

**Channel Islands Fisherman's Wharf  
Supplemental Traffic and Circulation Study  
Channel Islands Harbor, County of Ventura, CA**

**November 8, 2016**

**W.O. 2064132900**

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## **TABLE OF CONTENTS**

<b>Introduction</b>	<b>1</b>
<b>Project Description</b>	<b>1</b>
<b>Study Methodology</b>	<b>1</b>
<b>Existing Conditions</b>	<b>4</b>
<b>Project Specific Conditions</b>	<b>6</b>
Traffic Impact Thresholds	6
Project Trip Generation and Distribution	6
Existing plus Project Intersection Operations	9
<b>Cumulative Conditions</b>	<b>12</b>
Cumulative Traffic Volumes	12
Cumulative plus Project Intersection Operations	13
<b>Mitigation Measures</b>	<b>16</b>
Project Specific Mitigations	16
Cumulative Mitigations	16

## **LIST OF TABLES**

Table 1: Intersection Level of Service Criteria	4
Table 2: Existing Summer Peak hour Intersection Levels of Service	4
Table 3: Summer Weekday Project Trip Generation	7
Table 4: Summer Saturday Project Trip Generation	8
Table 5: Summer Sunday Project Trip Generation	8
Table 6: Project Trip Distribution	9
Table 7: Existing + Project Summer Peak Hour Intersection Levels of Service	9
Table 8: Cumulative Projects Trip Generation	12
Table 9: Cumulative + Project Summer Weekday Peak Hour Intersection Levels of Service	13
Table 10: Cumulative + Project Summer Weekend Peak Hour Intersection Levels of Service	13

## **TABLE OF EXHIBITS**

Exhibit 1: Study Area and Project Site Location	2
Exhibit 2: Conceptual Site Plan	3
Exhibit 3: Existing Summer Weekday and Weekend Peak Hour Traffic Volumes	5
Exhibit 4: Project-Added Summer Weekday and Weekend Peak Hour Traffic Volumes	10
Exhibit 5: Existing + Project Summer Weekday and Weekend Peak Hour Traffic Volumes	11
Exhibit 6: Cumulative Summer Weekday and Weekend Peak Hour Traffic Volumes	14
Exhibit 7: Cumulative + Project Summer Weekday and Weekend Peak Hour Traffic Volumes	15

## **TECHNICAL APPENDIX**

Appendix 1 – AM and PM Peak Hour Intersection Counts
Appendix 2 – Project Trip Generation Calculation Sheets
Appendix 3 – Cumulative Projects List and Trip Generation Worksheet
Appendix 4 – Intersection Level of Service Calculation Worksheets

## **INTRODUCTION**

Stantec has prepared the following supplemental traffic and circulation study for the Fisherman's Wharf Mixed-Use Development (Project). A traffic and circulation study that analyzed existing and future (non-summer) weekday traffic conditions within the study area was submitted on May 20, 2016. The supplemental study provides an analysis of summer weekday and weekend conditions in the direct vicinity of the project site and discusses site access and circulation under summer conditions.

## **PROJECT DESCRIPTION**

The project site is located on the southwest corner of Channel Islands Boulevard and Victoria Avenue in the Channel Islands Harbor. The study area and the location of the project site are illustrated in Exhibit 1. The project proposes to redevelop the existing commercial site by demolishing three existing buildings, rehabilitate six existing buildings, repurpose the existing fisherman dock to restaurant seating, and construct a 390-unit apartment complex, retail and restaurant space and a public park. Exhibit 2 shows the conceptual site plan. As shown, access is proposed via one driveway on Channel Islands Boulevard and three driveways on Victoria Avenue. The driveway on Channel Islands Boulevard and the most northern driveway on Victoria Avenue would be restricted to right-turns only.

## **STUDY METHODOLOGY**

The summer conditions analysis includes the same traffic scenarios as analyzed in the weekday traffic analysis, which include Existing Conditions, Existing plus Project Conditions, Cumulative (Existing plus approved and pending projects) Conditions and Cumulative + Project Conditions.

