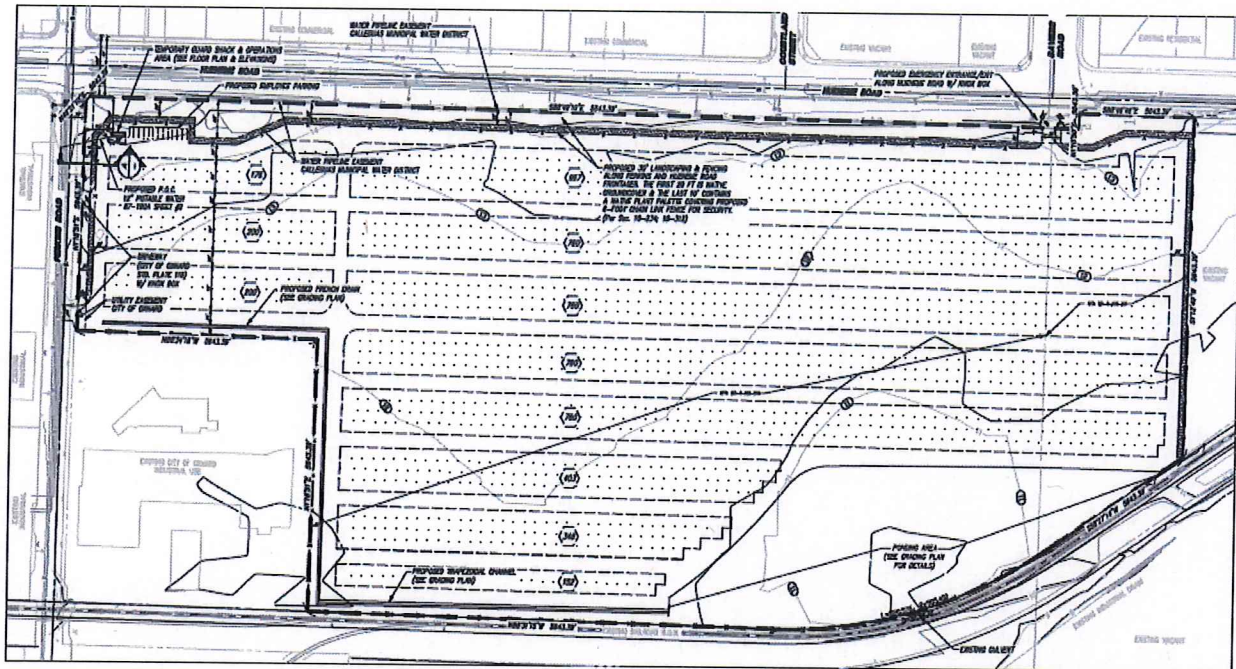

PORT HUENEME OUTDOOR VEHICLE STORAGE FACILITY OXNARD, CALIFORNIA

TRAFFIC STUDY



May 4, 2021

ATE Project 20055

Prepared for:

Rincon Consultants, Inc.
180 North Ashwood Avenue
Ventura, California 93003



ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110-1686 • (805) 687-4418 • FAX (805) 682-8509



ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805)687-4418 • FAX (805)682-8509 • main@atesb.com

Since 1978

Richard L. Pool, P.E.
Scott A. Schell

May 4, 2021

Erik Feldman
Rincon Consultants, Inc.
180 North Ashwood Avenue
Ventura, California 93003

REVISED TRAFFIC STUDY FOR THE PORT HUENEME OUTDOOR VEHICLE STORAGE FACILITY - CITY OF OXNARD

Associated Transportation Engineers (ATE) has prepared the following traffic study for the Port Hueneme Outdoor Vehicle Storage Facility. It addresses comments made by City staff on the March 9, 2021 traffic study prepared by ATE for the Port Hueneme Outdoor Vehicle Storage. It's our understanding that the results of the revised traffic study will be used by the City of Oxnard to process the Project's environmental development application.

We appreciate the opportunity to assist Rincon Consultants with this project.

Associated Transportation Engineers

By: 
Scott A. Schell
Vice President

TABLE OF CONTENTS

INTRODUCTION 1

PROJECT DESCRIPTION 1

EXISTING CONDITIONS 1

 Existing Street Network..... 1

 Existing Intersection Volumes and Levels of Service 5

IMPACT THRESHOLD CRITERIA 8

PROJECT GENERATED TRAFFIC VOLUMES 8

 Project Trip Generation8

 Project Trip Distribution and Assignment.....9

PROJECT-SPECIFIC IMPACTS 12

CUMULATIVE (EXISTING + APPROVED/PENDING PROJECTS) CONDITIONS 12

 Cumulative + Project Impacts.....13

SITE ACCESS 16

PARKING ANALYSIS 17

VEHICLE MILES TRAVELED ANALYSIS 17

PROJECT MITIGATION MEASURES 18

VENTURA COUNTY GENERAL PLAN CONSISTENCY..... 19

REFERENCES AND PERSONS CONTACTED 20

TECHNICAL APPENDIX..... 21

LIST OF TABLES

Table 1 - Existing Peak Hour Levels of Service	5
Table 2 - Project Trip Generation	9
Table 3 - Existing + Project AM Peak Hour Levels of Service	12
Table 4 - Existing + Project PM Peak Hour Levels of Service	12
Table 5 - Approved/Pending Projects Trip Generation.....	13
Table 6 - Cumulative Peak Hour Levels of Service	13
Table 7 - Cumulative + Project AM Peak Hour Level of Service	16
Table 8 - Cumulative + Project PM Peak Hour Level of Service.....	16
Table 9 – Storage Location Vehicle Miles	18

LIST OF FIGURES

Figure 1	Existing Street Network/Project Site Location.....	2
Figure 2	Project Site Plan	3
Figure 3	Intersection Lane Geometries and Traffic Controls.....	6
Figure 4	Existing Traffic Volumes	7
Figure 5	Project Trip Distribution and Assignment.....	10
Figure 6	Existing + Project Traffic Volumes.....	11
Figure 7	Cumulative Traffic Volumes.....	14
Figure 8	Cumulative + Project Traffic Volumes.....	15

INTRODUCTION

The following study contains an analysis of the potential traffic and circulation impacts associated with the proposed Port Hueneme Outdoor Vehicle Storage Facility (the "Project"), located in the City of Oxnard. The guidelines set forth in the City of Oxnard's Traffic Impact Study guidelines were utilized in formatting the various sections of the traffic study. The study provides information relative to "Existing", "Existing + Project", "Cumulative" (existing + approved/pending projects) and "Cumulative + Project" traffic conditions. Site access is also addressed.

PROJECT DESCRIPTION

As shown on Figure 1, the Project is located at southeast quadrant of the Port Hueneme Road/Perkins Road intersection in the City of Oxnard. The Project is proposing to develop a 33.7-acre vacant site with an outdoor vehicle storage facility. The only structure on the site will be 240 square-foot guard office. The Port of Hueneme is requesting a Special Use Permit (SUP) to operate an outdoor storage facility for a maximum of 5 years (3 years with an optional 2-year extension). When current Port customers require additional storage capacity, vehicles are loaded onto trucks and transported from the Port to off-site storage lots located at the Camarillo Airport, Tuff Shed in Ventura, Teal Club Road and at the 3rd Street Harbor Freight site as needed. No other port activities occur at those off-site storage locations. The intent of the Project is to supplant the need to store vehicles at these locations. The proposed Project would consolidate the storage sites to one location. The proposed outdoor vehicle storage facility would provide approximately 4,944 vehicle storage spaces. A maximum of 240 vehicles could be transported to or from the Port and the outdoor storage facility daily. Most days a smaller number of vehicles will be transported. Many days no vehicles will be transported to and from the Port. No vehicles will be trucked to or from the site. The outdoor storage facility will operate Monday through Saturday between the hours of 7:30 AM and 4:00 PM. The facility would be staffed 24 hours a day, though no nighttime vehicle transport would occur. The outdoor storage facility will employ 3 security guards, 10 vehicle drivers and 1 shuttle van driver. The 10 vehicle drivers will report to the outdoor storage facility. A van will shuttle the vehicle drivers to the Port to pick-up vehicles. The entire process takes approximately 20 minutes.

Access to the Project site will be provided via two gated driveways on Perkins Road. Secondary emergency access will be provided via a gated driveway on Port Hueneme Road opposite Saviors Road. The Project site plan is illustrated on Figure 2.

EXISTING CONDITIONS

Existing Street Network

The Project site is served by a circulation system comprised of arterial and collector streets, which are illustrated on Figure 1. The major roadways serving the site are discussed in the following text.



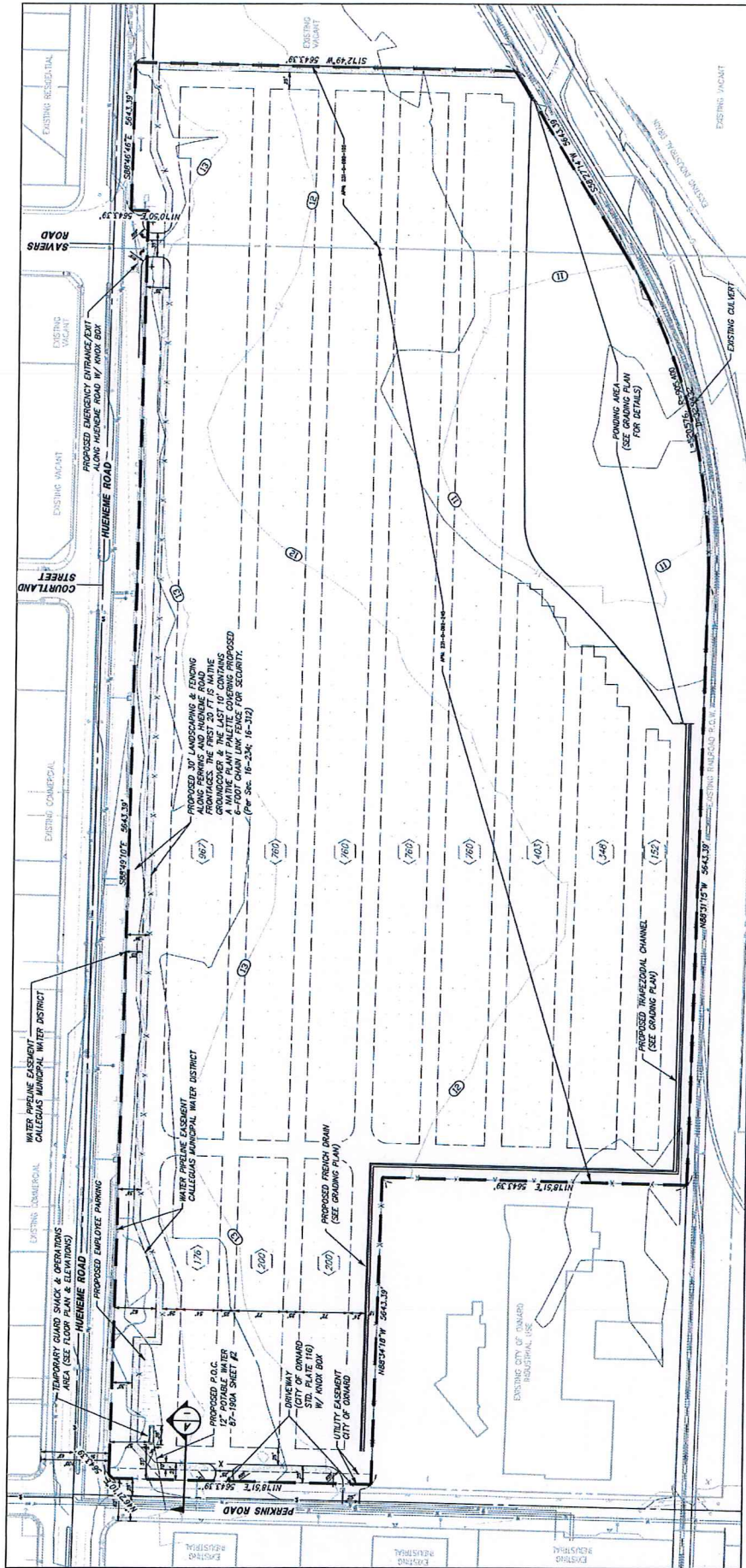
FIGURE 1

EXISTING STREET NETWORK/PROJECT SITE LOCATION



ASSOCIATED
TRANSPORTATION
ENGINEERS

JH - ATE#20055



N
NOT TO SCALE

FIGURE 2

PROJECT SITE PLAN



ASSOCIATED
TRANSPORTATION
ENGINEERS

JH - ATE#20055

Port Hueneme Road, located adjacent to the Project site, is a 2- to 4-lane divided roadway extending from the Port of Hueneme gate to Wood Road where it becomes Lewis Road. Port Hueneme Road serves the Port, residential, commercial, light industrial and agricultural land uses. The study-area intersections along Port Hueneme Road are signalized. Secondary emergency access to the Project is provided via a gated driveway on Port Hueneme Road opposite Saviers Road.



Ventura Road is a 2- to 6-lane north-south divided roadway that extends north from Surf Drive in the City of Port Hueneme to Oxnard Boulevard. Ventura Road serves residential and commercial land uses. Ventura Road is signalized at Port Hueneme Road.

“J Street is a 2-lane north-south divided roadway that extends north from Hueneme Road to Wooley Road where it becomes Hobson Way. “J” Street serves residential and commercial land uses. “J” Street is signalized at Port Hueneme Road.

Saviers Road is a 2- to 6-lane divided arterial roadway that extends north from Hueneme Road to the Five Points intersection. Saviers Road serves residential and commercial land uses. Saviers Road is signalized at Port Hueneme Road



Perkins Road is a 2- to 4-lane north-south roadway that extends south from Pleasant Valley Road terminating south of McWane Boulevard. Perkins Road serves residential, commercial and light industrial land uses. Access to the Project site will be provided via two gated driveway connections to Perkins Road. Perkins Road is signalized at Port Hueneme Road.

Arcturus Avenue is a 2-lane north-south roadway that extends north from McWane Boulevard to Hueneme Road. Arcturus Avenue serves primarily light industrial land uses. Arcturus Avenue is signalized at Port Hueneme Road.

Edison Drive located east of the Project site, is a 2-lane north-south roadway that provides access to agricultural and light industrial uses. Edison Drive extends south from Hueneme Road terminating at the Reliant Energy power plant. Edison Drive is signalized at Port Hueneme Road.

Existing Intersection Volumes and Levels of Service

Traffic flow on urban arterials is most constrained at intersections. Therefore, a detailed analysis of traffic flows must examine the operating conditions of critical intersections during peak travel periods. In rating intersection operations, “Levels of Service” (LOS) A through F are used, with LOS A indicating free flow operations and LOS F indicating congested operations (more complete definitions of levels of service are included in the Technical Appendix). In the City of Oxnard LOS “C” is the acceptable operating standard for intersections.

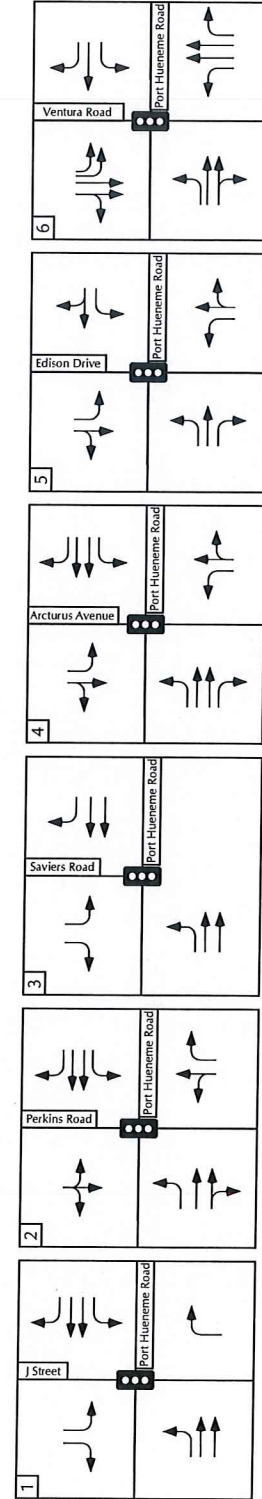
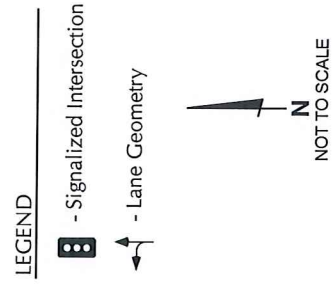
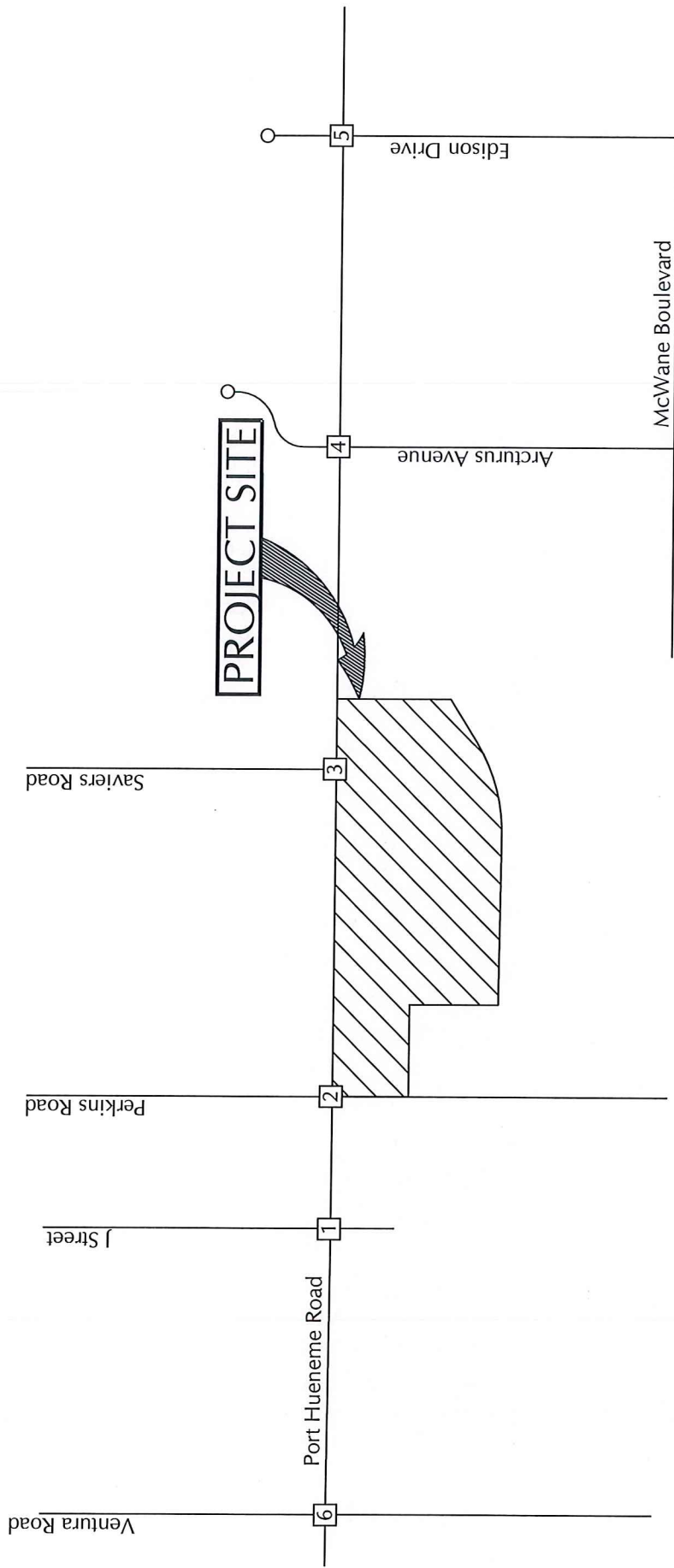
Due to the closures of businesses and schools related to the COVID19 pandemic, 6:00 – 9:00 AM and 3:00 - 6:00 PM peak hour turning movement volumes for the study-area intersections were developed from existing traffic counts collected by ATE in June of 2016 and March of 2018 (Count sheets are contained in Technical Appendix). The 2016 count data was factored to 2020 conditions assuming a 1.04 percent growth factor (1 percent per year for 4 years). The 2018 count data was factored to 2020 conditions assuming a 1.02 percent growth factor (1 percent per year for 2 years). Figure 3 illustrates the existing traffic controls and geometries for the study-area intersections. The adjusted existing 6:00 – 9:00 AM and 3:00 – 6:00 PM peak hour traffic volumes at the study-area intersections are illustrated on Figure 4.

