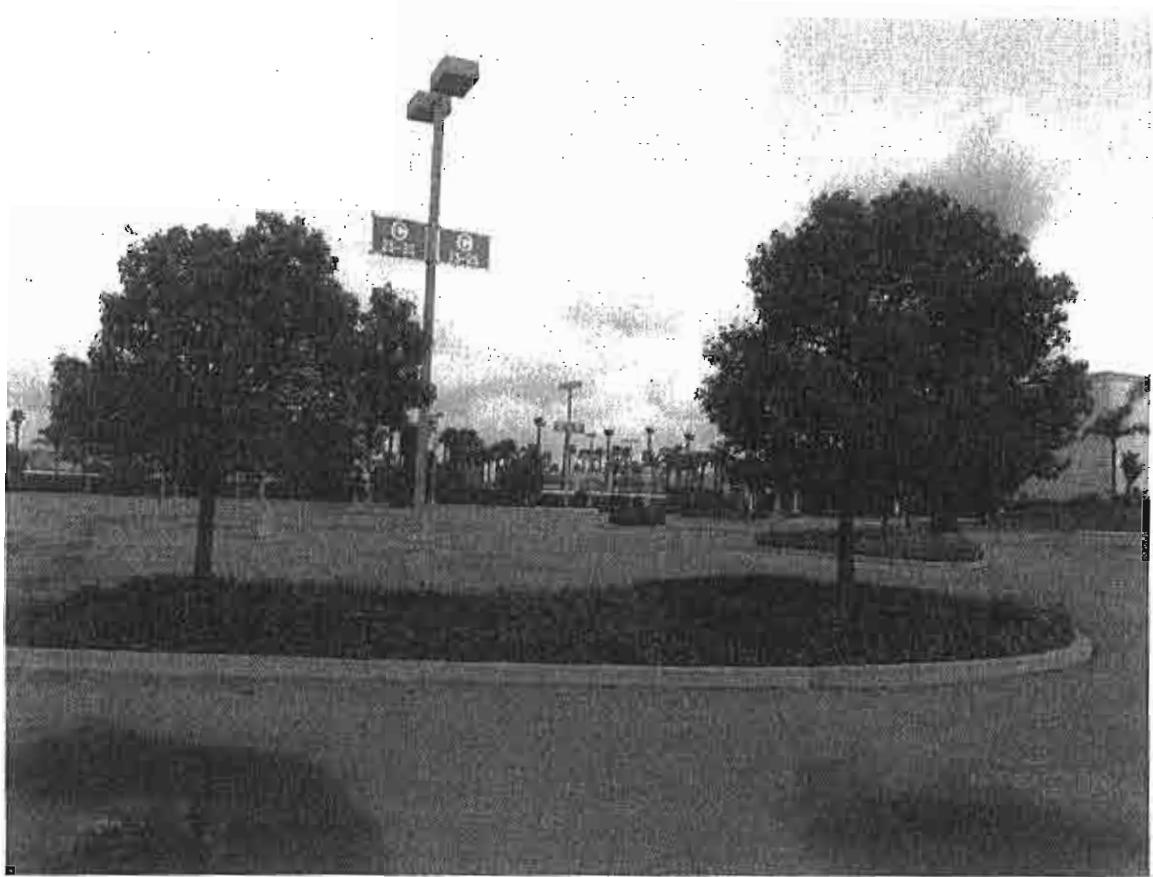
**HORTICULTURE TREE EVALUATIONS**  
**REPORT FOR CARMAX SITE**  
**2001 LOCKWOOD STREET OXNARD, CA.**