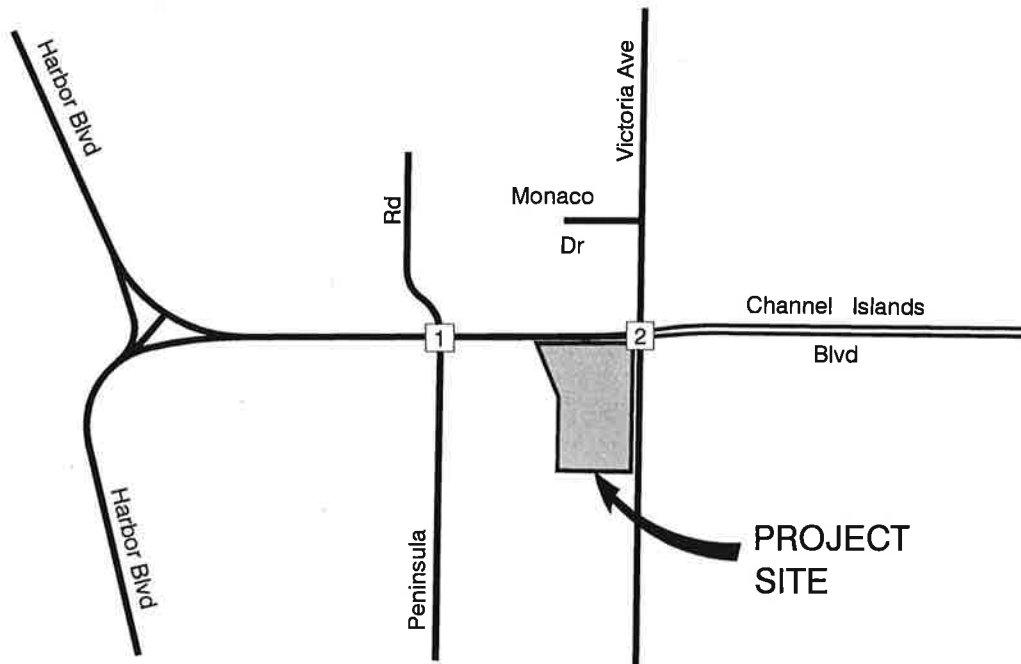
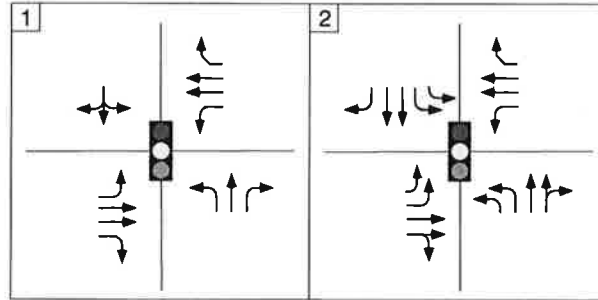
The traffic analysis focuses on two intersections directly adjacent to the project site that are the most affected by recurring events and summer activities, providing both qualitative and quantitative analyses of the intersections previously included in the weekday analysis. The weekday analysis focused on the AM and PM commute periods, when peak weekday traffic volumes typically occur. The weekend analysis focuses on peak periods associated with "summer" visitor and event traffic (Concerts by the Sea on Saturday, the Farmers Market on Sunday, combined with beach traffic).

Concerts by the Sea occur every Saturday from 4 PM to 6 PM at Peninsula Park, located on Peninsula Road, during the Summer months. To capture concert attendee traffic in addition to Saturday afternoon harbor visitor traffic, counts were collected from 3 PM to 7 PM. Similarly, the heavily attended Farmers Market is held on Sundays from 10 AM to 2 PM. To capture market visitor traffic, counts were collected from 12 PM to 3 PM, which coincides with the peak traffic period on Sundays, which typically occurs from around 1 PM - 2 PM. Both of the collection times would also capture the relatively steady flow of beach related traffic. Given that this time period is fairly close to the start of school, these activities, plus the flow of traffic for school shopping, represent peak summer traffic conditions.