Existing levels of service for the study-area intersections were calculated using the Intersection Capacity Utilization (ICU) methodology as required by the City of Oxnard (Level of service worksheets contained in Technical Appendix). Table 1 lists the existing levels of service for the study-area intersections for the 6:00 – 9:00 AM and 3:00 – 6:00 PM peak hour periods.

Table 1
Existing Peak Hour Levels of Service

No.	Intersection	Control Type	AM Peak Hour		PM Peak Hour	
			ICU	LOS	ICU	LOS
1.	Hueneme Road/"J" Street	Signal	0.34	LOS A	0.31	LOS A
2.	Hueneme Road/Perkins Road	Signal	0.33	LOS A	0.33	LOS A
3.	Hueneme Road/Saviers Road	Signal	0.47	LOS A	0.49	LOS A
4.	Hueneme Road/Arcturus Avenue	Signal	0.40	LOS A	0.61	LOS B
5.	Hueneme Road/Edison Drive	Signal	0.34	LOS A	0.66	LOS B
6.	Hueneme Road/Ventura Road	Signal	0.31	LOS A	0.35	LOS A

The data presented in Table 1 indicate that the study-area intersections currently operate at LOS B or better during the AM peak hour and PM peak hour periods, which meet the City's LOS C standard.



ASSOCIATED
TRANSPORTATION
ENGINEERS

INTERSECTION LANE GEOMETRIES AND TRAFFIC CONTROLS

FIGURE 3

JH-ATE#20055

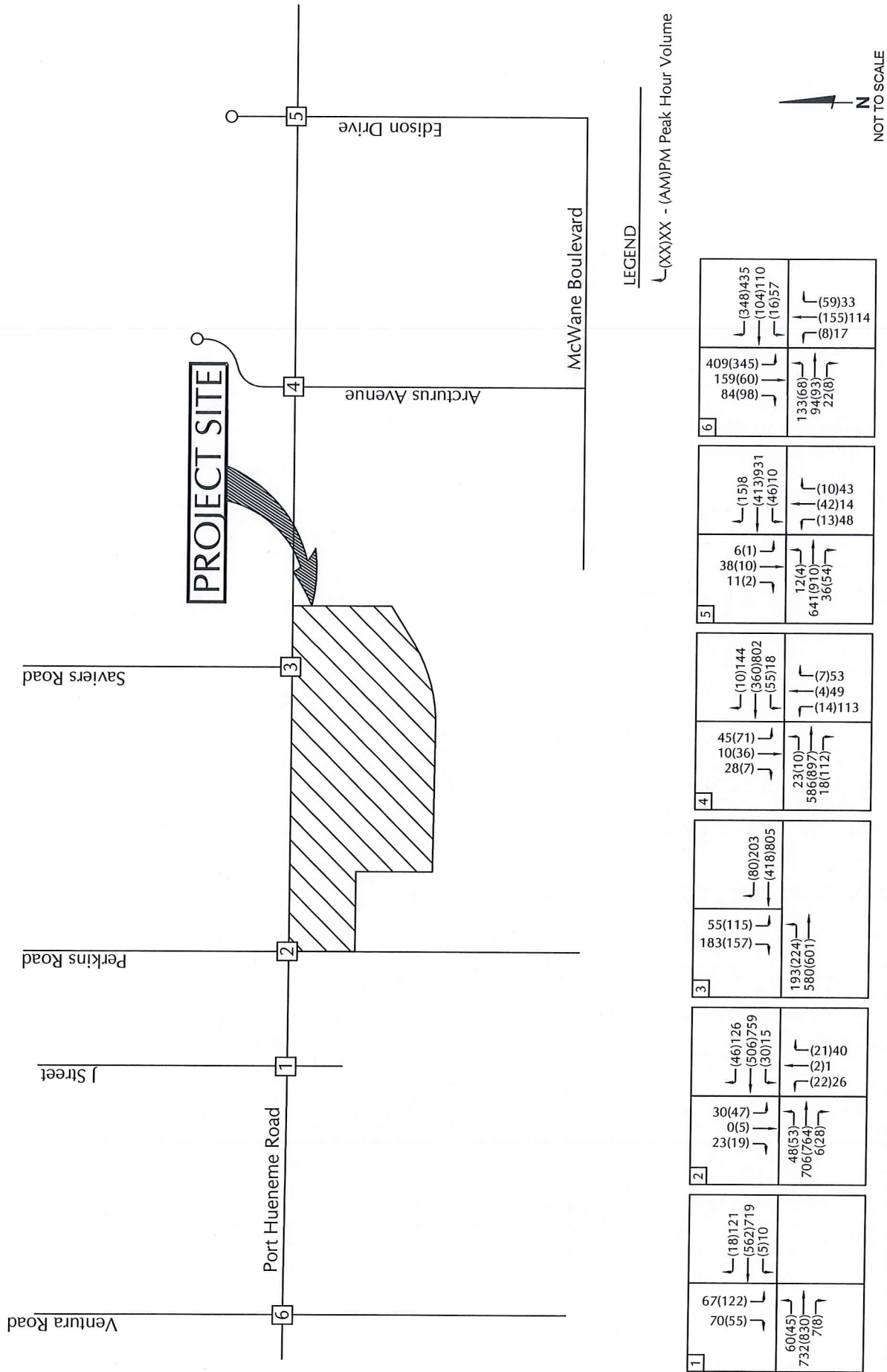
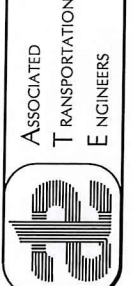


FIGURE 4

EXISTING TRAFFIC VOLUMES



JH - ATE#20055

IMPACT THRESHOLD CRITERIA

The City of Oxnard's criteria for evaluating project impacts at intersections is based upon the change in ICU/LOS attributable to the project. The City of Oxnard has established LOS "C" as the threshold of significance for determining project impacts at intersections. If the addition of project traffic increases the ICU by 0.02 or more at an intersection operating at LOS "C" or worse, it should be mitigated to the ICU level identified without the project traffic. These criteria were used to determine the significance of the impacts generated by the project at the study-area intersections.

PROJECT GENERATED TRAFFIC VOLUMES

Project Trip Generation

Trip generation estimates were developed for the Project is based on operational data provided by the City of Oxnard (Notice of Preparation contained in Technical Appendix). The data provided for the site operations is reviewed below.

Employees. The outdoor storage facility will be staffed by 14 employees. Employees would arrive during between 7:30 - 8:00 AM peak commute period and leave at 4:00 PM. The 14 employees include 3 security guards, 1 shuttle van driver and 10 vehicle drivers. The 10 vehicle drivers will report to the storage facility to then be driven to the Port to pick-up the vehicles to be driven to the storage facility. The van will shuttle the vehicle drivers to the Port to pick-up vehicles and drop-off vehicles. Each security guard would work an 8 hour shift such that 1 security guard would be on-site 24-hours a day.

Vehicles. Up to 240 imported vehicles per day could be transported to or from the outdoor storage facility. These vehicles could be driven to or from the Port to the site Monday through Saturday. The vehicles will be shuttled to or from the Port to the site for approximately 18 days of every month. Based on the operational data a maximum of 30 one-way import vehicle trips can occur in one hour. Vehicles will not be transported to any other off-site location only to and from the Port.

Table 2 presents the weekday trip generation estimates developed for the Project based on the weekday operational data presented above. Table 2 also includes trips related to both employee commutes and transport of vehicles to/from the outdoor storage facility.

**Table 2
Project Peak Trip Generation Estimates**

Proposed Operations	Number	Peak Daily Trips ^(a)	AM Peak Hour	PM Peak Hour
			Trips (Entering/Exiting)	Trips (Entering/Exiting)
Employees	-	-	-	-
- Shuttle Van Driver	1	2	1 (1/0)	1 (0/1)
- Vehicle Drivers	10	20	10 (10/0)	10 (0/10)
- Security Guards	3	6	1 (1/0)	1 (0/1)
Import Vehicles	240	240	30 (30/0)	0 (0/0)
Shuttle Van Trips	1	48	6 (3/3)	0 (0/0)
Total Trip Generation:		316	48 (45/3)	12 (0/12)

Note: (a) The peak daily trips account for all inbound and outbound trips during the peak and non-peak hour periods of the workday.

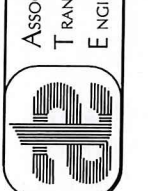
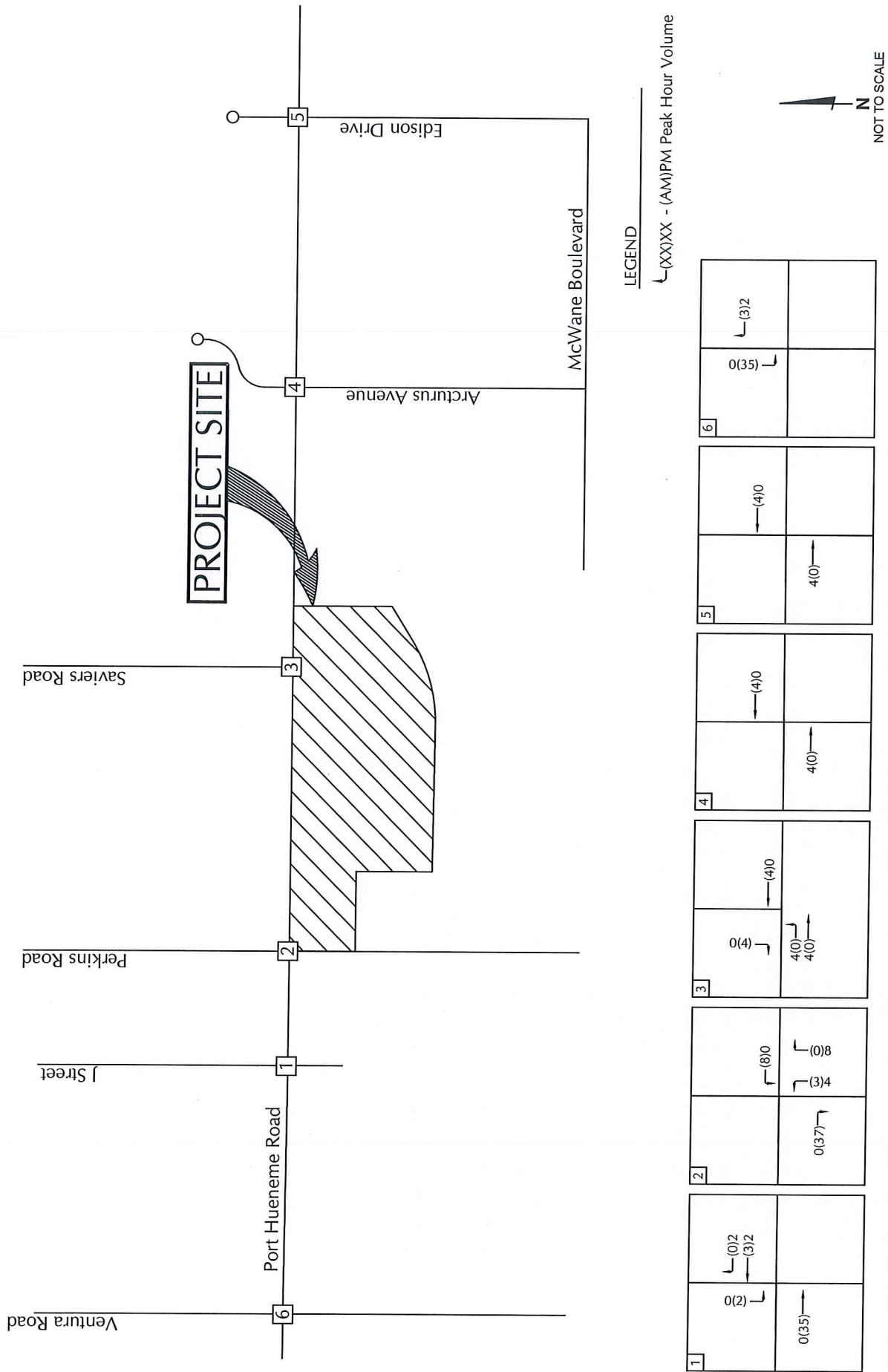
The data presented in Table 2 indicate that the proposed outdoor storage facility would generate 316 peak daily trips, 48 AM peak hour trips and 12 PM peak hour trips. Note that a maximum of 240 vehicles could be transported to or from the Port and the outdoor storage facility daily. The trips are only between the Port and the outdoor facility, no other locations. Most days a smaller number of vehicles will be transported. Many days no vehicles will be transported to and from the Port. As noted, a maximum of 30 one-way import vehicle trips can occur in one hour. The analysis assumes that during the AM peak hour, import vehicles would be transported to the storage facility. Outbound import vehicle trips would occur during the non-peak hours. No import vehicle trips would occur during the 4:00 - 6:00 PM peak hour period since employee workday would end at 4:00 PM.

Project Trip Distribution and Assignment

The Project-generated employee AM and PM peak hour traffic volumes were assigned to the study-area intersections based on travel data derived from the existing traffic volumes as well as a general knowledge of the population, employment and commercial centers in the Oxnard/Ventura area. The import vehicles were assigned based on the route to and from the Port of Hueneme via Port Hueneme Road.



Figure 5 illustrates the trip assignment assumed for the Project's trips. Figure 6 illustrates the Existing + Project traffic volumes. Note that there will be 0 imported vehicle trips traveling through the Port Hueneme Road/Ventura Road, Port Hueneme Road/"J" Street, and Port Hueneme Road/Perkins Road intersections during the 4:00 - 6:00 PM peak hour period since the transport work would be completed before 4:00 PM.

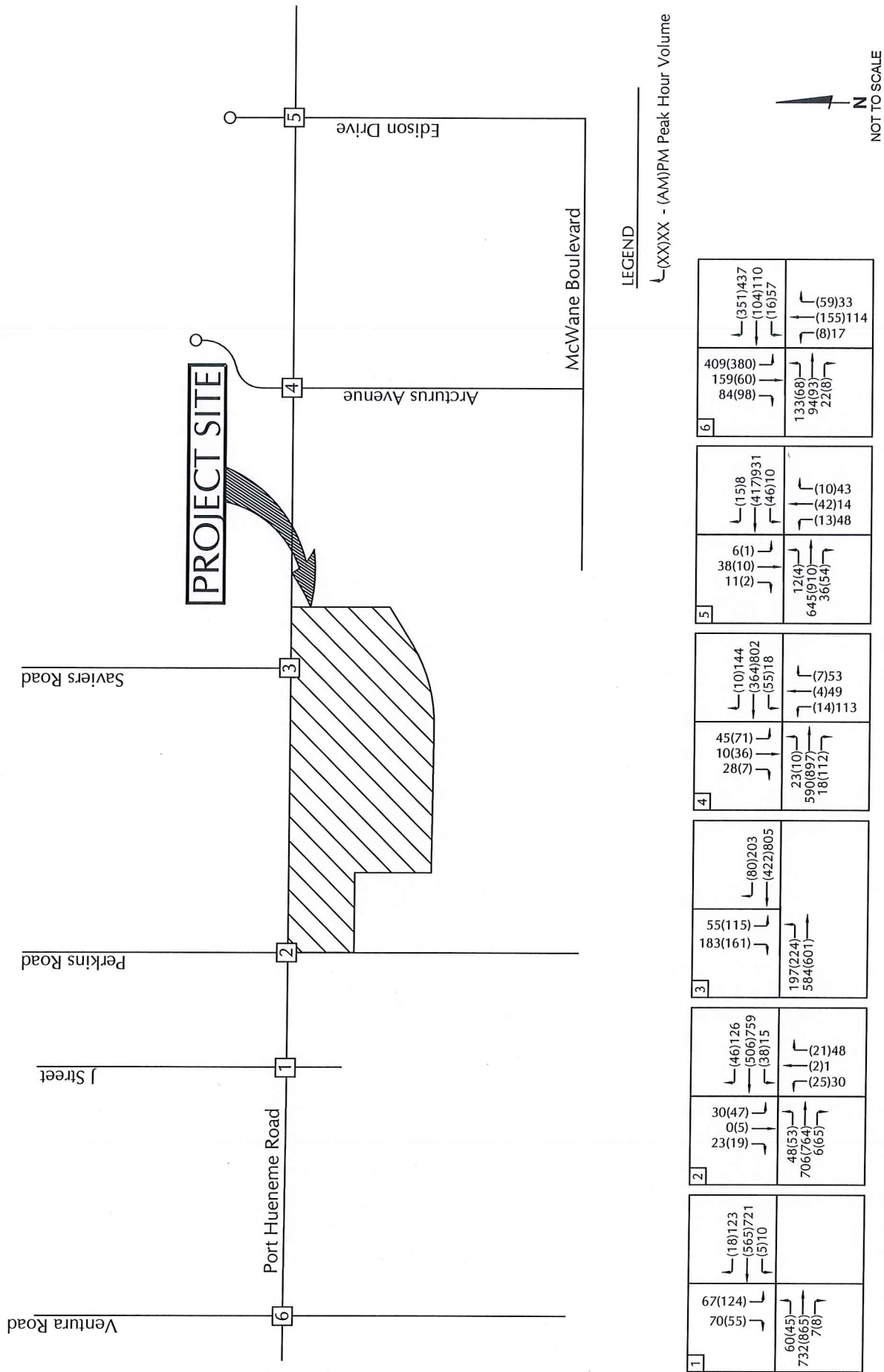


ASSOCIATED
TRANSPORTATION
ENGINEERS

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 5

JH-ATE#20055



ASSOCIATED
TRANSPORTATION
ENGINEERS

EXISTING + PROJECT TRAFFIC VOLUMES

FIGURE 6

JH - ATE#20055

PROJECT-SPECIFIC IMPACTS

Levels of service were calculated for the study-area intersections assuming the Existing + Project volumes. Tables 3 and 4 show the results of the calculations and identify the Project's impacts based on the City of Oxnard thresholds.