**Tree 1**



**Trees 3 and 2**



**Trees 5 and 4**



**Tree 6**



**Tree 7**



**Tree 8**



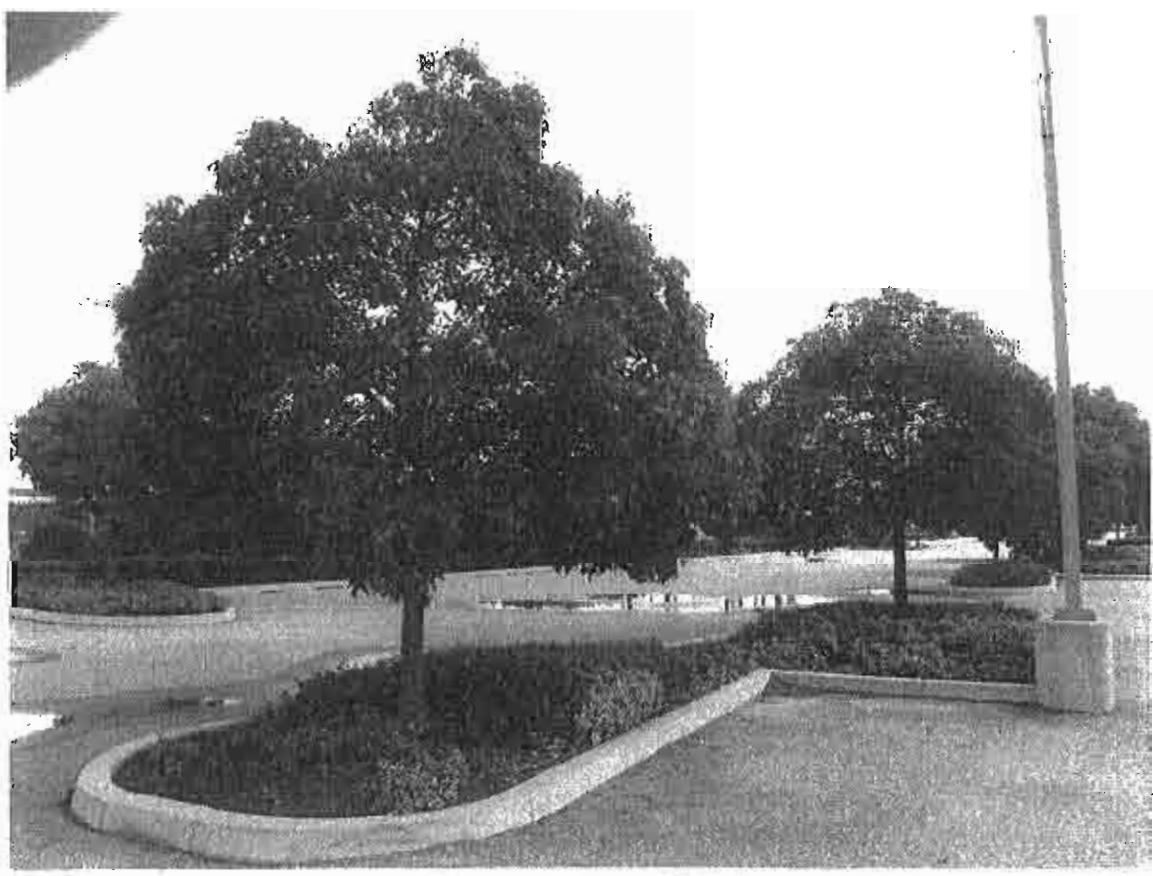
**Tree 9**



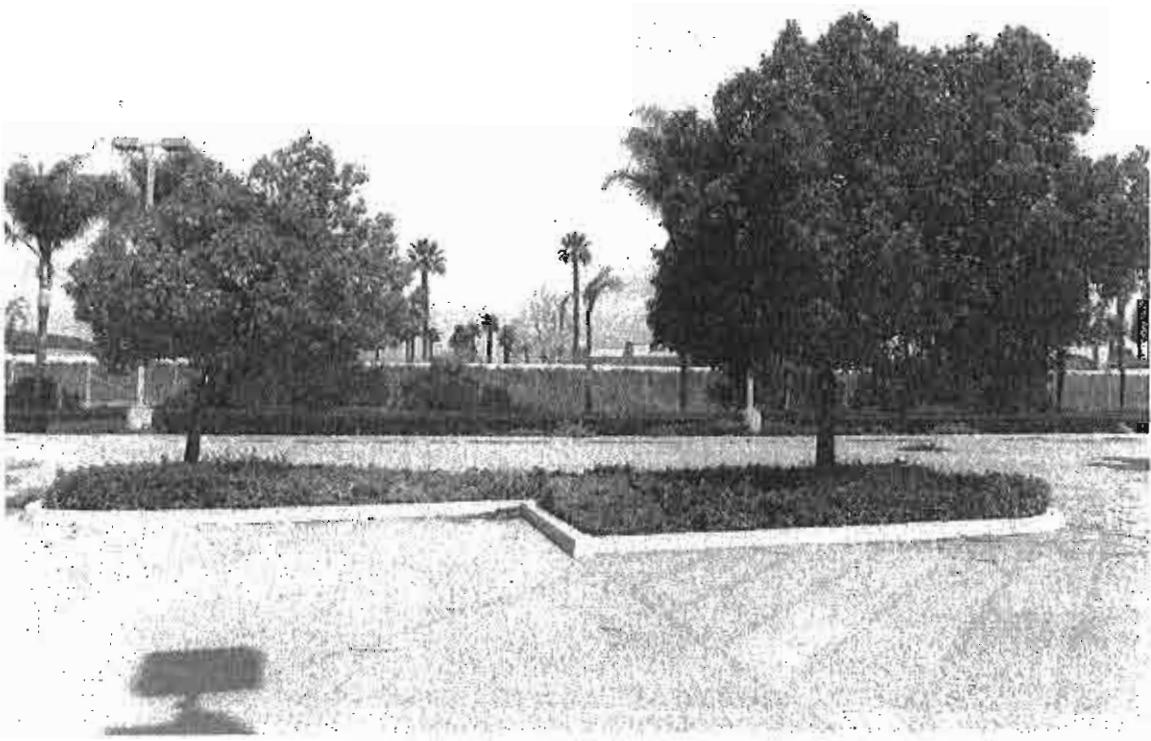
**Tree 10**



**Trees 11 and 12**



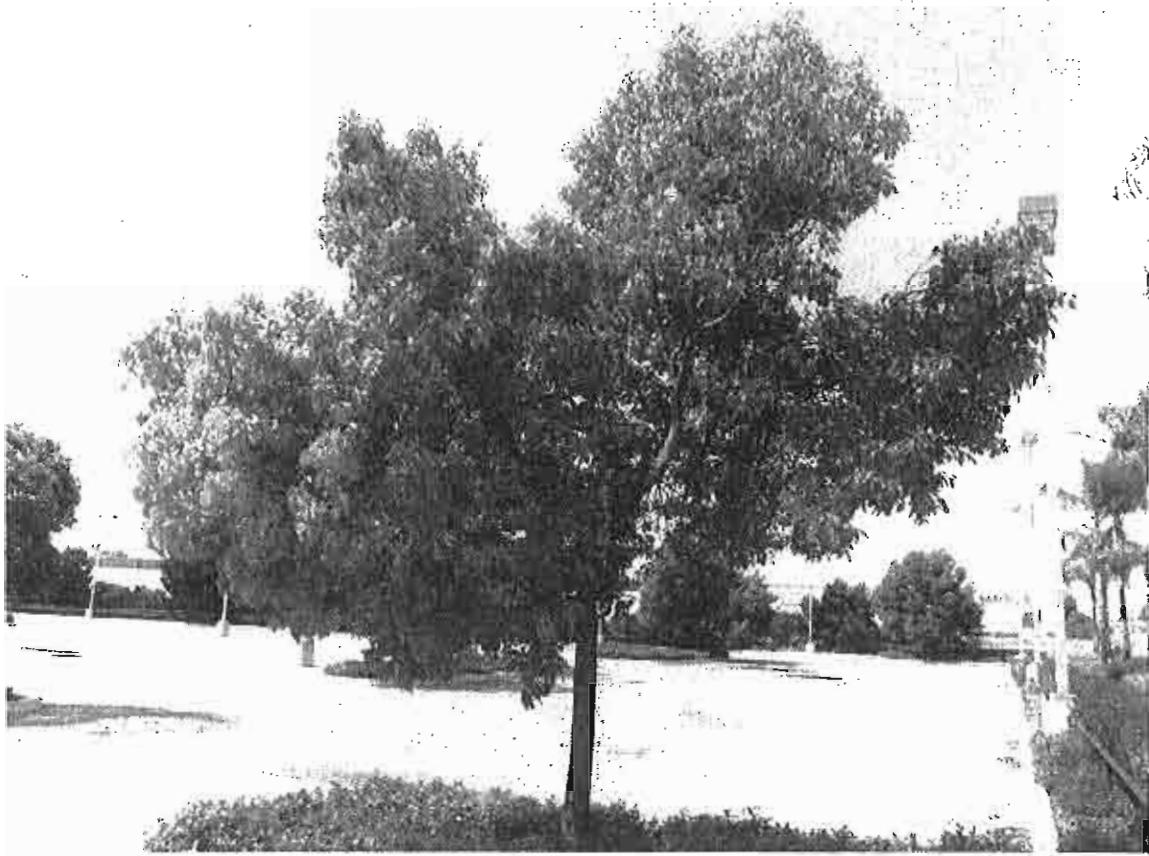
**Trees 13 and 14**



**Trees 15 and 16**



**Trees 17 and 18**



**Tree 19**



**Tree 20**



**Tree 21**



**Tree 22**



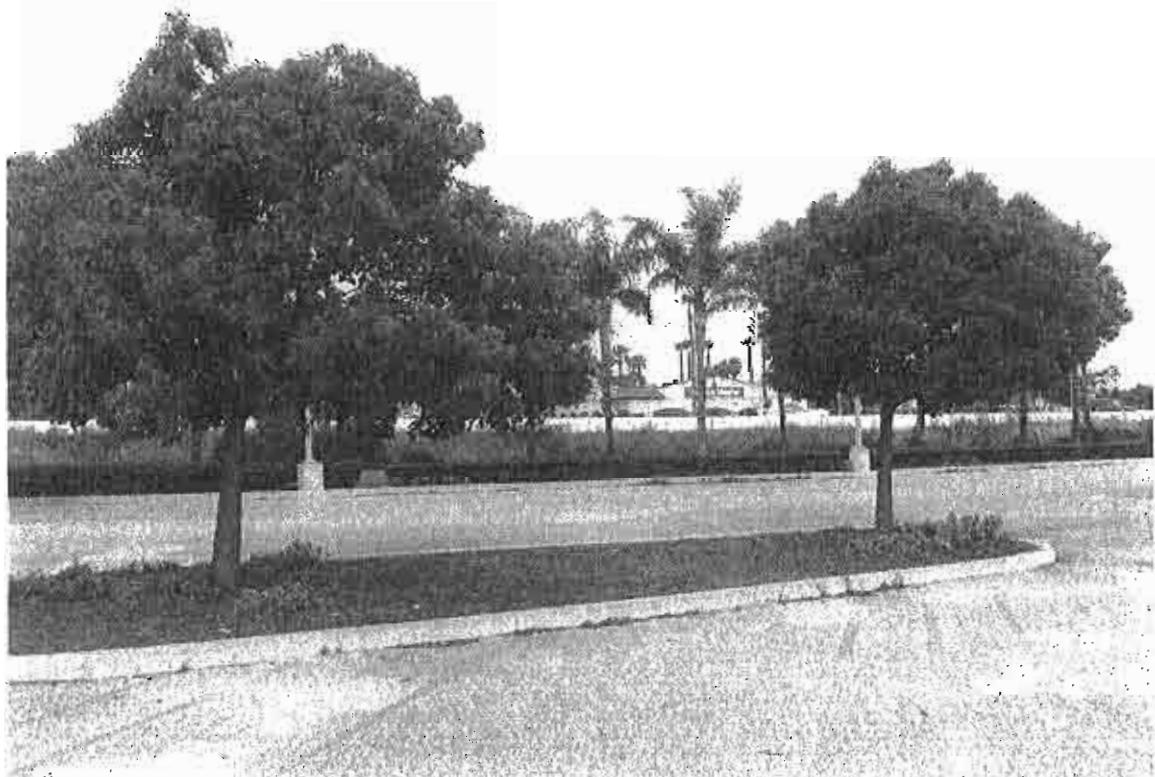
**Trees 23 and 24**



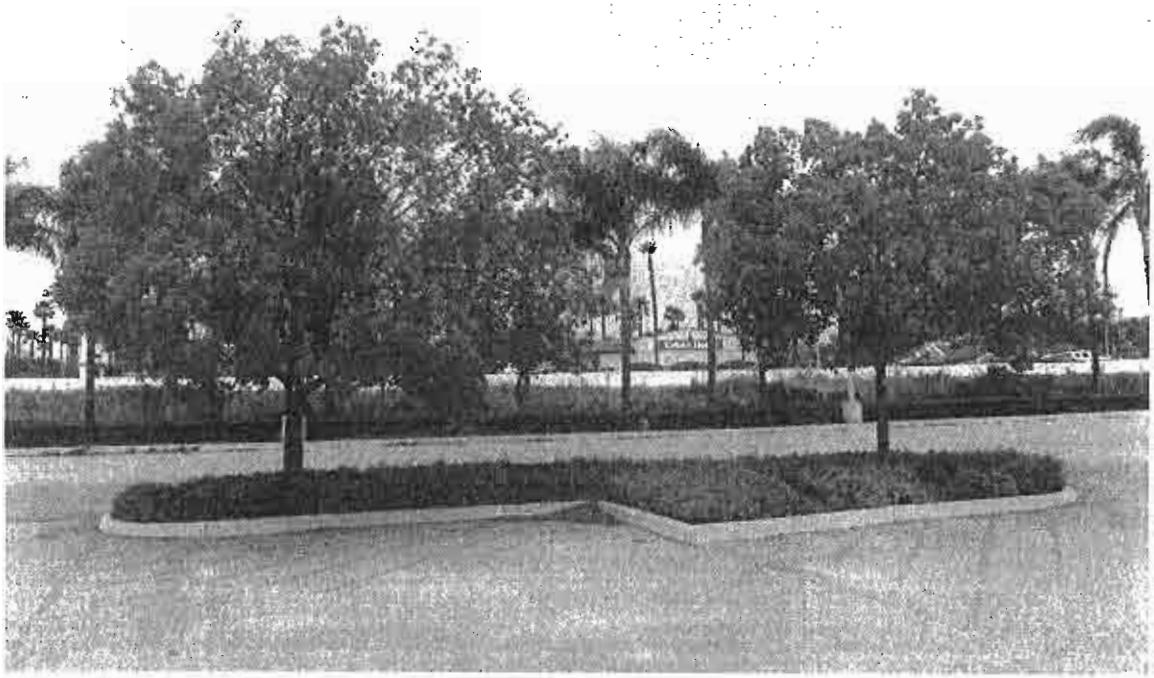
**Trees 25 and 26**



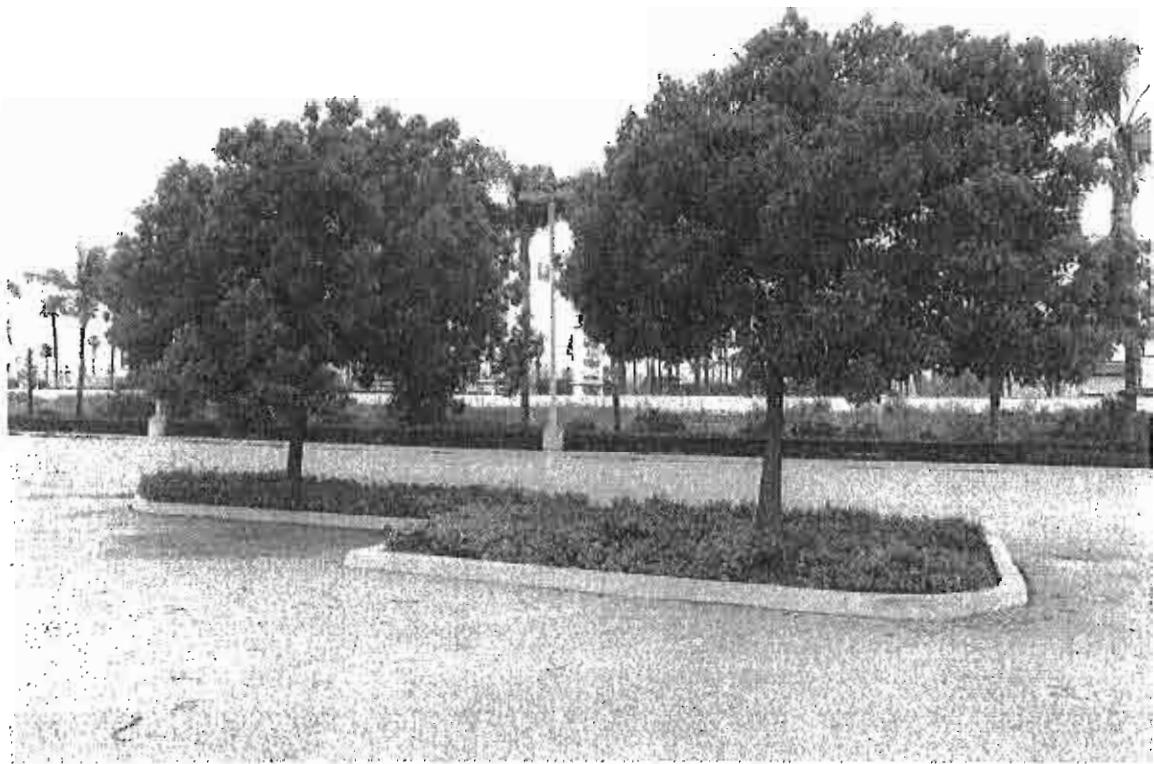