A level of service (LOS) ranking scale is used to identify the operating condition at intersections. This scale compares traffic volumes to intersection capacity and assigns a letter value to this relationship. The letter scale ranges from A to F with LOS A representing free flow conditions and

# LEGEND

-  - Lane Assignment
-  - Traffic Signal



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## EXHIBIT 1 STUDY AREA AND PROJECT SITE LOCATION

## EXHIBIT 2



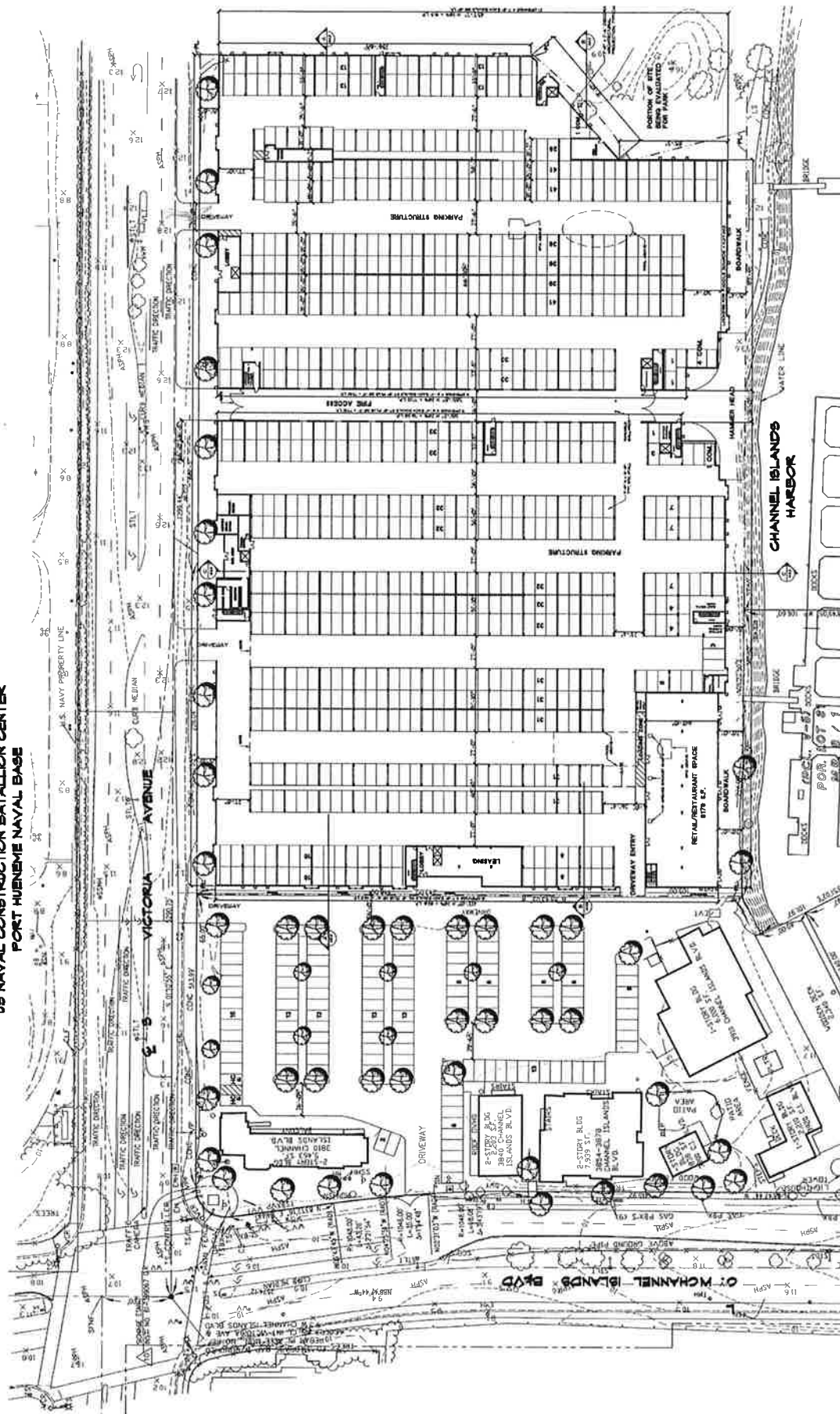
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Page 3

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PORT HUENEME NAVAL BASE



LOS F representing congested conditions. The level of service criteria are summarized in Table 1. The Intersection Capacity Utilization Methodology (ICU) is used to determine levels of service for signalized intersections, and the results are shown as a volume-to-capacity (V/C) ratio. The City of Oxnard and City of Port Hueneme consider LOS C or better acceptable for intersection operations.