**Table 3
Existing + Project AM Peak Hour Levels of Service**

No.	Intersection	Existing		Existing + Project		Change	Impact?
		ICU	LOS	ICU	LOS		
1.	Hueneme Road/"J" Street	0.34	LOS A	0.35	LOS A	0.01	No
2.	Hueneme Road/Perkins Road	0.33	LOS A	0.34	LOS A	0.01	No
3.	Hueneme Road/Saviers Road	0.47	LOS A	0.48	LOS A	0.01	No
4.	Hueneme Road/Arcturus Avenue	0.40	LOS A	0.40	LOS A	0.00	No
5.	Hueneme Road/Edison Drive	0.34	LOS A	0.34	LOS A	0.00	No
6.	Hueneme Road/Ventura Road	0.31	LOS A	0.32	LOS A	0.01	No

**Table 4
Existing + Project PM Peak Hour Levels of Service**

No.	Intersection	Existing		Existing + Project		Change	Impact?
		ICU	LOS	ICU	LOS		
1.	Hueneme Road/"J" Street	0.31	LOS A	0.31	LOS A	0.00	No
2.	Hueneme Road/Perkins Road	0.33	LOS A	0.33	LOS A	0.00	No
3.	Hueneme Road/Saviers Road	0.49	LOS A	0.49	LOS A	0.00	No
4.	Hueneme Road/Arcturus Avenue	0.61	LOS B	0.61	LOS B	0.00	No
5.	Hueneme Road/Edison Drive	0.66	LOS B	0.66	LOS B	0.00	No
6.	Hueneme Road/Ventura Road	0.35	LOS A	0.35	LOS A	0.00	No

The data presented in Tables 3 and 4 indicate that the Project would not generate significant impact to the study-area intersections based on the City of Oxnard's traffic impact thresholds during the AM or the PM peak hour periods. The addition of Project trips would not result in an impact since the intersections operate at LOS B or better and the increase in the ICU values is less than 0.02.

CUMULATIVE (EXISTING + APPROVED/PENDING PROJECTS) CONDITIONS

The City of Oxnard requires that intersection operations be analyzed with the addition of traffic generated by projects which have been approved or are pending within the Project study-area. The cumulative projects account for future traffic growth. Trip generation estimates were developed for the cumulative developments using the rates presented in the ITE, *Trip Generation*, 10th Edition. Table 5 summarizes the average daily, AM and PM peak hour trip generation estimates for the approved/pending projects.

Table 5
Approved/Pending Projects Trip Generation

No.	Project	Land Use	Units/Size	ADT	AM Peak Hour	PM Peak Hour
1.	Garden City	Farmworker Res.	30 Units	50	6	4
2.	JBGR Investments, LLC	Townhomes	20 Units	146	9	11
3.	Oscar Tirado	Multi-Family Res.	3 Units	22	1	2
4.	Johnson Apartments	Multi-Family Res.	19 Units	139	9	11
5.	Vista Pacific	Multi-Family Res.	40 Units	293	18	22
6.	Pleasant Valley Plaza	Retail Commercial	11,392 SF	430	11	43
7.	Pantoja Trucking	Warehouse	7,865 SF	14	1	2
8.	Habitat for Humanity	Multi-Family Res.	5 Units	37	2	3
Total Trips:				1,131	57	98

The data presented in Table 5 indicate that the approved/pending projects would generate a total of 1,131 average daily trips, 57 AM peak hour trips and 98 PM peak hour trips. The traffic generated by the approved/pending projects was distributed and assigned to the study-area intersections based on the location of each project, recent traffic studies, existing traffic patterns observed in the study area as well as a general knowledge of the population, employment and commercial centers in Oxnard and surrounding Ventura County area. Figure 7 illustrates the Cumulative peak hour traffic volumes at the study-area intersections. The Cumulative levels of service for the study-area intersections are shown in Table 6.

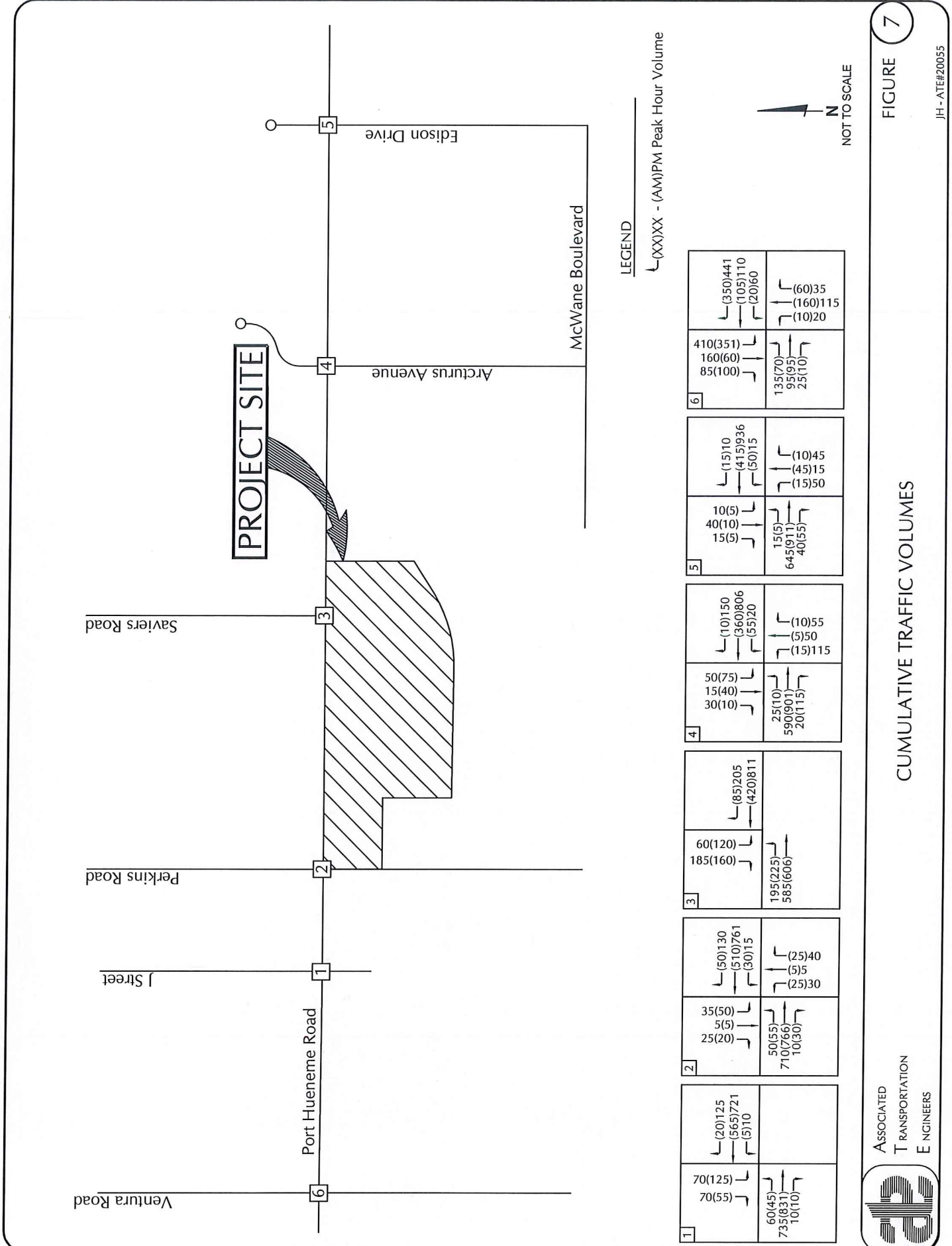
Table 6
Cumulative AM and PM Peak Hour Levels of Service

No.	Intersection	Control Type	AM Peak Hour		PM Peak Hour	
			ICU	LOS	ICU	LOS
1.	Hueneme Road/"J" Street	Signal	0.34	LOS A	0.31	LOS A
2.	Hueneme Road/Perkins Road	Signal	0.33	LOS A	0.34	LOS A
3.	Hueneme Road/Saviers Road	Signal	0.48	LOS A	0.49	LOS A
4.	Hueneme Road/Arcturus Avenue	Signal	0.41	LOS A	0.62	LOS B
5.	Hueneme Road/Edison Drive	Signal	0.35	LOS A	0.67	LOS B
6.	Hueneme Road/Ventura Road	Signal	0.32	LOS A	0.35	LOS A

The data presented in Table 6 indicate that the study-area intersections would continue to operate at LOS B or better during the AM and PM peak hour periods with cumulative traffic volumes, which meets the City's LOS C standard.

Cumulative + Project Impacts

Levels of service were calculated for the study-area intersections assuming the Cumulative + Project volumes illustrated on Figure 8. Tables 7 and 8 show the results of the calculations and identify the impacts of the Project based on City of Oxnard thresholds.



7

FIGURE

CUMULATIVE TRAFFIC VOLUMES

ASSOCIATED
TRANSPORTATION
ENGINEERS



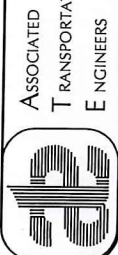
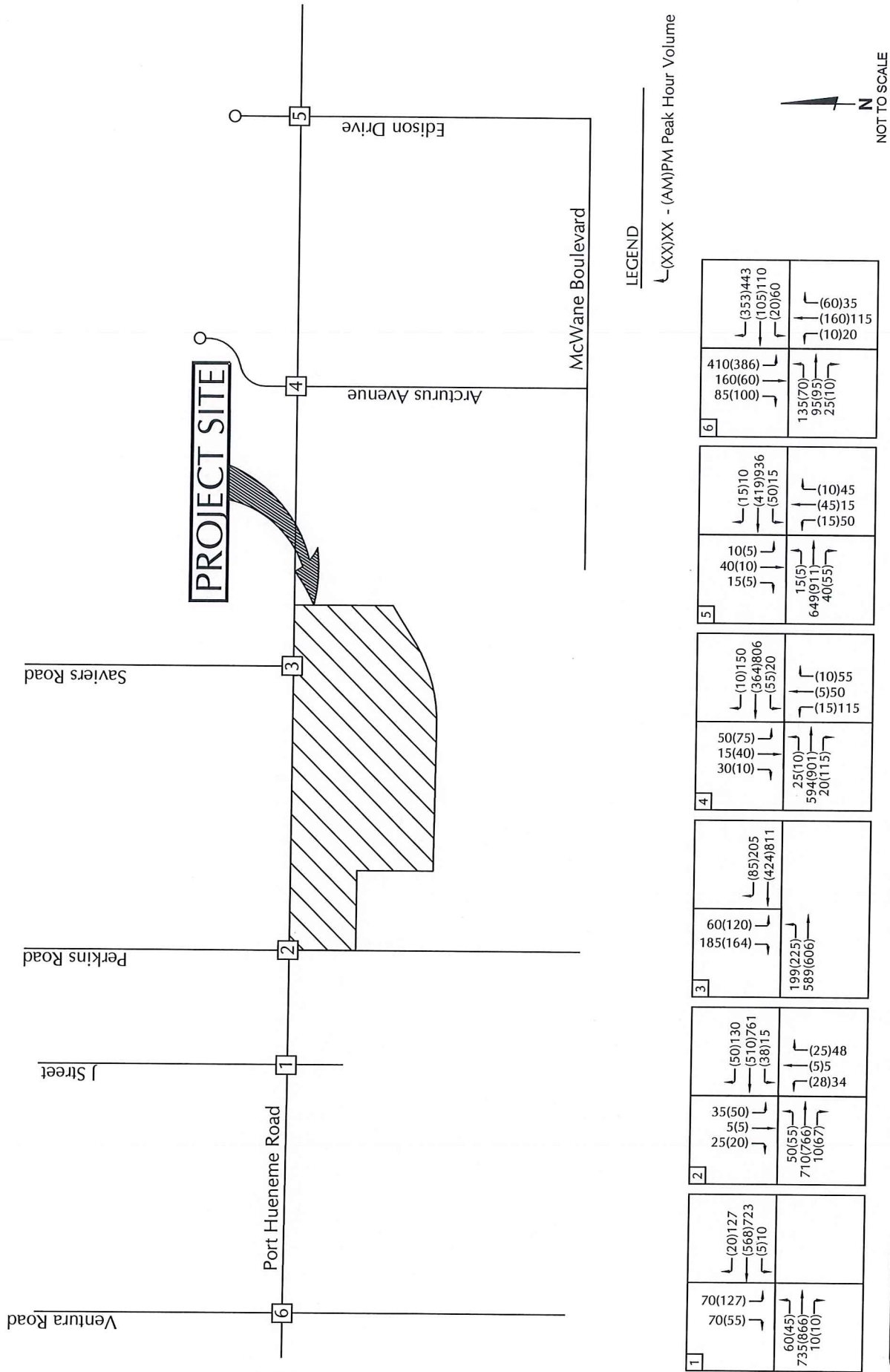
JH - ATE#20055

LEGEND

└(XXX)X - (AM)PM Peak Hour Volume

1	70(125) 70(55)	└(20)125 └(565)721 └(5)70	60(45) 735(831) 10(10)	2	35(50) 5(5) 25(20)	└(50)130 └(510)761 └(30)15	50(55) 710(766) 10(30)	3	60(120) 185(160)	└(85)205 └(420)811	195(225) 585(606)	4	50(75) 15(40) 30(10)	└(10)150 └(360)806 └(55)20	25(10) 590(901) 20(115)	5	10(5) 40(10) 15(5)	└(15)10 └(415)936 └(50)15	15(5) 645(911) 40(55)	6	410(351) 160(60) 85(100)	└(350)441 └(105)110 └(20)60	135(70) 95(95) 25(10)	└(60)35 └(160)115 └(10)20
---	-------------------	---------------------------------	------------------------------	---	--------------------------	----------------------------------	------------------------------	---	---------------------	-----------------------	----------------------	---	----------------------------	----------------------------------	-------------------------------	---	--------------------------	---------------------------------	-----------------------------	---	--------------------------------	-----------------------------------	-----------------------------	---------------------------------

NOT TO SCALE



ASSOCIATED
TRANSPORTATION
ENGINEERS

CUMULATIVE + PROJECT TRAFFIC VOLUMES

FIGURE 8

JH-ATE#20055

**Table 7
Cumulative + Project AM Peak Hour Levels of Service**

No.	Intersection	Cumulative		Cumulative+ Project		Change	Impact?
		ICU	LOS	ICU	LOS		
1.	Hueneme Road/"J" Street	0.34	LOS A	0.36	LOS A	0.02	No
2.	Hueneme Road/Perkins Road	0.33	LOS A	0.35	LOS A	0.02	No
3.	Hueneme Road/Saviers Road	0.48	LOS A	0.48	LOS A	0.00	No
4.	Hueneme Road/Arcturus Avenue	0.41	LOS A	0.41	LOS A	0.00	No
5.	Hueneme Road/Edison Drive	0.35	LOS A	0.35	LOS A	0.00	No
6.	Hueneme Road/Ventura Road	0.32	LOS A	0.33	LOS A	0.01	No

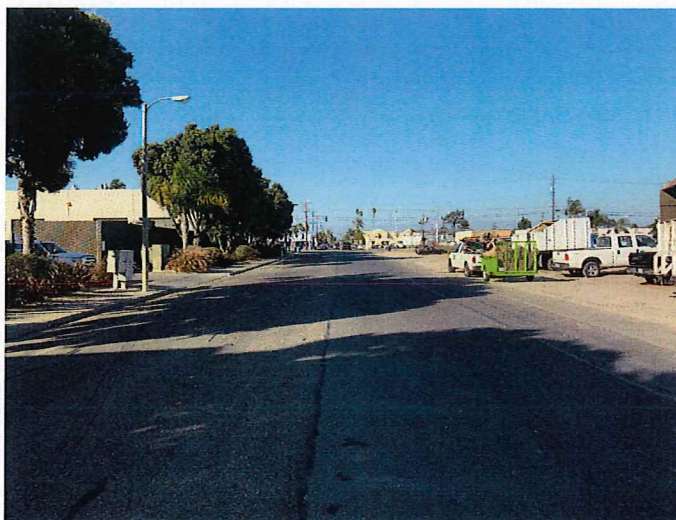
**Table 8
Cumulative + Project PM Peak Hour Levels of Service**

No.	Intersection	Cumulative		Cumulative+ Project		Change	Impact?
		ICU	LOS	ICU	LOS		
1.	Hueneme Road/"J" Street	0.31	LOS A	0.31	LOS A	0.00	No
2.	Hueneme Road/Perkins Road	0.34	LOS A	0.34	LOS A	0.00	No
3.	Hueneme Road/Saviers Road	0.49	LOS A	0.49	LOS A	0.00	No
4.	Hueneme Road/Arcturus Avenue	0.62	LOS B	0.62	LOS B	0.00	No
5.	Hueneme Road/Edison Drive	0.67	LOS B	0.67	LOS B	0.00	No
6.	Hueneme Road/Ventura Road	0.35	LOS A	0.35	LOS A	0.00	No

The data presented in Tables 7 and 8 indicate that the Project would not generate significant cumulative impacts to the study-area intersections based on the City of Oxnard's traffic impact thresholds during the AM or the PM peak hour periods. The addition of Project trips would not result in an impact since the intersections operate at LOS B or better.