**Tree 27**



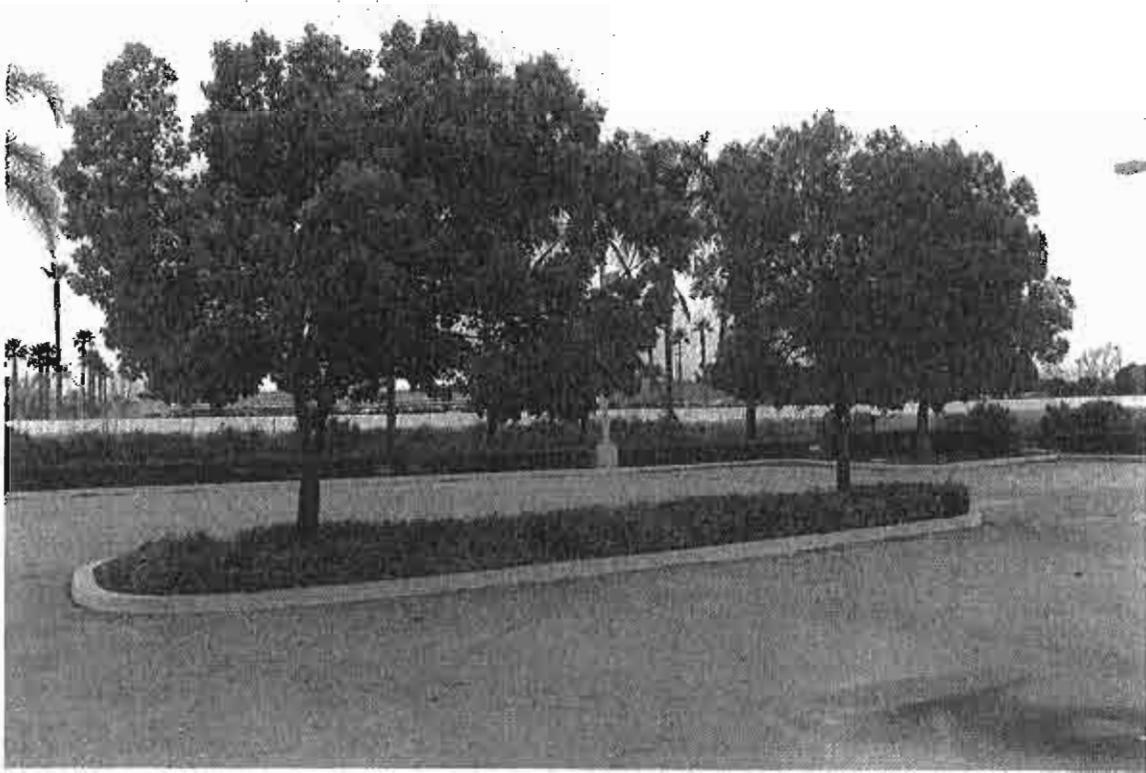
**Trees 28 and 29**



**Trees 30 and 31**



**Trees 32 and 33**



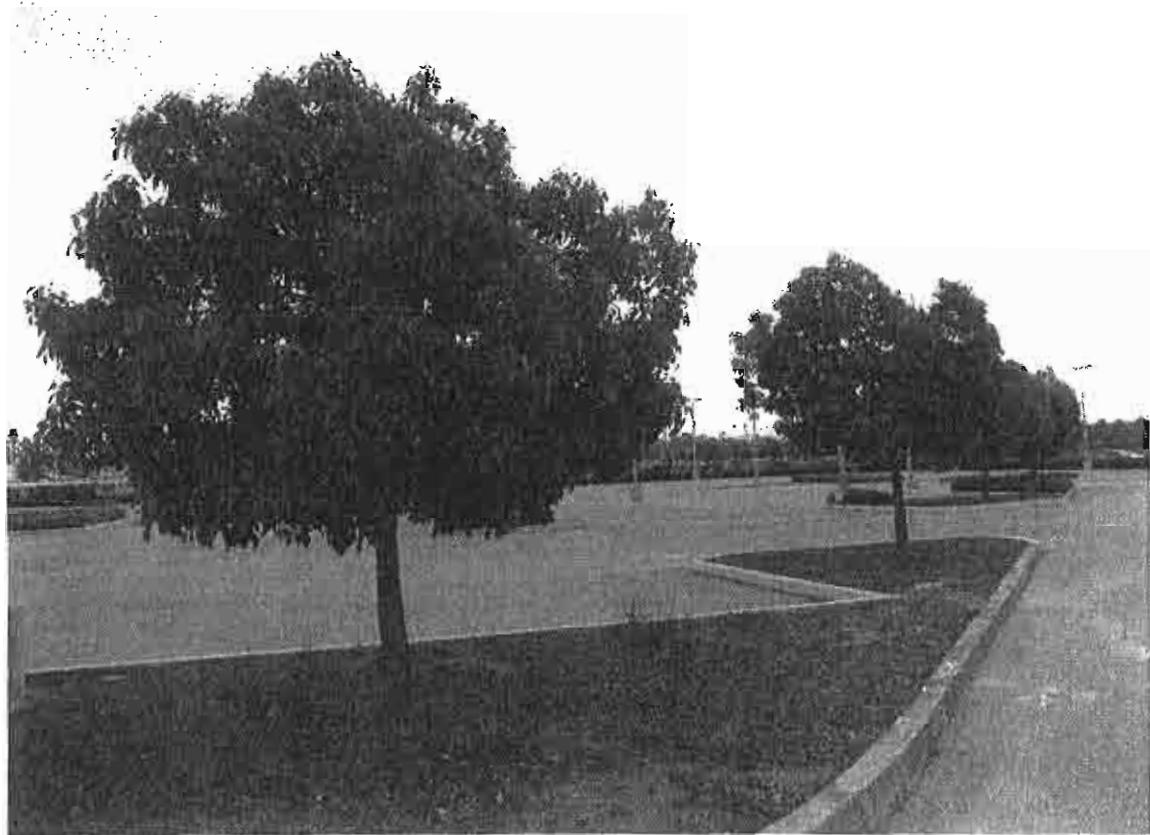
**Trees 34 and 35**



**Tree 36**



**Trees 37 and 38**



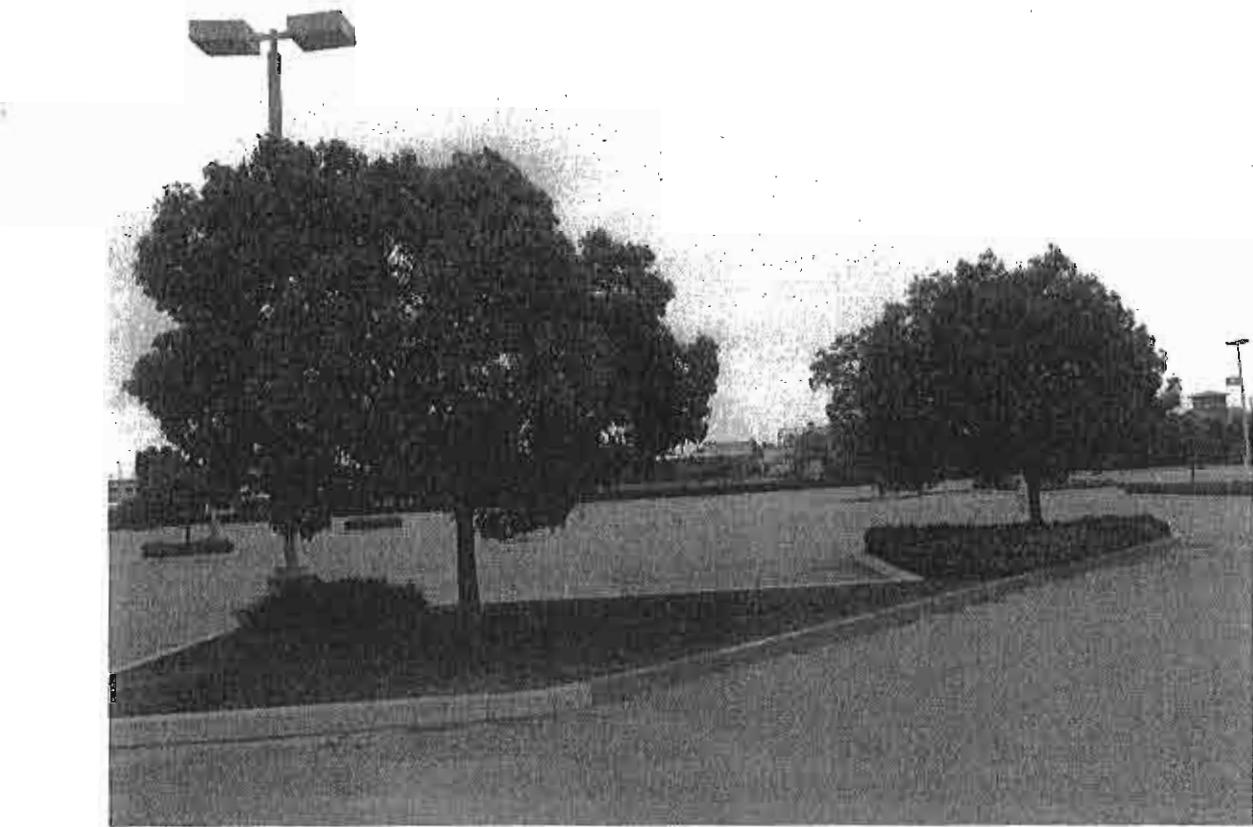
**Trees 39 and 40**



**Tree 41**



**Tree 42**



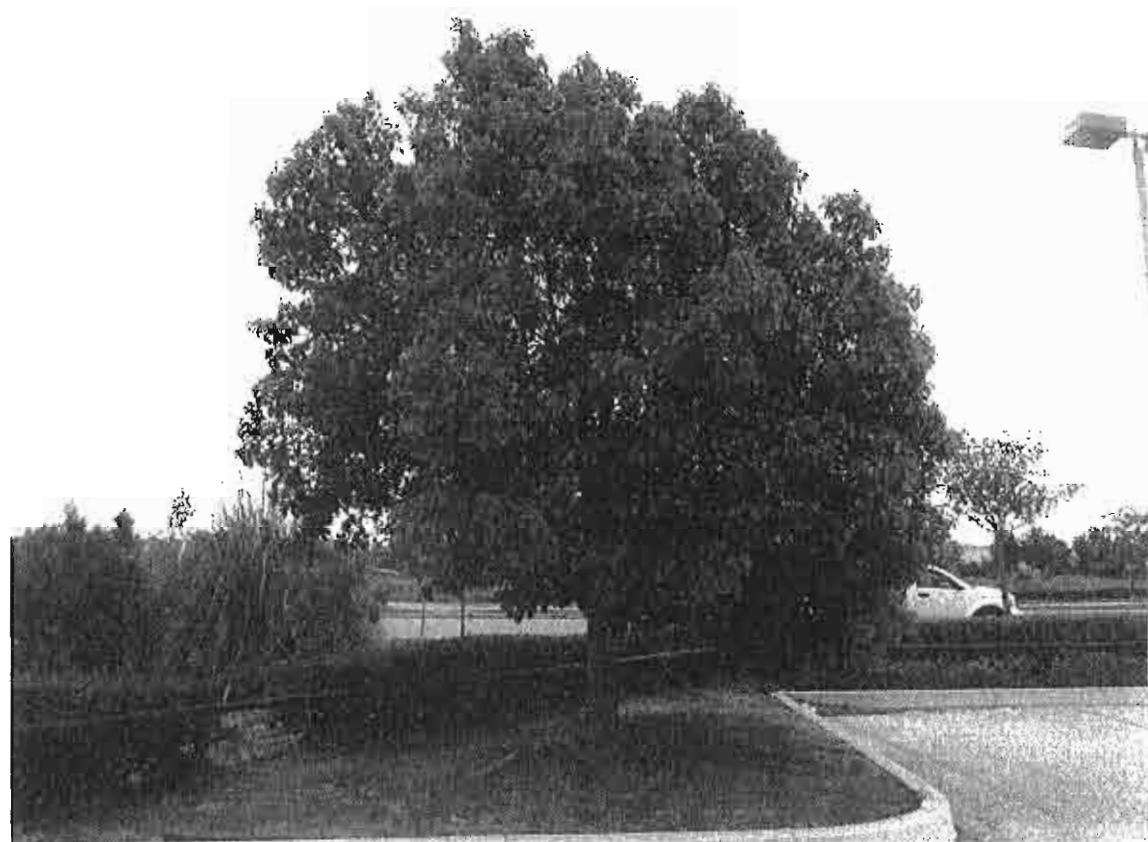
**Trees 43 and 44**



**Tree 45**



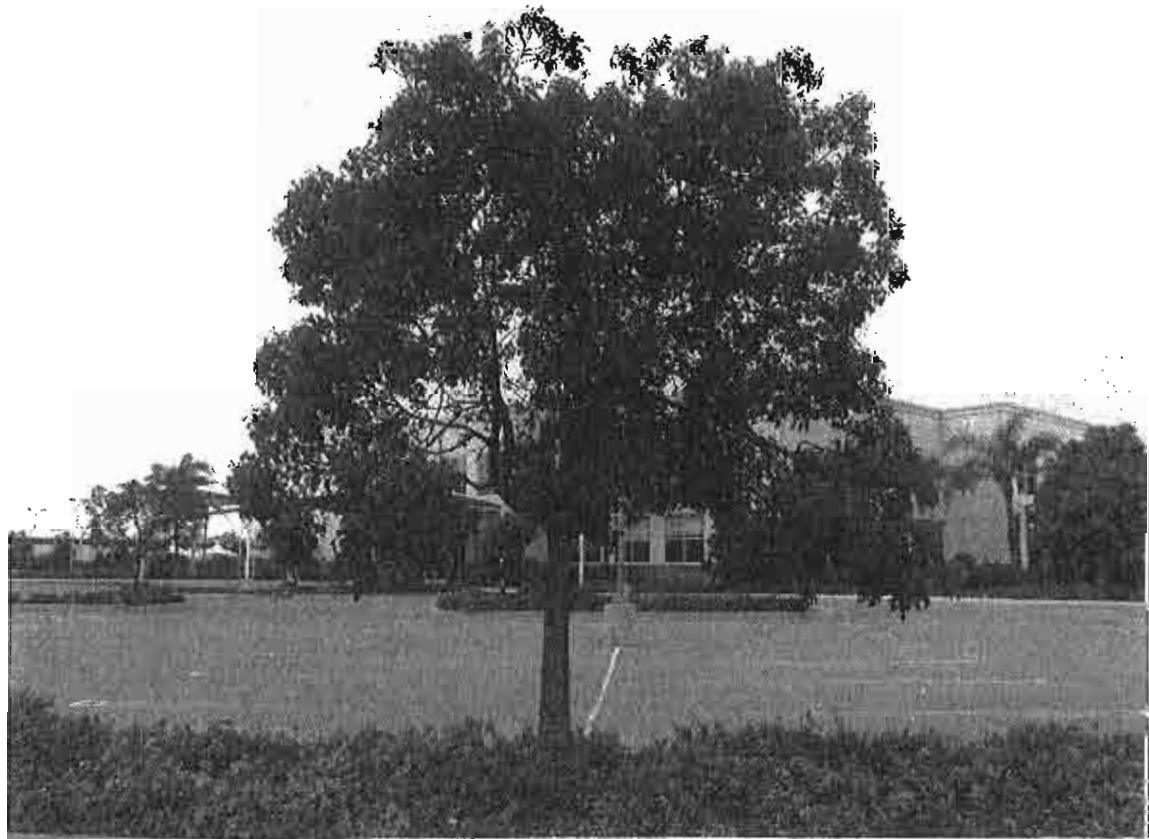
**Tree 46**



**Tree 47**



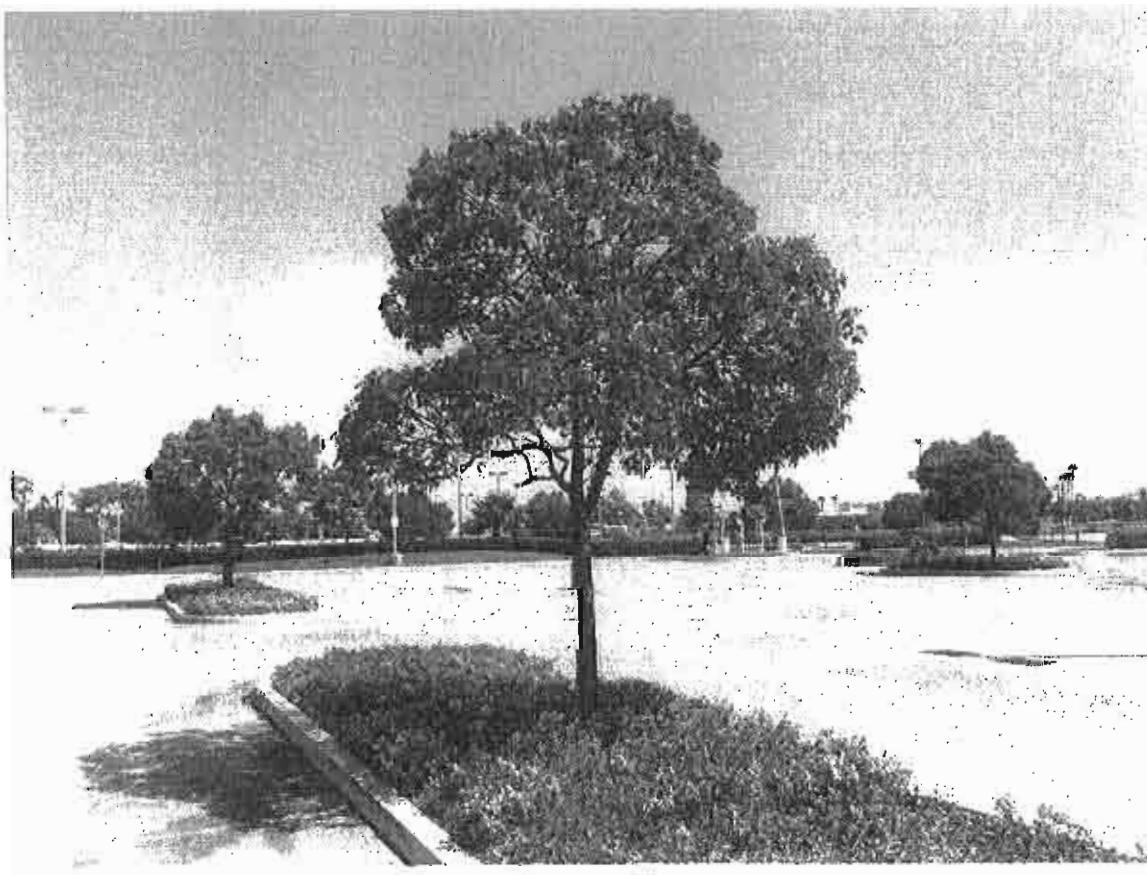
**Tree 48**



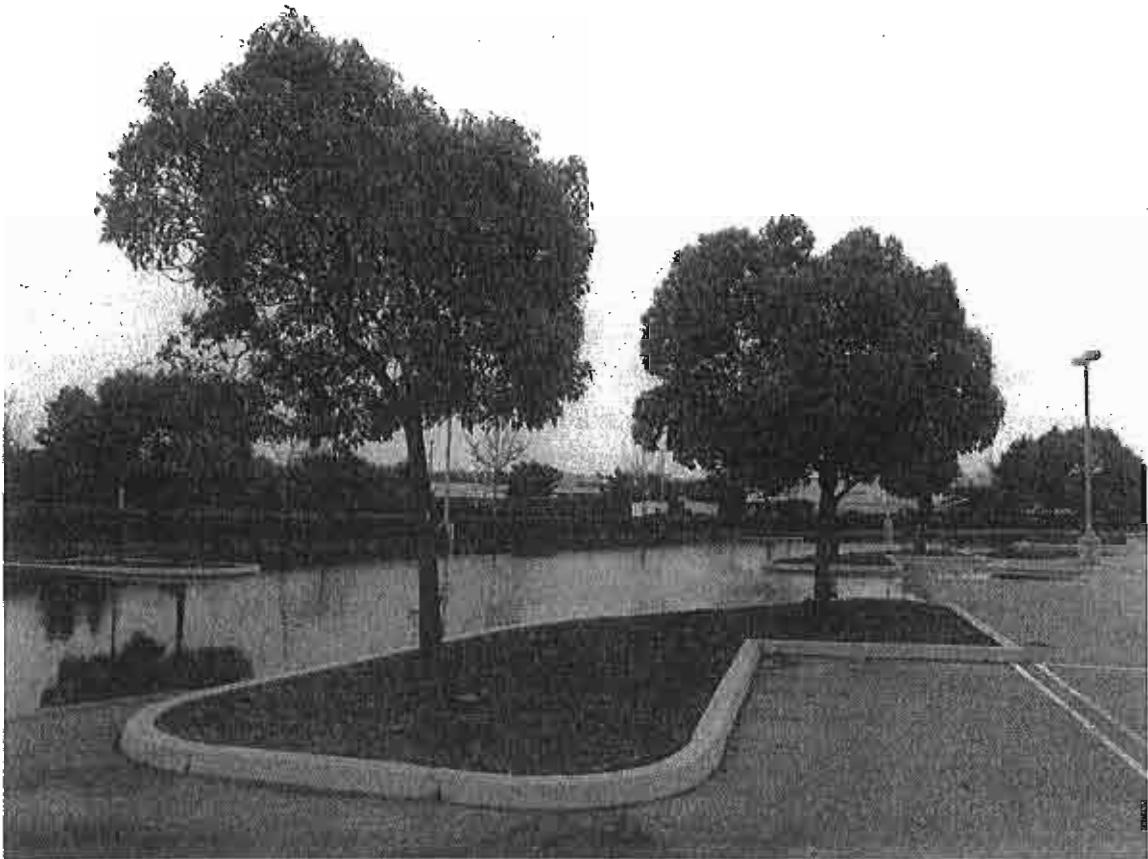