**Table 1**  
**Intersection Level of Service Criteria**

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

Source: Highway Capacity Manual, 2010 Edition.


## EXISTING CONDITIONS

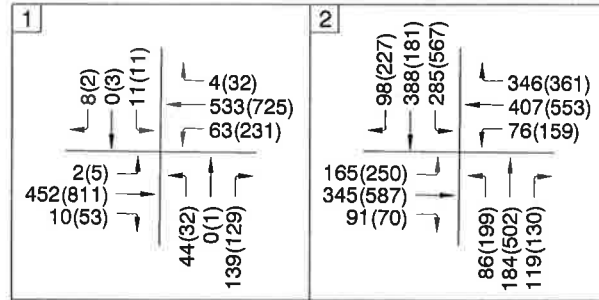
Weekday turning volumes for the AM and PM peak commute periods (7 AM to 9 AM and 4 PM to 6 PM) were derived from counts collected on Tuesday August 16, 2016. Saturday counts were collected on August 13, 2016, from 3 PM to 7 PM and Sunday counts were collected on August 14, 2016, from 12 PM to 3 PM. Intersection turning counts are included in the Technical Appendix for reference. The existing lane geometry and control for the intersections within the study area are shown in Exhibit 1 and the peak hour volumes are illustrated in Exhibit 3. Levels of service were calculated for the study-area intersections based on the level of service methodology outlined previously. The existing intersection levels of service are summarized in Table 2.

**Table 2**  
**Existing Summer Peak Hour**  
**Intersection Levels of Service**


<b>Intersection</b>	<b>Weekday</b>		<b>Saturday Peak Hour V/C Ratio</b>	<b>Sunday Peak Hour V/C Ratio</b>
	<b>AM Peak Hour V/C Ratio</b>	<b>PM Peak Hour V/C Ratio</b>		
1. Peninsula Rd/Channel Islands Blvd	0.34/LOS A	0.51/LOS A	0.52/LOS A	0.55/LOS A
2. Victoria Ave/ Channel Islands Blvd	0.37/LOS A	0.69/LOS B	0.57/LOS A	0.62/LOS B

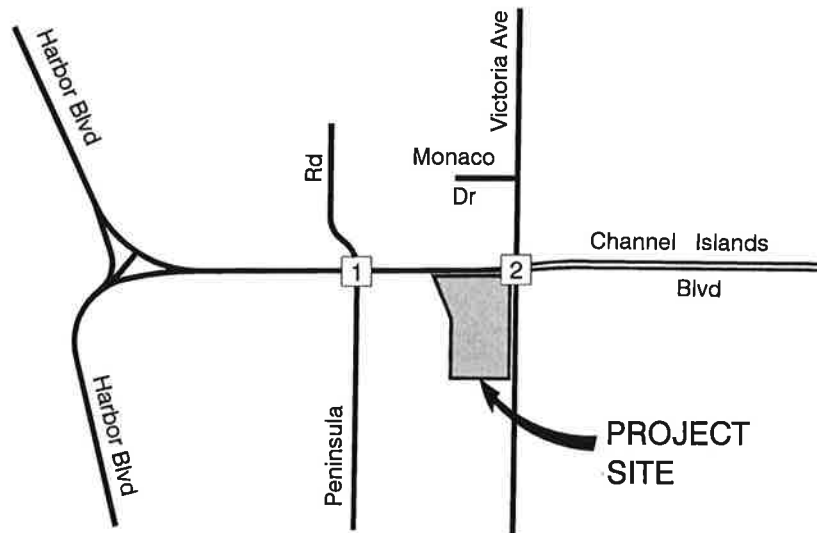
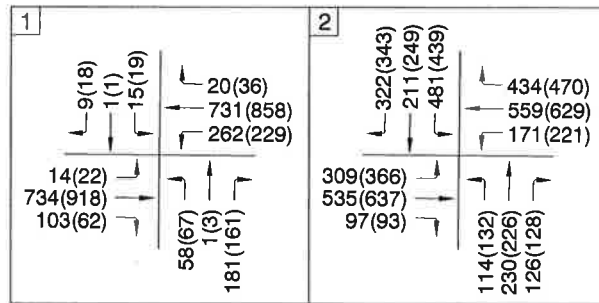
## LEGEND