SITE ACCESS

As illustrated on Figure 2, access to the Project site would be provided by two driveways on Perkins Road, Secondary emergency access would be provided via a gated driveway on Hueneme Road opposite Saviers Road. Vehicles driven from the Port will enter the site via Perkins Road. Perkins Road is a collector street that its approximately 40-feet wide. The roadway provides access to the industrial buildings located to the south. The roadway has adequate capacity to accommodate the traffic generated by the Project. The Perkins Road driveways will be designed and constructed to City of Oxnard design



standards. Given the estimated Project trip generation and traffic on Perkins Road, the driveways would operate at an acceptable level of service. The Project will be required to complete any and all necessary frontage improvements on Perkins Road and Port Hueneme Road.

PARKING ANALYSIS

City of Oxnard Zoning Ordinance Parking Requirements

The City's Zoning Ordinance parking requirements were calculated for the 240-square feet of office space provided by the Project. The parking space requirement for Project is as follows.

- Office Space - 1 space for each 250 SF of floor area

The City of Oxnard Zoning Ordinance requires 1 space for the Project. The Project provides 3 on-site parking spaces which satisfies the City's parking requirement.

VEHICLE MILES TRAVELED ANALYSIS

Adopted in 2013 Senate Bill (SB) 743 changes how transportation impacts are evaluated under CEQA. As specified under SB 743 and implemented under Section 15064.3 of the State CEQA Guidelines, Vehicle Miles Traveled (VMT) is the required metric to be used for identifying CEQA impacts and mitigation. The Governor's Office of Research and Planning (OPR) published a Technical Advisory on Evaluating Transportation Impacts including guidance for VMT analysis.

VMT was chosen as the metric to better integrate land use and multimodal transportation choices to encourage alternative transportation, promote greater efficiency and reduce Green House Gas (GHG) emissions. Technical guidance on analyzing the transportation impacts under CEQA provides recommendations regarding the assessment of VMT, thresholds of significance and mitigation measures. The OPR offered a generalized recommendation of a 15 percent reduction below existing VMT thresholds for CEQA significance. For VMT analysis, the OPR recommends using a trip-based assessment of VMT that captures the full extent of the vehicle trip length – even the portion that extends beyond the jurisdictional boundary. SB 743 also amended the State congestion management program statutes lifting the sunset clause for the designation of infill opportunity zones where the CMP LOS standards would no longer apply.

At this time, neither the City of Oxnard nor City of Port Hueneme have adopted a methodology for determining Vehicle Miles Traveled by development projects. Other jurisdictions in the state of California have developed VMT Calculators or regional travel demand models to evaluate VMT impacts of development Projects.

Currently imported vehicles may be transported via truck from the Port to storage lots located at the Camarillo Airport, Tuff Shed in Ventura, Teal Club Road and at the 3rd Street Harbor Freight site. The intent is to supplant the need to store vehicles at these locations. The Camarillo Airport is approximately 10.6 miles from the Port. The Tuff Shed storage location is approximately 9 miles from the Port. The proposed Project site would consolidate the storage sites to one location approximately 1.65 miles from the Port of Huemene Pleasant Valley Road gate. Through the consolidation of the storage sites, the Project would result in a reduction of the VMT related to the transport of imported vehicles. As shown in Table 9, the import vehicle trip distance to the Camarillo Airport is reduced from 10.6 miles to 1.65 miles. Similarly, the import vehicle trip distance to Tuff Shed in Ventura are reduced from 9 miles to 1.65 miles

**Table 9
Storage Location Vehicle Miles**

Vehicle Storage Location	Distance from Port	Round Trip Miles
Camarillo Airport	10.6 miles	21.2 miles
Tuff Shed	9 miles	18 miles
Project Site	1.65 miles	3.3 miles

A round trip from the Port to the Camarillo Airport is 21.2 miles. A round trip from the Port to the Project site is 3.3 miles. The Project site location would reduce the VMT related to trips between the Port and the Camarillo Airport by 17.9 miles (21.2 miles - 3.3 miles = 17.9 miles). As shown in Table 9, the Project site location would result in a reduction of the VMT related to the transport of imported vehicles.

Though the Project is not located along a high-quality transit corridor, transit service is available to the employees. The Project is served by two transit routes (Route 1A/1B and Route 23) operated by Gold Coast Transit.

PROJECT MITIGATION MEASURES

Based on the City of Oxnard traffic impact thresholds, it was determined that the Project would not generate significant impacts at the study-area intersections. No mitigation measures were therefore developed for the study-area intersections under the City's jurisdiction. The Project would, however, be required to pay the City's traffic mitigation fees to off-set its contribution to cumulative traffic volumes in the City.

VENTURA COUNTY GENERAL PLAN CONSISTENCY

The City of Oxnard and Ventura County have executed a "Reciprocal Traffic Mitigation Agreement" wherein the City and the County agree that a pro-rata share of the cost of mitigations will be collected by each agency for identified traffic impacts in the other jurisdiction. The Project would be consistent with the Ventura County General Plan by complying with the terms of the "Reciprocal Traffic Mitigation Agreement" between the City of Oxnard and the County of Ventura approved on February 2, 1993.



REFERENCES AND PERSONS CONTACTED

Associated Transportation Engineers

Scott A. Schell, Principal Planner
Darryl F. Nelson, Senior Transportation Planner
Jiho Ha, Traffic Engineer I

Persons Contacted

Earnel Bihis, City of Oxnard
Melissa Whittemore, Rincon Consultants Inc.
Erik D. Feldman, Rincon Consultants Inc.

References

Highway Capacity Manual, Transportation Research Board, National Research Council, 2000.

Trip Generation, Institute of Transportation Engineers, 10th Edition, 2017.

Traffic LOS Monitoring for the Ventura County Congestion Management Program, Ventura County Transportation Commission, 2009.

TECHNICAL APPENDIX

CONTENTS

INTERSECTION LEVEL OF SERVICE CRITERIA/DEFINITIONS

TRAFFIC COUNTS

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

- Reference 1 – Port Hueneme Road/"J" Street
- Reference 2 – Port Hueneme Road/Perkins Road
- Reference 3 – Port Hueneme Road/Saviers Road
- Reference 4 – Port Hueneme Road/Arcturus Avenue
- Reference 5 – Port Hueneme Road/Edison Drive
- Reference 6 – Port Hueneme Road/Ventura Road

NOP PORT OF HUENEME - TEMPORARY OUTDOOR VEHICLE STORAGE FACILITY

INTERSECTION LEVEL OF SERVICE CRITERIA/DEFINITIONS

DISCUSSION OF INTERSECTION CAPACITY UTILIZATION (ICU)

The ability of a roadway to carry traffic is referred to as capacity. The capacity is usually less at intersections because traffic flows continuously between them and only during the green phase at them. Capacity at intersections is best defined in terms of vehicles per lane per hour of green. The technique used to compare the volumes and capacity of an intersection is known as Intersection Capacity Utilization (ICU). ICU or volume-to-capacity ratio, usually expressed as a percentage, is the proportion of an hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity. If an intersection is operating at 80 percent of capacity, then 20 percent of the signal cycle is not used.

The ICU calculation assumes that an intersection is signalized and that the signal is ideally timed. Although calculating ICU for an unsignalized intersection is invalid, the presumption is that a signal can be installed and the calculation shows whether the geometrics are capable of accommodating the expected volumes. It is possible to have an ICU well below 100 percent, yet have severe traffic congestion. This would occur if one or more movements is not getting sufficient time to satisfy its demand, and excess time exists on other movements. This is an operational problem which should be addressed.

Capacity is often defined in terms of roadway width. However, standard lanes have approximately the same capacity whether they are 11 or 14 feet wide. Data collected by Kunzman Associates indicates a typical lane, whether a through-lane or a left-turn lane, has a capacity of approximately 1,700 vehicles per hour, with nearly all locations showing a capacity greater than 1,600 vehicles per hour per lane. This finding is published in the August, 1978 issue of ITE Journal in the article entitled, "Another Look at Signalized Intersection Capacity" by William Kunzman. For this study, a capacity of 1,600 vehicles per hour per lane will be assumed for left-turn, through, and right-turn lanes as per City policy.

The yellow time can either be assumed to be completely used and no penalty applied, or it can be assumed to be only partially usable. Total yellow time accounts for less than 10 percent of a cycle, and a penalty of up to five percent is reasonable. On the other hand, during peak hour traffic operation, the yellow times are nearly completely used. In this study, no penalty will be applied for the yellow because the capacities have been assumed to be only 1,600 vehicles per hour per lane when in general they are 1,700-1,800 vehicles per hour per lane.

The ICU technique is an ideal tool to quantify existing as well as future intersection operations. The impact of adding a lane can be quickly determined by examining the effect the lane has on the intersection capacity utilization.

Source: Oxnard Airport Business Park Traffic Study, Kunzman Assoc., City of Oxnard, 1985.

LEVEL OF SERVICE DEFINITIONS

"Levels of Service" (LOS) A through F are used to rate roadway and intersection operating conditions, with LOS A indicating very good operations and LOS F indicating poor operations. More complete level of service definitions are:

LOS	Definition
A	Low volumes; primarily free flow operations. Density is low and vehicles can freely maneuver within traffic stream. Drivers can maintain their desired speeds with little or no delay.
B	Stable flow with potential for some restriction of operating speeds due to traffic conditions. Maneuvering is only slightly restricted. Stopped delays are not bothersome and drivers are not subject to appreciable tension.
C	Stable operations, however the ability to maneuver is more restricted by the increase in traffic volumes. Relatively satisfactory operating speeds prevail but adverse signal coordination or longer queues cause delays.
D	Approaching unstable traffic flow where small increases in volume could cause substantial delays. Most drivers are restricted in their ability to maneuver and their selection of travel speeds. Comfort and convenience are low but tolerable.
E	Operations characterized by significant approach delays and average travel speeds of one-half to one-third of free flow speed. Flow is unstable and potential for stoppages of brief duration. High signal density, extensive queuing, or signal progression/timing are the typical causes of delays.
F	Forced flow operations with high approach delays at critical signalized intersections. Speeds are reduced substantially and stoppages may occur for short or long periods of time because of downstream congestion.

Signalized Intersection Level of Service Definitions

LOS	Delay ^a	V/C Ratio	Definition
A	< 10.0	< 0.60	Progression is extremely favorable. Most vehicles arrive during the green phase. Many vehicles do not stop at all.
B	10.1 - 20.0	0.61 - 0.70	Good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
C	20.1 - 35.0	0.71 - 0.80	Only fair progression, longer cycle lengths, or both, result in higher cycle lengths. Cycle lengths may fail to serve queued vehicles, and overflow occurs. Number of vehicles stopped is significant, though many still pass through intersection without stopping.
D	35.1 - 55.0	0.81 - 0.90	Congestion becomes more noticeable. Unfavorable progression, long cycle lengths and high v/c ratios result in longer delays. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	55.1 - 80.0	0.91 - 1.00	High delay values indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent
F	> 80.0	> 1.00	Considered unacceptable for most drivers, this level occurs when arrival flow rates exceed the capacity of lane groups, resulting in many individual cycle failures. Poor progression and long cycle lengths may also contribute to high delay levels.

^a Average control delay per vehicle in seconds.

Unsignalized Intersection Level of Service Definitions

The HCM¹ uses *control delay* to determine the level of service at unsignalized intersections. Control delay is the difference between the travel time actually experienced at the control device and the travel time that would occur in the absence of the traffic control device. Control delay includes deceleration from free flow speed, queue move-up time, stopped delay and acceleration back to free flow speed.

LOS	Control Delay Seconds per Vehicle
A	< 10.0
B	10.1 - 15.0
C	15.1 - 25.0
D	25.1 - 35.0
E	35.1 - 50.0
F	> 50.0

¹ Highway Capacity Manual, National Research Board, 2000



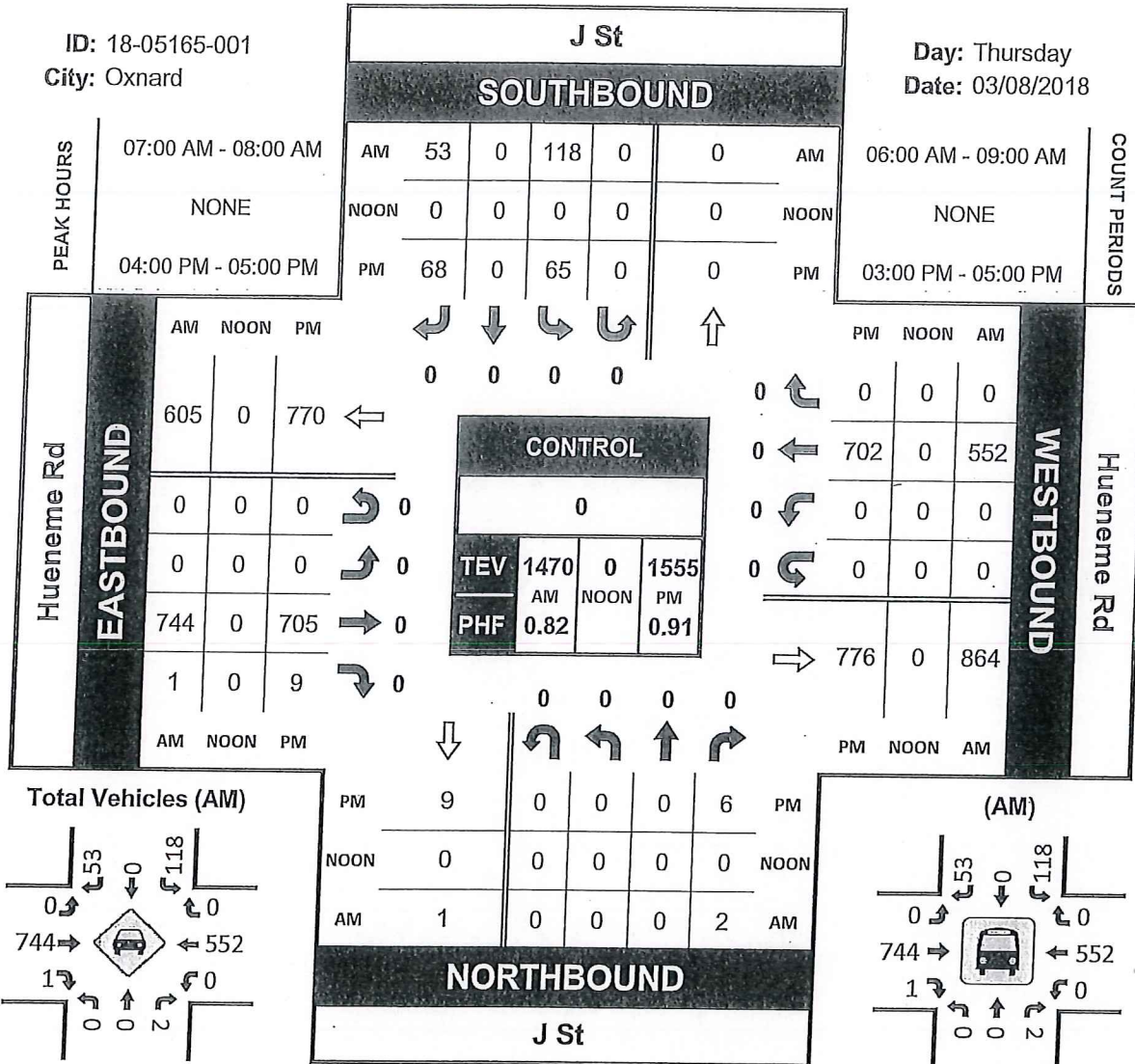
TRAFFIC COUNT DATA

J St & Hueneme Rd

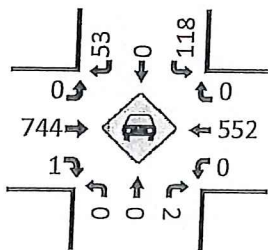
Peak Hour Turning Movement Count

ID: 18-05165-001
City: Oxnard

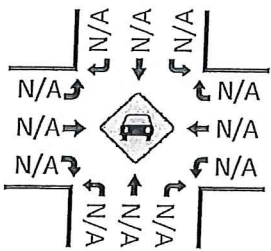
Day: Thursday
Date: 03/08/2018



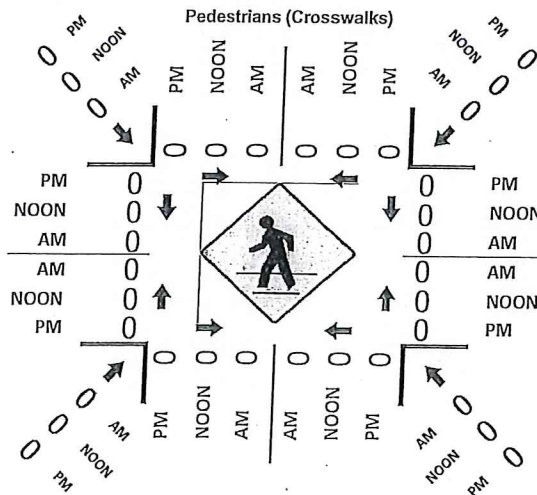
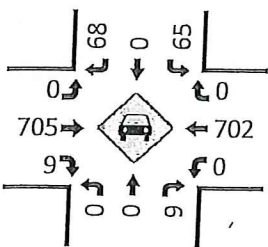
Total Vehicles (AM)