**Tree 49**



**Trees 50 and 51**



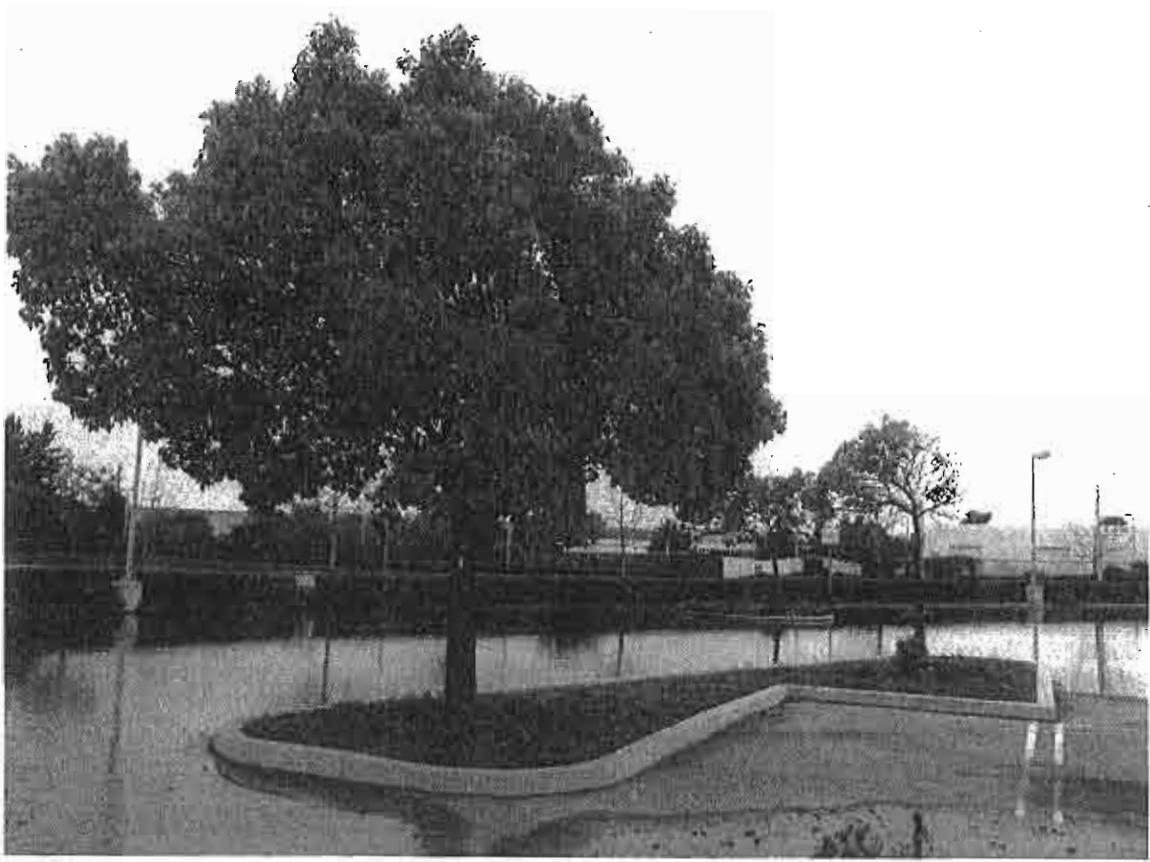
**Tree 52**



**Trees 53 and 54**



**Tree 55**



**Trees 56 and 57**



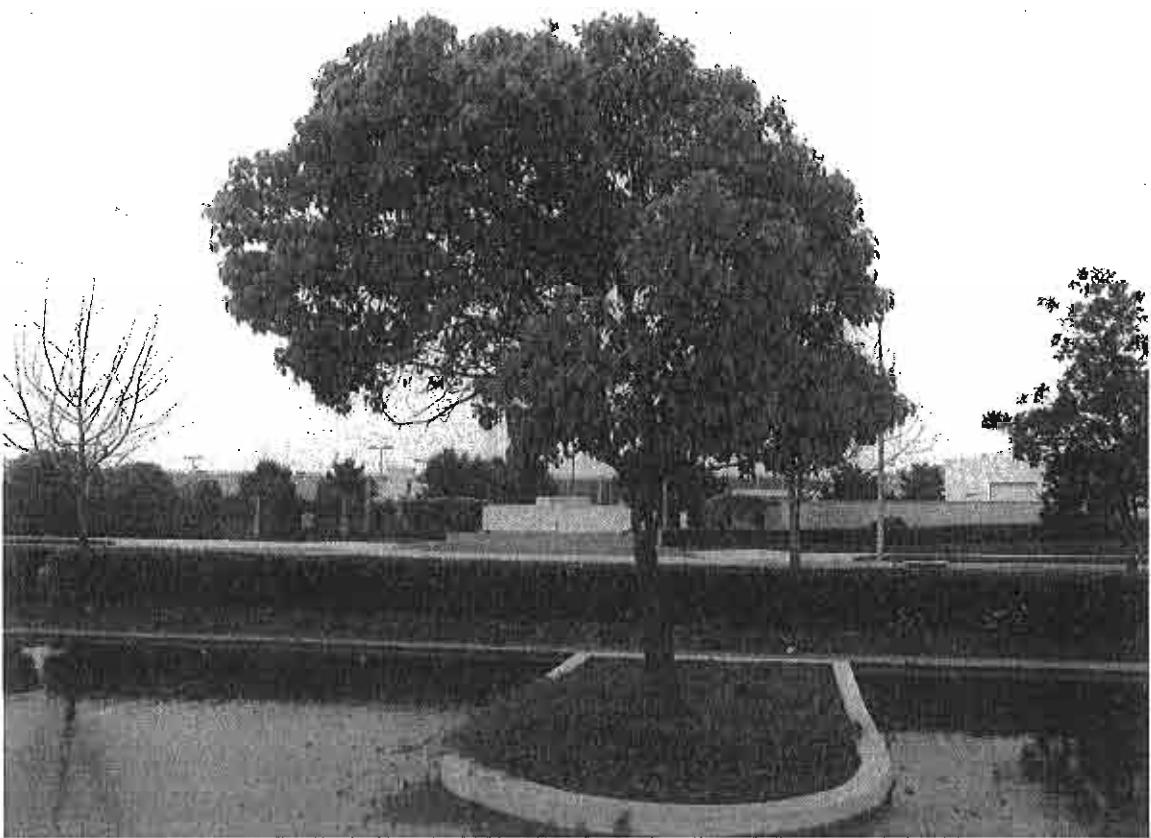
**Tree 58**



**Trees 59 and 60**



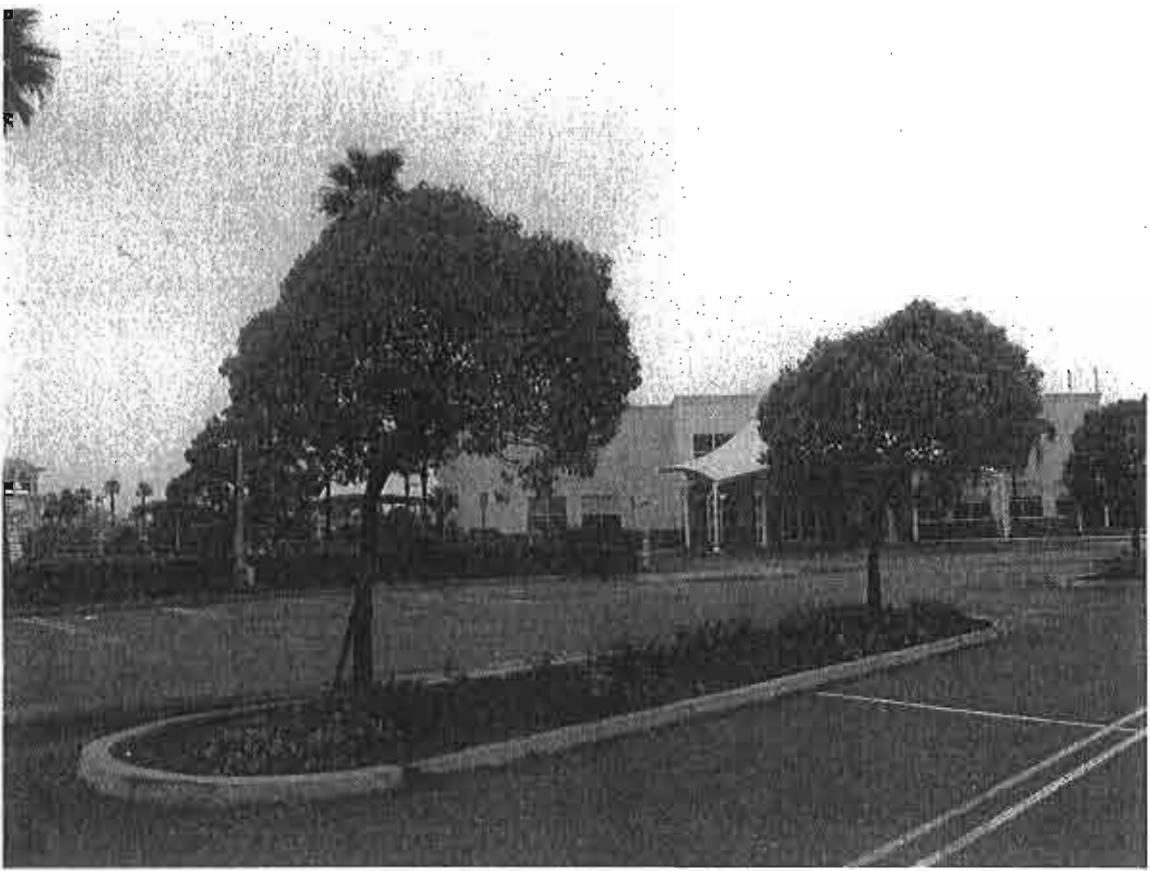
**Tree 61**



**Tree 62**



**Trees 64 and 63**



Trees 65 and 66



Tree 67

**SITE MAP, TREE LOCATIONS AND FIELD**  
**SPECIMEN NUMBERING SYSTEM**

**PACIFIC HORTICULTURE CONSULTANTS**

# **ATTACHMENT F**

## **RESOLUTION**



**RESOLUTION WITH DRAFT  
CONDITIONS WILL BE  