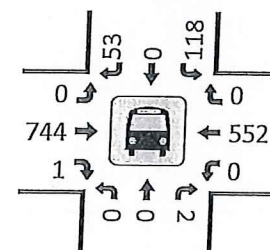
Total Vehicles (Noon)



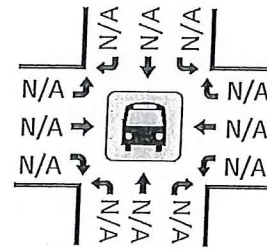
Total Vehicles (PM)



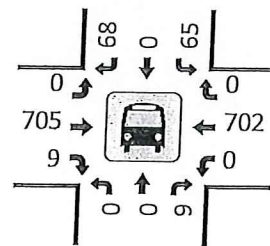
Total Vehicles (AM)



Total Vehicles (Noon)



Total Vehicles (PM)

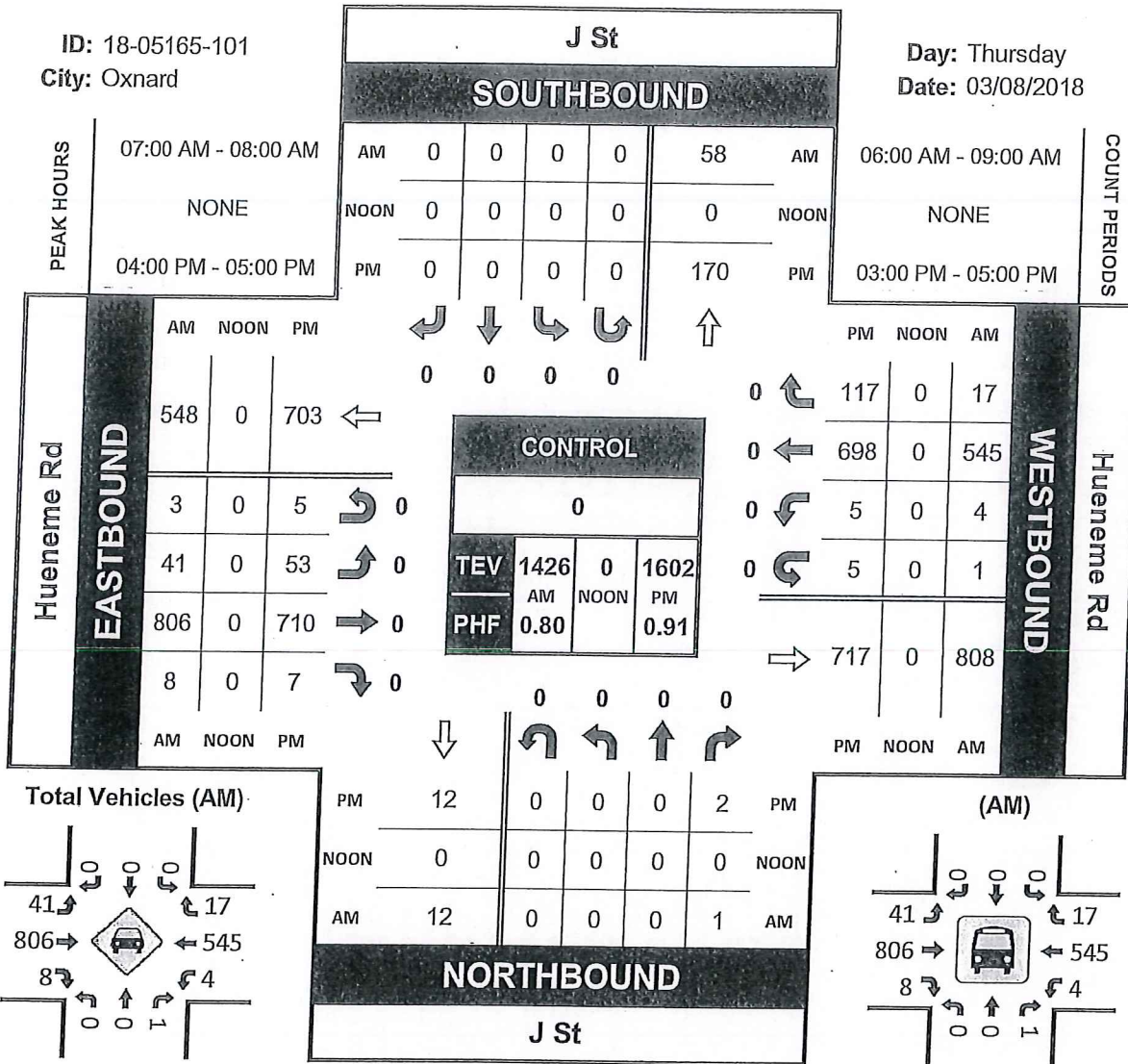


J St & Hueneme Rd

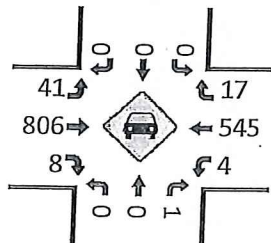
Peak Hour Turning Movement Count

ID: 18-05165-101
City: Oxnard

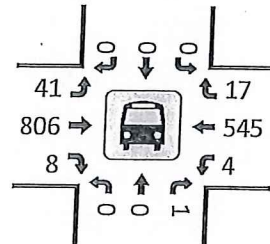
Day: Thursday
Date: 03/08/2018



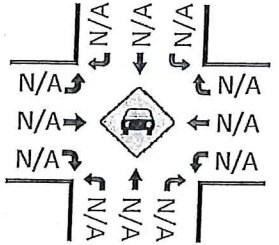
Total Vehicles (AM)



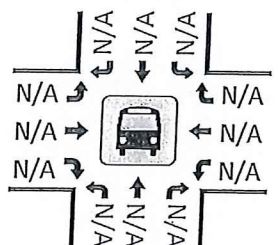
(AM)



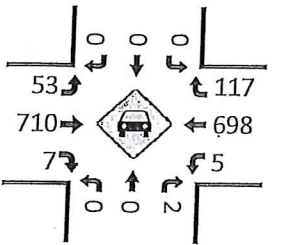
Total Vehicles (Noon)



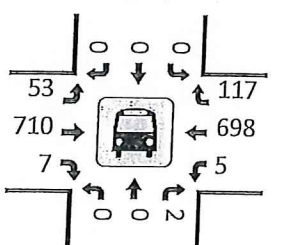
(NOON)



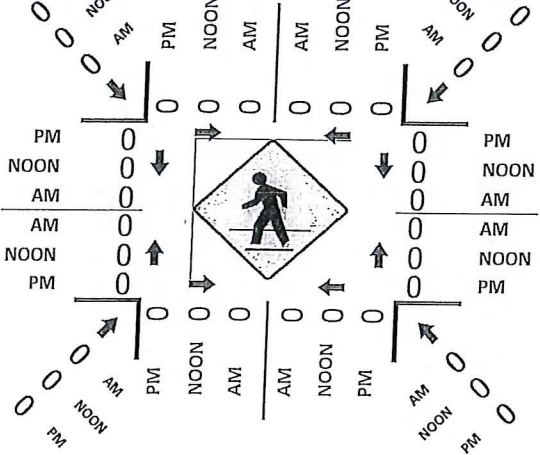
Total Vehicles (PM)



(PM)



Pedestrians (Crosswalks)

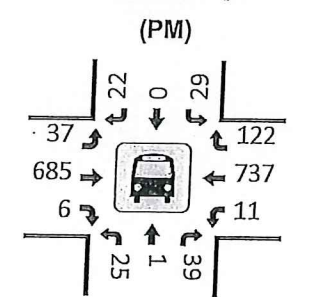
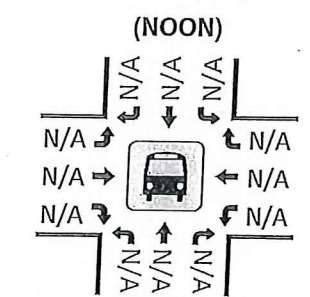
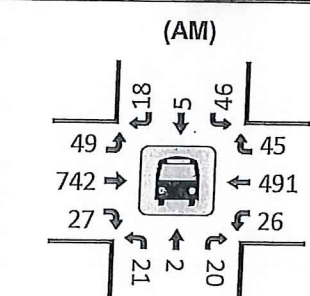
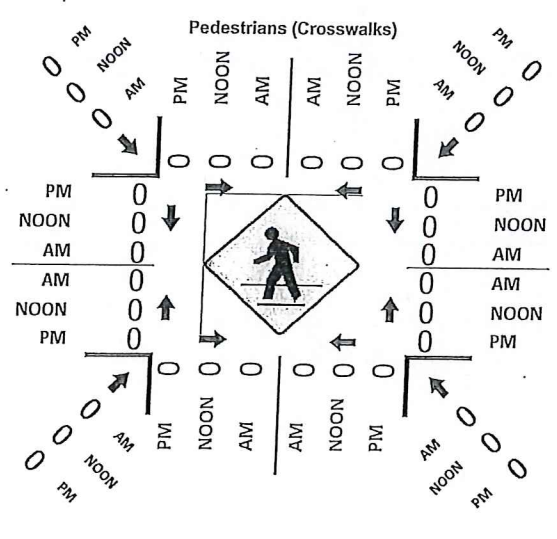
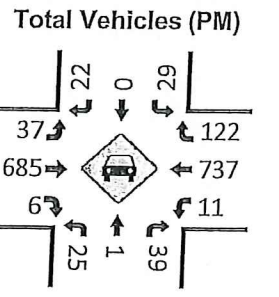
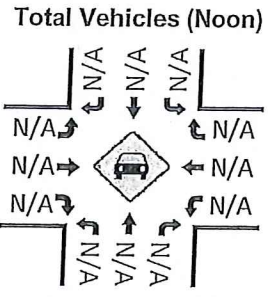
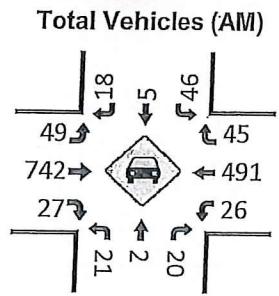
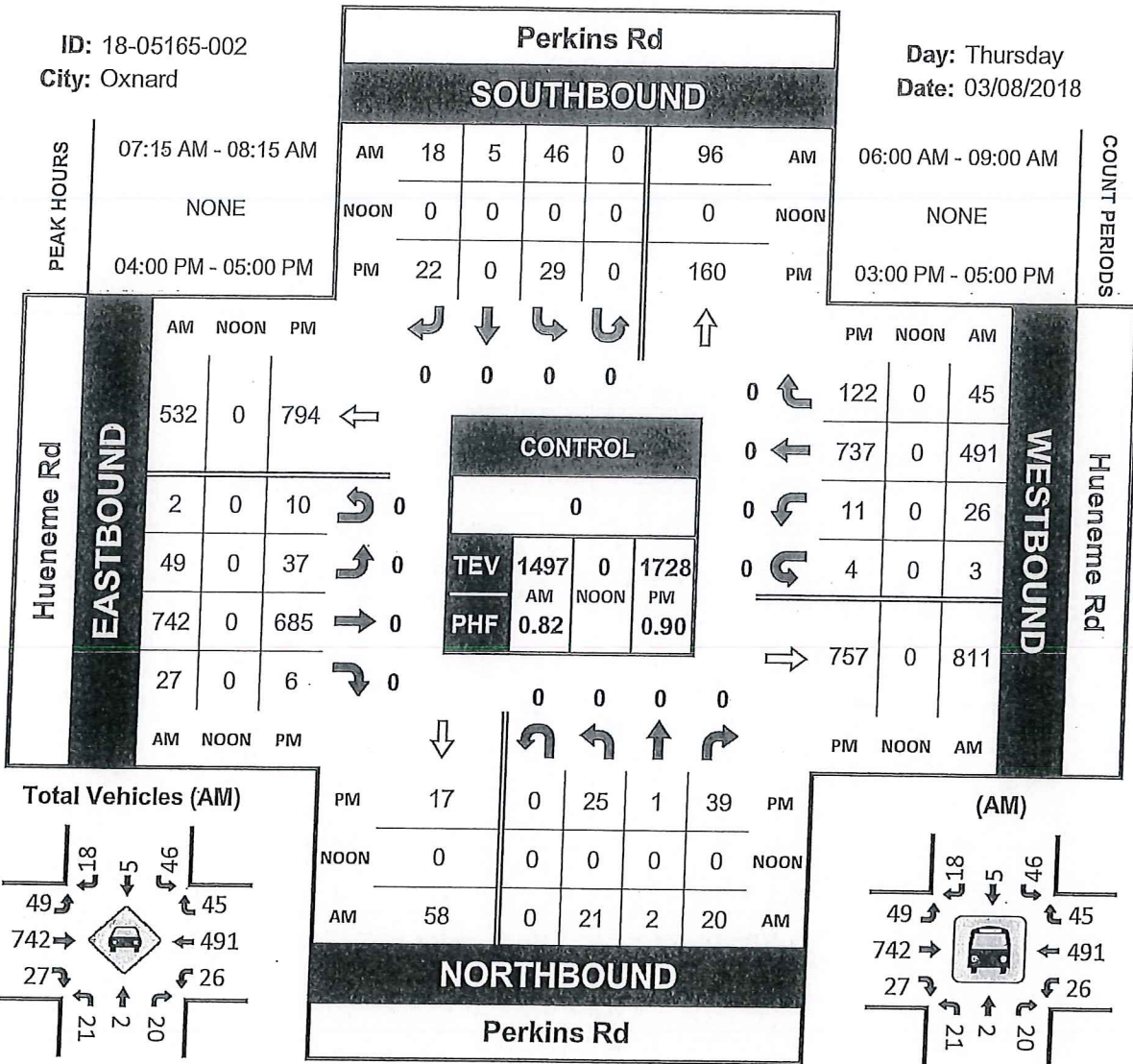


Perkins Rd & Hueneme Rd

Peak Hour Turning Movement Count

ID: 18-05165-002
City: Oxnard

Day: Thursday
Date: 03/08/2018

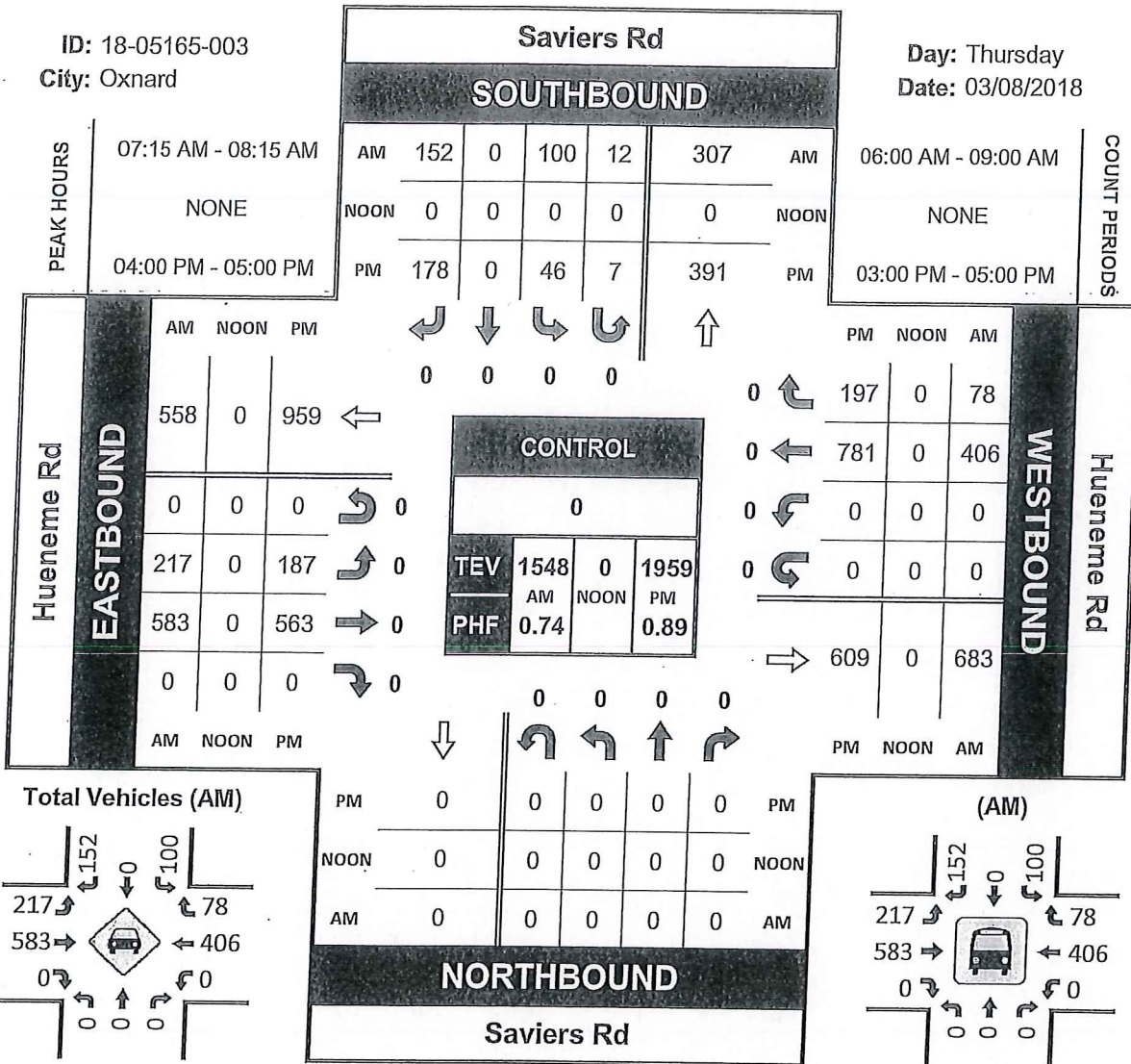


Saviers Rd & Hueneme Rd

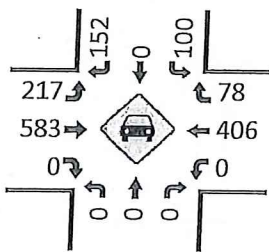
Peak Hour Turning Movement Count

ID: 18-05165-003
City: Oxnard

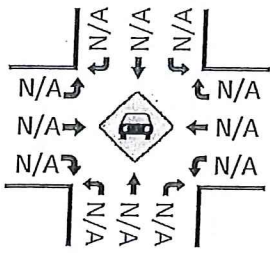
Day: Thursday
Date: 03/08/2018



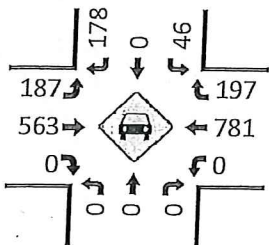
Total Vehicles (AM)