FORTHCOMING BY EARLY  
NEXT WEEK.**

# **ATTACHMENT**

## **F**

### **NOTICE OF EXEMPTION**



## NOTICE OF EXEMPTION

### ***Project Description:***

Planning and Zoning Permit No. 10-500-11 for a special use permit, a request to redevelop an automotive dealership site addressed at 2001 Lockwood Street to accommodate a new CarMax Auto Superstore. CarMax proposes to demolish an existing building and reconstruct a new 40,264-square foot building. The new building will accommodate 8,147 square feet of sales area; 29,170 square foot service area; and 2,947 square foot car wash facility. In addition, a 2.89-acre site located across the street (APN 213-0-031-430) will be improved to create a vehicle staging area for CarMax use. Filed by Steve Hudak, CarMax Auto Superstore, Inc. 12800 Tuckahoe Creek Parkway, Richmond, Virginia 23238-1115.

### ***Finding:***

The Planning Division of the Development Services Department of the City of Oxnard has reviewed the above proposed project and found it to be exempt from the provisions of the California Environmental Quality Act (CEQA).

- Ministerial Project
- Categorical Exemption
- Statutory Exemption
- Emergency Project
- Quick Disapproval [CEQA Guidelines, 14 Cal. Code of Regs. 15270]
- No Possibility of Significant Effect [CEQA Guidelines, 14 Cal. Code of Regs. 15061(b)(3)]

### ***Supporting Reasons:***

In accordance with the California Environmental Quality Act (CEQA), the Planning and Environmental Services Division has determined that the proposed project is exempt from environmental review. Section 15302 (Class 2) of the CEQA Guidelines categorically exempts replacement and/or reconstruction of existing commercial structures on the same site. The new structure will replace existing automotive dealership buildings and uses in substantially the same size, purpose, and capacity with approved entitlement. Therefore, the Planning Manager has determined that there is no substantial evidence that the proposed project may have a significant effect on the environment and that a notice of exemption may be filed.

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(Date)

Susan L. Martin, AICP  
Planning Division Manager