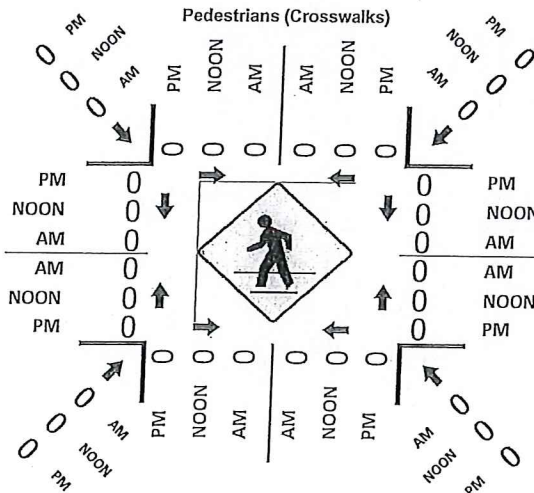
Total Vehicles (Noon)



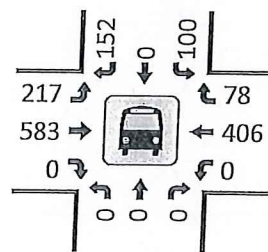
Total Vehicles (PM)



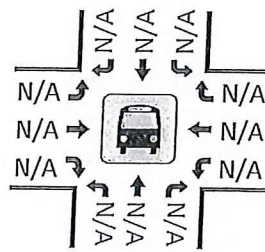
Pedestrians (Crosswalks)



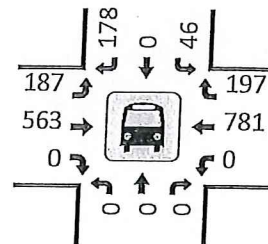
(AM)



(NOON)



(PM)



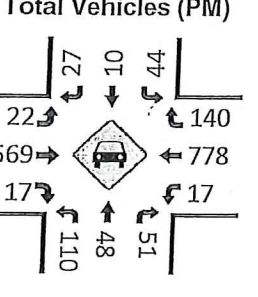
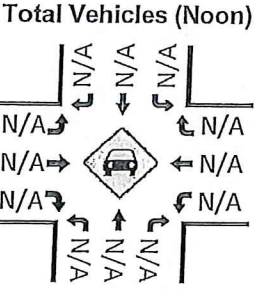
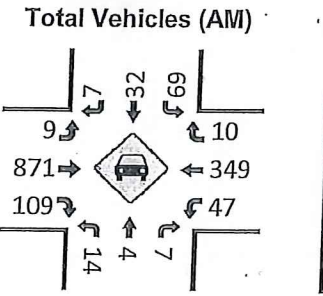
Arcturus Ave & Hueneme Rd

Peak Hour Turning Movement Count

ID: 18-05165-004
City: Oxnard

Day: Thursday
Date: 03/08/2018

PEAK HOURS	Arcturus Ave												COUNT PERIODS													
	SOUTHBOUND																									
	AM	7	32	69	0	23	AM	06:00 AM - 07:00 AM	NOON	0	0	0		0	0	NOON	NONE	03:00 PM - 04:15 PM	PM	27	10	44	0	210	PM	03:00 PM - 05:00 PM
		↙ ↘ ↙ ↘ ↙ ↘																								
		↙ ↘ ↙ ↘ ↙ ↘																								
		↙ ↘ ↙ ↘ ↙ ↘																								
		↙ ↘ ↙ ↘ ↙ ↘																								
		↙ ↘ ↙ ↘ ↙ ↘																								
		↙ ↘ ↙ ↘ ↙ ↘																								
		↙ ↘ ↙ ↘ ↙ ↘																								
		↙ ↘ ↙ ↘ ↙ ↘																								



CONTROL

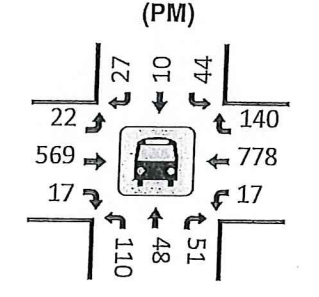
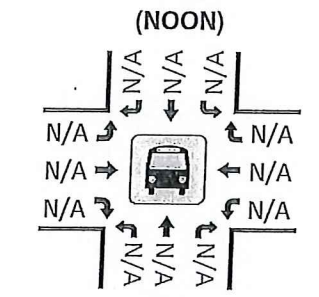
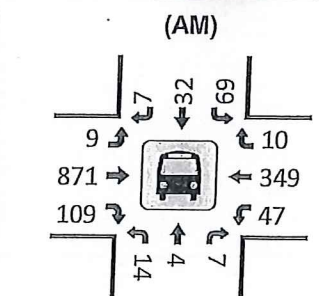
TEV: 1535 AM, 0 NOON, 1833 PM
PHF: 0.90 AM, 0.82 PM

0

NORTHBOUND

Arcturus Ave

PEAK HOURS	AM	7	32	69	0	23	AM
06:00 AM - 07:00 AM	AM	7	32	69	0	23	AM
NONE	NOON	0	0	0	0	0	NOON
03:15 PM - 04:15 PM	PM	27	10	44	0	210	PM



Edison Dr & Hueneme Rd

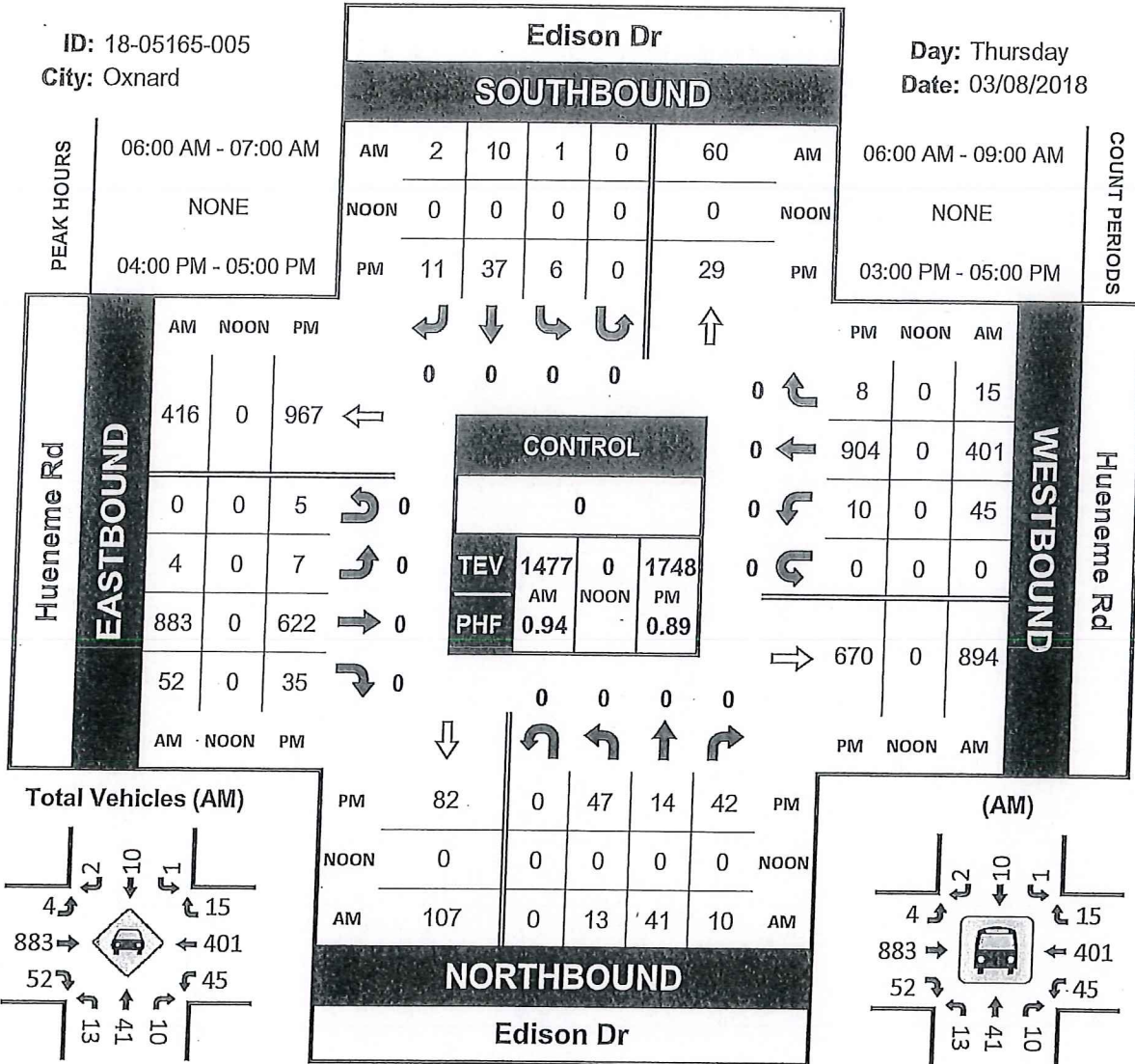
Peak Hour Turning Movement Count

ID: 18-05165-005

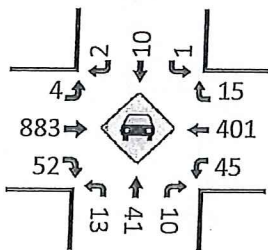
City: Oxnard

Day: Thursday

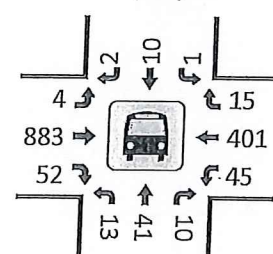
Date: 03/08/2018



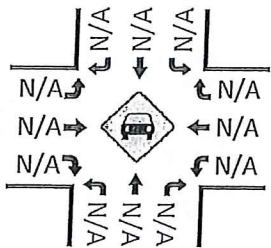
Total Vehicles (AM)



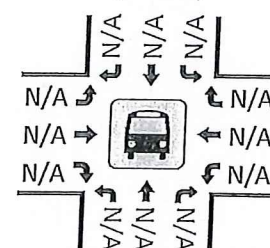
(AM)



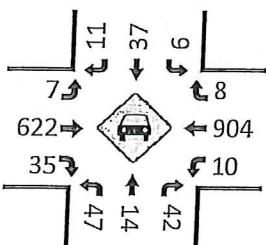
Total Vehicles (Noon)



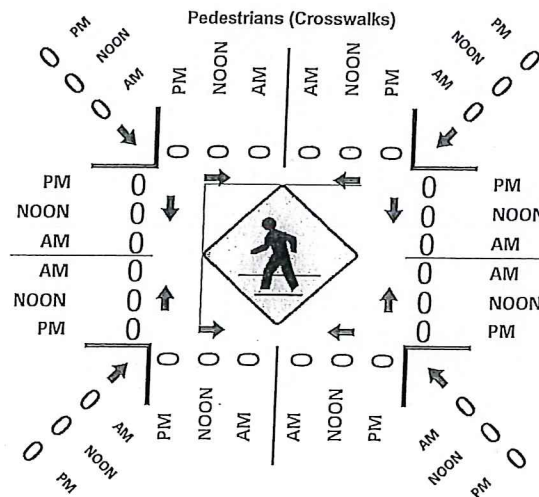
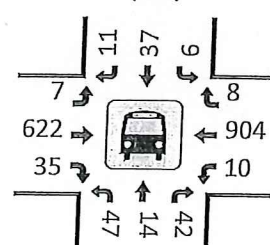
(NOON)



Total Vehicles (PM)



(PM)

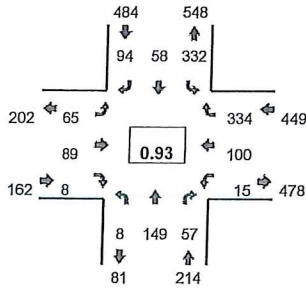


Type of peak hour being reported: Intersection Peak

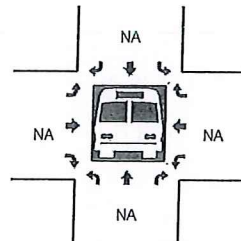
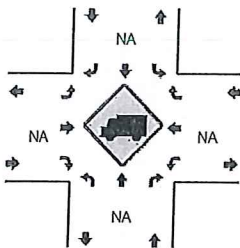
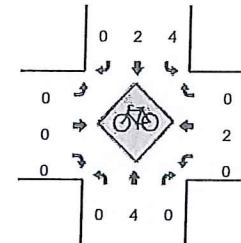
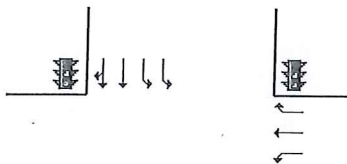
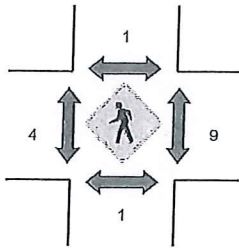
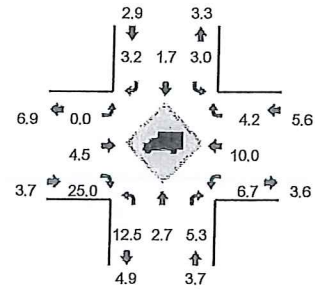
Method for determining peak hour: Total Entering Volume

LOCATION: Ventura Rd -- Hueneme Rd
CITY/STATE: Oxnard, CA

QC JOB #: 13825117
DATE: Thu, Jun 09 2016



Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:45 AM -- 8:00 AM



15-Min Count Period Beginning At	Ventura Rd (Northbound)				Ventura Rd (Southbound)				Hueneme Rd (Eastbound)				Hueneme Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	1	22	6	0	61	9	15	0	13	10	0	0	0	19	61	0	217	
6:45 AM	2	19	11	0	71	18	49	0	10	6	0	0	7	31	72	0	296	
7:00 AM	2	34	11	0	72	20	47	0	10	8	2	0	3	33	74	0	316	
7:15 AM	4	36	13	0	70	14	17	0	16	32	2	0	4	15	75	0	298	1127
7:30 AM	1	41	18	0	99	11	13	0	23	27	0	0	3	24	82	0	342	1252
7:45 AM	1	38	15	0	91	13	17	0	16	22	4	0	5	28	103	0	353	1309
8:00 AM	1	22	12	0	73	22	16	0	17	47	0	0	7	22	60	0	299	1292
8:15 AM	3	28	10	0	72	22	9	0	12	52	2	0	4	22	66	0	302	1296
8:30 AM	3	19	6	0	50	10	9	0	17	39	2	0	7	16	70	0	248	1202
8:45 AM	2	17	8	0	79	11	16	0	11	22	3	0	3	16	63	1	252	1101

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	152	60	0	364	52	68	0	64	88	16	0	20	112	412	0	1412
Heavy Trucks	0	8	8		16	0	8		0	4	4		4	4	4		60
Pedestrians		0				0				12				16			28
Bicycles	0	3	0		4	1	0		0	0	0		0	1	0		9
Railroad																	
Stopped Buses																	

Comments:

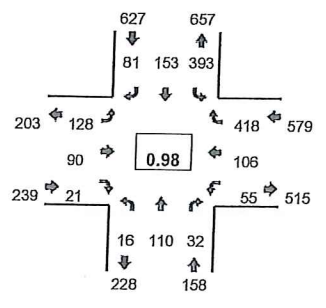
4:30 PM

Type of peak hour being reported: Intersection Peak

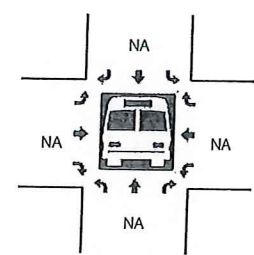
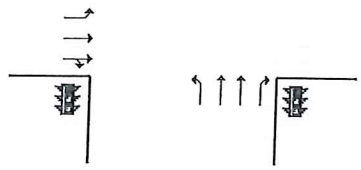
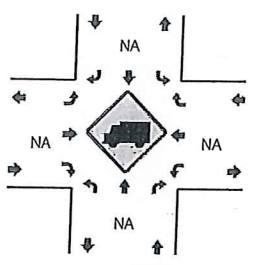
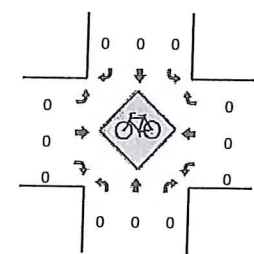
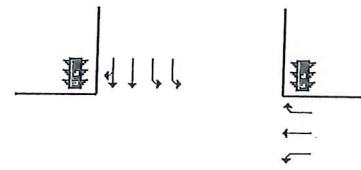
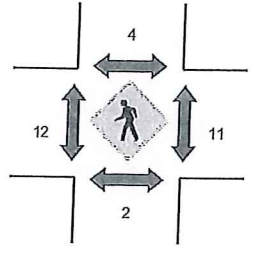
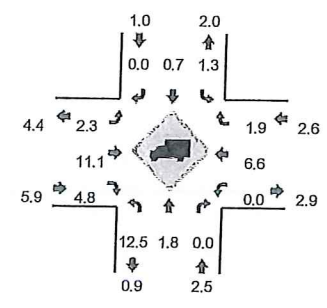
Method for determining peak hour: Total Entering Volume

LOCATION: Ventura Rd -- Hueneme Rd
CITY/STATE: Oxnard, CA

QC JOB #: 13825118
DATE: Thu, Jun 09 2016



Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 4:30 PM -- 4:45 PM



15-Min Count Period Beginning At	Ventura Rd (Northbound)				Ventura Rd (Southbound)				Hueneme Rd (Eastbound)				Hueneme Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	1	28	11	0	71	30	3	0	12	14	4	0	7	13	51	1	246	
3:15 PM	2	17	3	0	70	31	15	0	16	39	2	0	9	20	84	0	308	
3:30 PM	3	25	4	0	90	26	13	0	16	23	4	0	10	15	95	1	325	
3:45 PM	1	32	6	0	86	41	15	0	15	19	2	0	11	14	78	0	320	1199
4:00 PM	4	23	11	0	105	33	15	0	13	19	3	0	9	17	103	0	355	1308
4:15 PM	4	23	7	0	115	41	18	0	27	12	6	0	3	27	89	0	372	1372
4:30 PM	1	25	9	0	114	36	19	0	28	26	3	0	5	25	118	0	409	1456
4:45 PM	3	25	4	0	96	33	30	0	26	22	4	0	10	33	112	1	399	1535
5:00 PM	5	33	11	0	82	39	17	1	31	28	3	0	17	31	99	0	397	1577
5:15 PM	7	27	8	0	100	45	15	0	43	14	11	0	22	17	89	0	398	1603
5:30 PM	5	25	5	0	83	36	16	0	51	31	5	0	22	18	81	1	379	1573
5:45 PM	2	26	6	0	81	48	7	0	35	23	5	0	14	27	87	0	361	1535
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	100	36	0	456	144	76	0	112	104	12	0	20	100	472	0	1636	
Heavy Trucks	4	0	0		8	0	0		4	28	0		0	4	20		68	
Pedestrians		4				4				8				4			20	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																		

Comments:

INTERSECTION LOS CALCULATION WORKSHEETS

Reference 1 – Port Hueneme Road/"J" Street

Reference 2 – Port Hueneme Road/Perkins Road

Reference 3 – Port Hueneme Road/Saviers Road

Reference 4 – Port Hueneme Road/Arcturus Avenue

Reference 5 – Port Hueneme Road/Edison Drive

Reference 6 – Port Hueneme Road/Ventura Road

PORT HUENEME OUTDOOR VEHICLE STORAGE FACILITY (#20055)

REF: 01 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: **03/08/2018**
 TIME PERIOD: **A.M. PEAK HOUR**
 N/S STREET: **Jth STREET**
 E/W STREET: **HUENEME ROAD**
 CONTROL TYPE: **SIGNAL**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	0	0	0	122	0	55	45	830	8	5	562	18
(B) PROJECT-ADDED:	0	0	0	2	0	0	0	35	0	0	3	0
(C) CUMULATIVE:	0	0	0	125	0	53	45	831	10	5	565	20

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND LTR	SOUTH BOUND LTR	EAST BOUND L T TR	WEST BOUND L TT R
-----------------	--------------------	--------------------	----------------------	----------------------

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
 SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
 SCENARIO 3 = CUMULATIVE (C)
 SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	0	0	0	0	-	-	-	-		
NBT	1	1600	0	0	0	0	0.000	0.000	0.000	0.000		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	0	0	122	124	125	127	-	-	-	-		
SBT	1	1600	0	0	0	0	0.076 *	0.078 *	0.078 *	0.079 *		
SBR	1	1600	55	55	53	53	0.034	0.034	0.033	0.033		
EBL	1	1600	45	45	45	45	0.028	0.028	0.028	0.028		
EBT	2	3200	830	865	831	866	0.262 *	0.273 *	0.263 *	0.274 *		
EBR	0	0	8	8	10	10	-	-	-	-		
WBL	1	1600	5	5	5	5	0.003 *	0.003 *	0.003 *	0.003 *		
WBT	2	3200	562	565	565	568	0.176	0.177	0.177	0.178		
WBR	1	1600	18	18	20	20	0.011	0.011	0.013	0.013		
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.34	0.35	0.34	0.36		
SCENARIO LEVEL OF SERVICE:							A	A	A	A		

NOTES:

PORT HUENEME OUTDOOR VEHICLE STORAGE FACILITY (#20055)

REF: 01 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: **03/08/2018**
 TIME PERIOD: **P.M. PEAK HOUR**
 N/S STREET: **Jth STREET**
 E/W STREET: **HUENEME ROAD**
 CONTROL TYPE: **SIGNAL**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	0	0	0	67	0	70	60	732	7	10	719	121
(B) PROJECT-ADDED:	0	0	0	0	0	0	0	0	0	0	2	2
(C) CUMULATIVE:	0	0	0	70	0	70	60	735	10	10	721	125

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	LTR			LTR			L T TR			L TT R		

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
 SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
 SCENARIO 3 = CUMULATIVE (C)
 SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	0	0	0	0	-	-	-	-		
NBT	1	1600	0	0	0	0	0.000	0.000	0.000	0.000		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	0	0	67	67	70	70	-	-	-	-		
SBT	1	1600	0	0	0	0	0.042	0.042	0.044 *	0.044 *		
SBR	1	1600	70	70	70	70	0.044 *	0.044 *	0.044	0.044		
EBL	1	1600	60	60	60	60	0.038 *	0.038 *	0.038 *	0.038 *		
EBT	2	3200	732	732	735	735	0.231	0.231	0.233	0.233		
EBR	0	0	7	7	10	10	-	-	-	-		
WBL	1	1600	10	10	10	10	0.006	0.006	0.006	0.006		
WBT	2	3200	719	721	721	723	0.225 *	0.225 *	0.225 *	0.226 *		
WBR	1	1600	121	123	125	127	0.076	0.077	0.078	0.079		
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.31	0.31	0.31	0.31		
SCENARIO LEVEL OF SERVICE:							A	A	A	A		

NOTES:

PORT HUENEME OUTDOOR VEHICLE STORAGE FACILITY (#20055)

REF: 02 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: **03/08/2018**
 TIME PERIOD: **A.M. PEAK HOUR**
 N/S STREET: **PERKINS ROAD**
 E/W STREET: **HUENEME ROAD**
 CONTROL TYPE: **SIGNAL**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	22	2	21	47	5	19	53	764	28	30	506	46
(B) PROJECT-ADDED:	3	0	0	0	0	0	0	0	37	8	0	0
(C) CUMULATIVE:	25	5	25	50	5	20	55	766	30	30	510	50

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND LT R	SOUTH BOUND LTR	EAST BOUND L TTR	WEST BOUND L TT R
-----------------	---------------------	--------------------	---------------------	----------------------

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
 SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
 SCENARIO 3 = CUMULATIVE (C)
 SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	22	25	25	28	-	-	-	-		
NBT	1	1600	2	2	5	5	0.015 *	0.017 *	0.019 *	0.021 *		
NBR	1	1600	21	21	25	25	0.013	0.013	0.016	0.016		
SBL	0	0	47	47	50	50	-	-	-	-		
SBT	1	1600	5	5	5	5	0.044 *	0.044 *	0.047 *	0.047 *		
SBR	0	0	19	19	20	20	-	-	-	-		
EBL	1	1600	53	53	55	55	0.033	0.033	0.034	0.034		
EBT	2	3200	764	764	766	766	0.248 *	0.259 *	0.249 *	0.260 *		
EBR	0	0	28	65	30	67	-	-	-	-		
WBL	1	1600	30	38	30	38	0.019 *	0.024 *	0.019 *	0.024 *		
WBT	2	3200	506	506	510	510	0.158	0.158	0.159	0.159		
WBR	1	1600	46	46	50	50	0.029	0.029	0.031	0.031		
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.33	0.34	0.33	0.35		
SCENARIO LEVEL OF SERVICE:							A	A	A	A		

NOTES:

PORT HUENEME OUTDOOR VEHICLE STORAGE FACILITY (#20055)

REF: 02 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: **03/08/2018**
 TIME PERIOD: **P.M. PEAK HOUR**
 N/S STREET: **PERKINS ROAD**
 E/W STREET: **HUENEME ROAD**
 CONTROL TYPE: **SIGNAL**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	26	1	40	30	0	23	48	706	6	15	759	126
(B) PROJECT-ADDED:	4	0	8	0	0	0	0	0	0	0	0	0
(C) CUMULATIVE:	30	5	40	35	5	25	50	710	10	15	761	130

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND L T R	SOUTH BOUND L T R	EAST BOUND L T T R	WEST BOUND L T T R
-----------------	----------------------	----------------------	-----------------------	-----------------------

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
 SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
 SCENARIO 3 = CUMULATIVE (C)
 SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	26	30	30	34	-	-	-	-		
NBT	1	1600	1	1	5	5	0.017	0.019	0.022	0.024		
NBR	1	1600	40	48	40	48	0.025 *	0.030 *	0.025 *	0.030 *		
SBL	0	0	30	30	35	35	-	-	-	-		
SBT	1	1600	0	0	5	5	0.033 *	0.033 *	0.041 *	0.041 *		
SBR	0	0	23	23	25	25	-	-	-	-		
EBL	1	1600	48	48	50	50	0.030 *	0.030 *	0.031 *	0.031 *		
EBT	2	3200	706	706	710	710	0.223	0.223	0.225	0.225		
EBR	0	0	6	6	10	10	-	-	-	-		
WBL	1	1600	15	15	15	15	0.009	0.009	0.009	0.009		
WBT	2	3200	759	759	761	761	0.237 *	0.237 *	0.238 *	0.238 *		
WBR	1	1600	126	126	130	130	0.079	0.079	0.081	0.081		
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.33	0.33	0.34	0.34		
SCENARIO LEVEL OF SERVICE:							A	A	A	A		

NOTES:

PORT HUENEME OUTDOOR VEHICLE STORAGE FACILITY (#20055)

REF: 03 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 03/08/2018
 TIME PERIOD: A.M. PEAK HOUR
 N/S STREET: SAVIERS ROAD
 E/W STREET: HUENEME ROAD
 CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	0	0	0	115	0	157	224	601	0	0	418	80
(B) PROJECT-ADDED:	0	0	0	0	0	4	0	0	0	0	4	0
(C) CUMULATIVE:	0	0	0	120	0	160	225	606	0	0	420	85

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND		SOUTH BOUND		EAST BOUND		WEST BOUND	
	L	T	L	R	L	T	TT	R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
 SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
 SCENARIO 3 = CUMULATIVE (C)
 SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	0	0	0	0	-	-	-	-		
NBT	0	0	0	0	0	0	-	-	-	-		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	1	1600	115	115	120	120	0.072	0.072	0.075	0.075		
SBT	0	0	0	0	0	0	-	-	-	-		
SBR	1	1600	157	161	160	164	0.098 *	0.101 *	0.100 *	0.103 *		
EBL	1	1600	224	224	225	225	0.140	0.140	0.141	0.141		
EBT	1	1600	601	601	606	606	0.376 *	0.376 *	0.379 *	0.379 *		
EBR	0	0	0	0	0	0	-	-	-	-		
WBL	0	0	0	0	0	0	-	-	-	-		
WBT	2	3200	418	422	420	424	0.131	0.132	0.131	0.133		
WBR	1	1600	80	80	85	85	0.050	0.050	0.053	0.053		
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.47	0.48	0.48	0.48		
SCENARIO LEVEL OF SERVICE:							A	A	A	A		

NOTES:

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 03/08/2018
 TIME PERIOD: P.M. PEAK HOUR
 N/S STREET: SAVIERS ROAD
 E/W STREET: HUENEME ROAD
 CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	0	0	0	55	0	183	193	580	0	0	805	203
(B) PROJECT-ADDED:	0	0	0	0	0	0	4	4	0	0	0	0
(C) CUMULATIVE:	0	0	0	60	0	185	195	585	0	0	811	205

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND		SOUTH BOUND		EAST BOUND		WEST BOUND	
	L	R	L	R	L	T	TT	R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
 SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
 SCENARIO 3 = CUMULATIVE (C)
 SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	0	0	0	0	-	-	-	-		
NBT	0	0	0	0	0	0	-	-	-	-		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	1	1600	55	55	60	60	0.034	0.034	0.038	0.038		
SBT	0	0	0	0	0	0	-	-	-	-		
SBR	1	1600	183	183	185	185	0.114 *	0.114 *	0.116 *	0.116 *		
EBL	1	1600	193	197	195	199	0.121 *	0.123 *	0.122 *	0.124 *		
EBT	1	1600	580	584	585	589	0.363	0.365	0.366	0.368		
EBR	0	0	0	0	0	0	-	-	-	-		
WBL	0	0	0	0	0	0	-	-	-	-		
WBT	2	3200	805	805	811	811	0.252 *	0.252 *	0.253 *	0.253 *		
WBR	1	1600	203	203	205	205	0.127	0.127	0.128	0.128		
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.49	0.49	0.49	0.49		
SCENARIO LEVEL OF SERVICE:							A	A	A	A		

NOTES:

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 03/08/2018
 TIME PERIOD: A.M. PEAK HOUR
 N/S STREET: ARCTURUS AVENUE
 E/W STREET: HUENEME ROAD
 CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	14	4	7	71	36	7	10	897	112	55	360	10
(B) PROJECT-ADDED:	0	0	0	0	0	0	0	0	0	0	4	0
(C) CUMULATIVE:	15	5	10	75	40	10	10	901	115	55	360	10

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND		SOUTH BOUND		EAST BOUND		WEST BOUND	
	L	TR	L	TR	L	TR	L	TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
 SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
 SCENARIO 3 = CUMULATIVE (C)
 SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	1	1600	14	14	15	15	0.009	0.009	0.009	0.009		
NBT	1	1600	4	4	5	5	0.007 *	0.007 *	0.009 *	0.009 *		
NBR	0	0	7	7	10	10	-	-	-	-		
SBL	1	1600	71	71	75	75	0.044 *	0.044 *	0.047 *	0.047 *		
SBT	1	1600	36	36	40	40	0.027	0.027	0.031	0.031		
SBR	0	0	7	7	10	10	-	-	-	-		
EBL	1	1600	10	10	10	10	0.006	0.006	0.006	0.006		
EBT	2	3200	897	897	901	901	0.315 *	0.315 *	0.318 *	0.318 *		
EBR	0	0	112	112	115	115	-	-	-	-		
WBL	1	1600	55	55	55	55	0.034 *	0.034 *	0.034 *	0.034 *		
WBT	1	1600	360	364	360	364	0.225	0.228	0.225	0.228		
WBR	1	1600	10	10	10	10	0.006	0.006	0.006	0.006		
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.40	0.40	0.41	0.41		
SCENARIO LEVEL OF SERVICE:							A	A	A	A		

NOTES:

PORT HUENEME OUTDOOR VEHILCE STORAGE FACILITY (#20055)

REF: 04 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: **03/08/2018**
 TIME PERIOD: **P.M. PEAK HOUR**
 N/S STREET: **ARCTURUS AVENUE**
 E/W STREET: **HUENEME ROAD**
 CONTROL TYPE: **SIGNAL**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	113	49	53	45	10	28	23	586	18	18	802	144
(B) PROJECT-ADDED:	0	0	0	0	0	0	0	4	0	0	0	0
(C) CUMULATIVE:	115	50	55	50	15	30	25	590	20	20	806	150

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND		SOUTH BOUND		EAST BOUND		WEST BOUND	
	L	TR	L	TR	L	TR	L	TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
 SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
 SCENARIO 3 = CUMULATIVE (C)
 SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	1	1600	113	113	115	115	0.071 *	0.071 *	0.072 *	0.072 *		
NBT	1	1600	49	49	50	50	0.064	0.064	0.066	0.066		
NBR	0	0	53	53	55	55	-	-	-	-		
SBL	1	1600	45	45	50	50	0.028	0.028	0.031	0.031		
SBT	1	1600	10	10	15	15	0.024 *	0.024 *	0.028 *	0.028 *		
SBR	0	0	28	28	30	30	-	-	-	-		
EBL	1	1600	23	23	25	25	0.014 *	0.014 *	0.016 *	0.016 *		
EBT	2	3200	586	590	590	594	0.189	0.190	0.191	0.192		
EBR	0	0	18	18	20	20	-	-	-	-		
WBL	1	1600	18	18	20	20	0.011	0.011	0.013	0.013		
WBT	1	1600	802	802	806	806	0.501 *	0.501 *	0.504 *	0.504 *		
WBR	1	1600	144	144	150	150	0.090	0.090	0.094	0.094		
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.61	0.61	0.62	0.62		
SCENARIO LEVEL OF SERVICE:							B	B	B	B		

NOTES:

PORT HUENEME OUTDOOR VEHICLE STORAGE FACILITY (#20055)

REF: 05 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: **03/08/2018**
 TIME PERIOD: **A.M. PEAK HOUR**
 N/S STREET: **EDISON DRIVE**
 E/W STREET: **HUENEME ROAD**
 CONTROL TYPE: **SIGNAL**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	13	41	10	1	10	2	4	883	52	45	401	15
(B) PROJECT-ADDED:	0	0	0	0	0	0	0	0	0	0	4	0
(C) CUMULATIVE:	15	45	10	5	10	5	5	911	55	50	415	15

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND		SOUTH BOUND		EAST BOUND		WEST BOUND	
	L	TR	L	TR	L	TR	L	TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
 SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
 SCENARIO 3 = CUMULATIVE (C)
 SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	1	1600	13	13	15	15	0.008	0.008	0.009	0.009		
NBT	1	1600	41	41	45	45	0.032 *	0.032 *	0.034 *	0.034 *		
NBR	0	0	10	10	10	10	-	-	-	-		
SBL	1	1600	1	1	5	5	0.001 *	0.001 *	0.003 *	0.003 *		
SBT	1	1600	10	10	10	10	0.008	0.008	0.009	0.009		
SBR	0	0	2	2	5	5	-	-	-	-		
EBL	1	1600	4	4	5	5	0.003	0.003	0.003	0.003		
EBT	2	3200	883	883	911	911	0.276 *	0.276 *	0.285 *	0.285 *		
EBR	1	1600	52	52	55	55	0.033	0.033	0.034	0.034		
WBL	1	1600	45	45	50	50	0.028 *	0.028 *	0.031 *	0.031 *		
WBT	1	1600	401	405	415	419	0.260	0.263	0.269	0.271		
WBR	0	0	15	15	15	15	-	-	-	-		
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.34	0.34	0.35	0.35		
SCENARIO LEVEL OF SERVICE:							A	A	A	A		

NOTES:

PORT HUENEME OUTDOOR VEHILCE STORAGE FACILITY (#20055)

REF: 05 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: **03/08/2018**
 TIME PERIOD: **P.M. PEAK HOUR**
 N/S STREET: **EDISON DRIVE**
 E/W STREET: **HUENEME ROAD**
 CONTROL TYPE: **SIGNAL**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	48	14	43	6	38	11	12	641	36	10	931	8
(B) PROJECT-ADDED:	0	0	0	0	0	0	0	4	0	0	0	0
(C) CUMULATIVE:	50	15	45	10	40	15	15	645	40	15	936	10

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND		SOUTH BOUND		EAST BOUND		WEST BOUND	
	L	TR	L	TR	L	TR	L	TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
 SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
 SCENARIO 3 = CUMULATIVE (C)
 SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	1	1600	48	48	50	50	0.030 *	0.030 *	0.031 *	0.031 *		
NBT	1	1600	14	14	15	15	0.036	0.036	0.038	0.038		
NBR	0	0	43	43	45	45	-	-	-	-		
SBL	1	1600	6	6	10	10	0.004	0.004	0.006	0.006		
SBT	1	1600	38	38	40	40	0.031 *	0.031 *	0.034 *	0.034 *		
SBR	0	0	11	11	15	15	-	-	-	-		
EBL	1	1600	12	12	15	15	0.008 *	0.008 *	0.009 *	0.009 *		
EBT	2	3200	641	645	645	649	0.200	0.202	0.202	0.203		
EBR	1	1600	36	36	40	40	0.023	0.023	0.025	0.025		
WBL	1	1600	10	10	15	15	0.006	0.006	0.009	0.009		
WBT	1	1600	931	931	936	936	0.587 *	0.587 *	0.591 *	0.591 *		
WBR	0	0	8	8	10	10	-	-	-	-		
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.66	0.66	0.67	0.67		
SCENARIO LEVEL OF SERVICE:							B	B	B	B		

NOTES:

PORT HUENEME OUTDOOR VEHICLE STORAGE FACILITY (#20055)

REF: 06 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 03/08/2018
 TIME PERIOD: A.M. PEAK HOUR
 N/S STREET: VENTURA ROAD
 E/W STREET: HUENEME ROAD
 CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	8	155	59	345	60	98	68	93	8	16	104	348
(B) PROJECT-ADDED:	0	0	0	35	0	0	0	0	0	0	0	2
(C) CUMULATIVE:	10	160	60	351	60	100	70	95	10	20	105	350

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	LL	T	TR	L	T	TR	L	T	R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
 SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
 SCENARIO 3 = CUMULATIVE (C)
 SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	1	1600	8	8	10	10	0.005	0.005	0.006	0.006		
NBT	1	1600	155	155	160	160	0.097 *	0.097 *	0.100 *	0.100 *		
NBR	1	1600	59	59	60	60	0.037	0.037	0.038	0.038		
SBL	2	3200	345	380	351	386	0.108 *	0.119 *	0.110 *	0.121 *		
SBT	2	3200	60	60	60	60	0.049	0.049	0.050	0.050		
SBR	0	0	98	98	100	100	-	-	-	-		
EBL	1	1600	68	68	70	70	0.043 *	0.043 *	0.044 *	0.044 *		
EBT	2	3200	93	93	95	95	0.032	0.032	0.033	0.033		
EBR	0	0	8	8	10	10	-	-	-	-		
WBL	1	1600	16	16	20	20	0.010	0.010	0.013	0.013		
WBT	1	1600	104	104	105	105	0.065 *	0.065 *	0.066 *	0.066 *		
WBR	1	1600	348	350	350	352	0.218	0.219	0.219	0.220		
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.31	0.32	0.32	0.33		
SCENARIO LEVEL OF SERVICE:							A	A	A	A		

NOTES:

PORT HUENEME OUTDOOR VEHICLE STORAGE FACILITY (#20055)

REF: 06 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: **03/08/2018**
 TIME PERIOD: **P.M. PEAK HOUR**
 N/S STREET: **VENTURA ROAD**
 E/W STREET: **HUENEME ROAD**
 CONTROL TYPE: **SIGNAL**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	17	114	33	409	159	84	133	94	22	57	110	435
(B) PROJECT-ADDED:	0	0	0	0	0	0	0	0	0	0	0	2
(C) CUMULATIVE:	20	115	35	410	160	85	135	95	25	60	110	441

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
 SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
 SCENARIO 3 = CUMULATIVE (C)
 SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	1	1600	17	17	20	20	0.011	0.011	0.013	0.013		
NBT	1	1600	114	114	115	115	0.071 *	0.071 *	0.072 *	0.072 *		
NBR	1	1600	33	33	35	35	0.021	0.021	0.022	0.022		
SBL	2	3200	409	409	410	410	0.128 *	0.128 *	0.128 *	0.128 *		
SBT	2	3200	159	159	160	160	0.076	0.076	0.077	0.077		
SBR	0	0	84	84	85	85	-	-	-	-		
EBL	1	1600	133	133	135	135	0.083 *	0.083 *	0.084 *	0.084 *		
EBT	2	3200	94	94	95	95	0.036	0.036	0.038	0.038		
EBR	0	0	22	22	25	25	-	-	-	-		
WBL	1	1600	57	57	60	60	0.036	0.036	0.038	0.038		
WBT	1	1600	110	110	110	110	0.069 *	0.069 *	0.069 *	0.069 *		
WBR	1	1600	435	437	441	443	0.272	0.273	0.276	0.277		
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.35	0.35	0.35	0.35		
SCENARIO LEVEL OF SERVICE:							A	A	A	A		

NOTES:

NOP PORT OF HUENEME-TEMPORARY VEHICLE STORAGE FACILITY

NOTICE OF PREPARATION

To: Interested Agencies and Organizations
(Refer to Attached Distribution List)

Subject: Notice of Preparation of a Draft Environmental Impact Report

Lead Agency:

Agency Name: City of Oxnard
214 South C Street
City/State/Zip: Oxnard, California 93030
Contact: Mr. Jay Dobrowalski
Phone: 805.385.3948

Consulting Firm:

Firm Name: RRM Design Group
Street Address: 32332 Camino Capistrano, Suite 205
City/State/Zip: San Juan Capistrano, CA 92675
Contact: Diane Bathgate, AICP, CNU-A
Phone: 949.361.7950

The **CITY OF OXNARD** will be the Lead Agency and will prepare an Environmental Impact Report for the project identified below. A Mitigated Negative Declaration (MND) was previously prepared for this same project and circulated with a 30-day public review period that concluded on January 14, 2019. The City of Oxnard received over 200 comment letters on the MND from agencies, organizations, and interested parties, and in response to the areas of controversy identified in those letters, the City has elected to prepare an EIR.

We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached Project Information Packet. A copy of the Initial Study Checklist is not attached. The NOP and Project Information Packet are also available on the City of Oxnard Environmental Documents website:

<https://www.oxnard.org/city-department/community-development/planning/environmental-documents/>

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but **not later than 30 days** after receipt of this notice (**comment period June 25, 2020 to July 24, 2020**). All comments should be provided in writing and received before 5:00 p.m. on the last day of the review period. Inquiries should be directed to Jay Dobrowalski, Senior Planner, at (805) 385- 3948 or jay.dobrowalski@oxnard.org and written comments may be mailed or faxed (805) 385-7417 to the City of Oxnard, Planning Division, 214 South C Street, Oxnard, CA 93030.

Please send your response to **Jay Dobrowalski, Senior Planner** at the address shown above. Please provide the name for a contact person in your agency.

Project Title: Port Hueneme – Temporary Outdoor Vehicle Storage Facility

Project Location: City of Oxnard Ventura
City (nearest) County

Project Description: (brief)

A request for a Special Use Permit to allow for temporary vehicle storage of new vehicles for a maximum of five years on two existing vacant lots that total approximately 33.7 acres. Proposed development includes a 240 square foot guard house, portable restroom, perimeter site lighting with 6-foot fencing for security purposes, landscaping, drainage improvements, and grading for a vehicle parking area on one to two inches of gravel. Proposed outdoor vehicle storage includes 4,944 vehicle spaces. Upon expiration of the permit, the office trailer, portable restroom, perimeter lighting and gravel surface would be removed. The 6-foot fencing, landscaping, and drainage improvements would remain on-site.

Date: June 25, 2020

Signature: 

Jay Dobrowalski
Senior Planner

Title:

Telephone: 805.385.3948

PROJECT INFORMATION PACKET

I. INTRODUCTION

Pursuant to CEQA Guidelines Section 15082, the City of Oxnard has distributed this Notice of Preparation/Project Information Packet for the Port Hueneme – Temporary Outdoor Vehicle Storage Facility Project (proposed project).

The sections that follow include the project's location, a description of the proposed project, and list the environmental factors to be evaluated in an Environmental Impact Report (EIR), which will be prepared in accordance with CEQA Guidelines Section 15168.

II. PROJECT LOCATION

REGIONAL SETTING

City of Oxnard

The City of Oxnard is located on the central coast of Ventura County, California. The City is located approximately 60 miles northwest of Los Angeles and 35 miles south of Santa Barbara. As the largest city in Ventura County, Oxnard is a combination of a coastal destination, business center, and the center of a regional agricultural industry. Regional access to the City is provided by the following highways: United States (US) 101 and State Route (SR) 1.

Port of Hueneme

Ventura County has an important center for freight activity that impacts the Cities of Oxnard and Port Hueneme. The City of Oxnard borders the Port of Hueneme (Port) to the west, north, and east.

The Port of Hueneme is served by both local roads and a railroad that connects to the Union Pacific Railroad Coast Main Line. The Port of Hueneme currently has two primary access routes from US 101 to the Port including Rice Avenue/Hueneme Road and Victoria Avenue.

LOCAL SETTING

Project Site: The project site is located at the southeast Corner of Hueneme Road and Perkins Road in the City of Oxnard. The site is currently vacant and undeveloped.

Surrounding Land Uses and Setting: The project site is surrounded by the following uses:

North: Hueneme Road is located north of the project site. Further north of Hueneme Road are commercial and residential uses.

South: The City of Oxnard Advanced Water Purification Facility (AWPF) is located immediately adjacent to the southwestern portion of the project site, and the Oxnard Industrial Drain borders the project site to the south. In addition, vacant and undeveloped land is south of the project site and is currently in the conceptual planning stages for future wetland restoration.

East: To the east of the project site is vacant and undeveloped land. A 3 acre trailer truck storage facility is proposed for this land.

West: Permitted coastal dependent industrial uses are located to the west of the project site.

III. PROJECT DESCRIPTION

Project Sponsor's Name and Address: Oxnard Harbor District, 333 Ponoma Street, Port Hueneme, California, 93044-0608

Assessor's Parcel Numbers: 231-0-092-105 and 231-0-092-245

General Plan Designation: Industrial Limited (I LT) and Park (PRK)

Zoning Designation: M-1-PD (Light Manufacturing Zone with Planned Development Additive Zone)

The Applicant, Oxnard Harbor District, is proposing to construct and operate a temporary outdoor vehicle storage facility for a maximum of five years on the approximately 34-acre project site. The facility includes the following:

- Vehicle parking area with gravel base
- Temporary guard house
- Portable restroom
- Perimeter site lighting
- Security fencing (6-feet-high)
- Landscaping
- Site drainage
- Associated infrastructure improvements (i.e., curb cuts, apron, etc.)

The temporary outdoor vehicle storage facility includes approximately 27.5 parkable acres to accommodate up to 4,944 vehicle spaces, which equates to a ratio of 180 spaces per acre.

Upon expiration of the Special Use Permit, the vehicle parking area, the guard house, portable restroom, perimeter site lighting, and gravel surface would be removed. The 6-foot-high fencing, landscaping, and drainage and associated infrastructure improvements would remain on-site and be maintained by the property owner.

Site Access

Access to the facility would be from two entrance/exit driveways on Perkins Road. Both driveways would include a Knox Box for emergency access, and would remain upon expiration of the Special Use Permit.

In addition, one emergency access driveway at the terminus of Saviers Road at Hueneme Road would be provided. This emergency access driveway would also include a Knox Box for emergency access, and would remain upon expiration of the Special Use Permit.

Grading and Construction

The project includes grading and levelling of the ground surface. Minor grading is anticipated on-site to scrape the top 1 to 2 inches of soil to create a level surface and install gravel to serve as a temporary parking surface. Depending on the amount of needed compaction, an estimated maximum of 5,500 cubic yards of soil import could be required for the leveling of the parking area for the cars and the stormwater detention area. The gravel would be removed upon expiration of the Special Use Permit.

Grading and construction would occur on weekdays (Monday through Friday) during the daytime between the hours of 8:00 AM to 5:00 PM. Construction would not occur at night, on weekends, or on Federal holidays.

Guard House and Restroom

A 240-square foot temporary guard house/office trailer would be installed to provide 24-hour security services for the temporary outdoor vehicle storage facility. In addition, one portable restroom would be installed and available only for on-site personnel, and would be serviced as needed by a waste services provider. The guard house and portable restroom would be removed upon expiration of the Special Use Permit.

Lighting

Nineteen solar powered, mobile, low-intensity LED tower light fixtures would be placed along the perimeter of the property. The light fixtures are approximately 20-feet in height and would provide security lighting for the project site that is inward facing, downcast, and shielded. The placement of the lights is intended to minimize lighting impacts to the natural habitat south of the project site and would meet the City's security and Code standards for site lighting. These mobile light fixtures would be removed upon expiration of the Special Use Permit.

Site Drainage

Engineered drainage improvements would be installed on-site along a portion of the southern boundary. There are two options for the drainage improvement: 1) an open concrete drain approximately three feet wide and eighteen inches deep or 2) a trapezoidal grass-lined swale approximately two feet deep at the center and tapering up to the edges with a width of about eight feet.

With either the grass-lined swale or open concrete drain, the drainage improvement would direct any surface water flow it intercepts toward the stormwater detention area in the southeastern corner of the site. The drainage improvement would remain upon expiration of the Special Use Permit.

Landscaping and Fencing

The property perimeter would be screened with a 6-foot-high chain-link fence and native landscaping, which would remain upon expiration of the Special Use Permit.

Hours of Operation

Vehicles would be driven to and from the facility Monday through Saturday, between the hours of 7:30 AM and 3:30 PM. Nighttime operations would not occur. The car storage facility would be staffed 24 hours a day, 7 days a week for security purposes.

Facility Staffing and Parking

The car storage facility would be staffed by fourteen employees: three security guards, up to ten vehicle drivers, and one shuttle van driver. Vehicle moving employees (vehicle and shuttle van drivers) would arrive at the car storage facility between 7:30 and 8:00 AM and would leave the facility no later than 4:00 PM daily. The three security guards each work an 8-hour shift, such that one security guard would remain on-site at all times. A maximum of three parking spaces would be dedicated solely for employee parking. The vehicle drivers would not park their personal vehicles at the project site and would arrive via shuttle when vehicles need removing or via cars being driven to the site for storage.

Operational Scenarios

The temporary outdoor vehicle storage facility would function under the operating scenario described below. A maximum of 240 vehicles would be transported to or from the Port of Hueneme to the temporary outdoor vehicle storage facility per day. Most days the temporary outdoor vehicle storage facility would see small numbers of vehicle moves. However, many days the facility would see no vehicle movements at all. All vehicles stored at this location would be light duty vehicles, excluding trucks or diesel powered automobiles.

The rate of vehicles entering or leaving the facility would not exceed 30 cars per hour for eight hours daily, or 240 vehicle trips (one way) per day. The vehicles would be individually driven to or from the facility and would not require the use of transport trucks. The number of vehicles that can be started and moved to or from this facility would be limited by the available number of drivers, which is a maximum of ten at a time. It is planned that the movement of cars to and from the facility would follow that of similar storage areas that currently support Port customer automobile operations where groups of ten cars are moved at a time by a crew of ten drivers who are transported to the cars via a shuttle van. The ten vehicle drivers and the shuttle van driver would report to the Port and the ten vehicle drivers would each individually drive a vehicle to the facility. The shuttle van would follow the cars to the facility.

Currently many of these vehicles are transported to off Port storage locations, such as the Camarillo Airport or Tuffshed in Ventura, via diesel truck carrier as vehicle storage capacity on Naval Base Ventura County (NBVC) is impacted by military activity.

Vehicle Movement

Cars would be individually driven to the facility in groups of ten at a time. No car carrier trucks would be used to load or offload vehicles at the facility. The vehicle fleet mix traveling to and from the facility would include only passenger cars and shuttle vans; no semi-trucks or other heavy transports would be used. The typical vehicle movement operation for this temporary outdoor vehicle storage facility would involve two different actions: 1) cars arriving at the facility and 2) cars leaving the facility.

Cars Arriving at the Facility. Vehicles to be stored at the temporary outdoor vehicle storage facility would be driven from the vehicle processing area on the NBVC property, out through the NBVC's Pleasant Valley gate and would head south on Ventura Road and then turn east on Hueneme Road. These vehicles would be driven east on Hueneme Road to Perkins Road where they would turn south onto Perkins Road and east into the facility via the access driveways on Perkins Road.

Cars Leaving the Facility. Vehicles stored at the temporary outdoor vehicle storage facility would be started in groups of up to ten at a time and would be driven out of the facility and turn north onto Perkins Road. The cars would then turn west onto Hueneme Road and drive west toward the Port, where they would turn north onto Ventura Road to enter NBVC at the Pleasant Valley gate and drive through to the NBVC vehicles processing area. When cars leave the Project site they would return to NBVC for processing, where they enter the existing commerce stream of delivery to auto dealers in eight western states via locomotives and car-carrier trucks. This distribution method is the same as that currently used for all automobiles which are imported through the Port and because this project would not result in an increase in the throughput of vehicles and would only keep up with existing capacities there would be no change in the impacts associated with delivering these cars to market.

The vehicles would be stored at the facility and the process would repeat until the vehicles (a maximum of 240 vehicles per day) have been moved from the Port to the temporary outdoor vehicle storage facility. The entire process of driving from the Port to the site and returning to the Port takes approximately 20 minutes.

Project Duration

The Applicant is requesting approval of the Special Use Permit for a maximum of five years. The permit would be subject to a condition of approval to require the removal of all on-site improvements prior to the expiration of the permit except the landscaping and fencing.

IV. POTENTIAL ENVIRONMENTAL EFFECTS

The EIR will review the following environmental factors:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

Due to the decision to prepare an Environmental Impact Report, an Initial Study was not prepared. This option is permitted under *CEQA Guidelines* Section 15063(a), which states that if the Lead Agency determines an EIR will be required for a project, the Lead Agency may skip further initial review and begin work on the EIR.