- XX(XX) - Summer Weekday AM(PM) Peak Hour Volume  
 AM Peak Hour = 7:15 - 8:15 AM  
 PM Peak Hour = 4:30 - 5:30 PM
-  - Traffic Movement



## LEGEND

- XX(XX) - Summer Saturday (Sunday) Peak Hour Volume  
 Saturday Peak Hour = 3 - 4 PM  
 Sunday Peak Hour = 1 - 2 PM
-  - Traffic Movement



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## EXHIBIT 3 EXISTING SUMMER WEEKDAY AND WEEKEND PEAK HOUR TRAFFIC VOLUMES



Comparison with non-summer weekday traffic volumes indicates that the summer weekday AM and PM peak hour intersection volumes are similar to and the summer weekend volumes are higher than the non-summer weekday volumes. Table 2 shows that the levels of service during both summer weekdays and weekends are identical to non-summer weekdays. The intersections continue to operate in the LOS A-B range.

## **PROJECT SPECIFIC CONDITIONS**

### **Traffic Impact Thresholds**

The study-area intersections are within the City of Oxnard or shared with the City of Port Hueneme. For consistency, City of Oxnard impact thresholds are applied to all intersections.

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

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

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

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

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

### **Project Trip Generation and Distribution**

Project Trip Generation Rates. Summer weekday and weekend trip generation estimates for the project were developed based on the rates presented in the Institute of Transportation Engineers *Trip Generation Manual*<sup>1</sup> for the existing and proposed land uses. Rates presented in the SANDAG's *Traffic Generators* for the land use *Neighborhood Park* were applied to the proposed

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<sup>1</sup> Trip Generation, Institute of Transportation Engineers, 9th Edition, 2012.

public park. Trips generated by the existing dock, which is used by commercial vessels to load/unload, were provided by Harbor Department staff. Worksheets showing the trip generation calculations are included in the Technical Appendix and the trip generation components are discussed below.

**Internal Capture (Mixed-Use) Trips.** Due to the mix of land uses proposed on the site, a portion of the trips generated by the project would be internal to the site and not enter the external roadway network. ITE's *Trip Generation Handbook*<sup>2</sup> defines a multi-use development as a "real estate project that consists of two or more ITE land use classifications between which trips are made without using the off-site road system." The project's internal trips were determined based on the "Internal Person Trip Capture Rates" percentages outlined in the *ITE Trip Generation Handbook (Table 6.1)*. Internal capture calculation worksheets are included in the Technical Appendix for reference.

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

Based on ITE's *Trip Generation Handbook Appendix F – Database on Pass-By, Diverted and Primary Trips*, the weekday pass-by rate for commercial land uses is 34% of the external PM peak hour trips and the weekend pass-by rate for commercial land uses is 26% of the external peak hour trips. Tables 3 through 5 show the trip generation estimates developed for summer weekday and weekend conditions.

**Table 3**  
**Summer Weekday Project Trip Generation**

Existing	Trips						
	ADT	AM			PM		
		In	Out	Total	In	Out	Total
<i>Subtotal</i>	3,202	49	31	80	134	145	279
<i>Pass-by</i>	318	5	3	8	45	49	94
<b>Total Primary Trips</b>	<b>2,884</b>	<b>44</b>	<b>28</b>	<b>72</b>	<b>89</b>	<b>96</b>	<b>185</b>
<b>Project</b>							
<i>Subtotal</i>	6,100	92	191	283	303	242	545
<i>Internal Capture Trips<sup>1</sup></i>	551	10	10	20	52	52	104
<i>Pass-by Trips<sup>2</sup></i>	309	4	3	7	43	42	85
<b>Total Primary Trips</b>	<b>5,240</b>	<b>78</b>	<b>178</b>	<b>256</b>	<b>208</b>	<b>148</b>	<b>356</b>
<b>Net Project Trip Addition</b>	<b>2,356</b>	<b>34</b>	<b>150</b>	<b>(184)</b>	<b>119</b>	<b>52</b>	<b>(171)</b>

<sup>1</sup> Internal capture based on criteria contained in the ITE Trip Generation Handbook. A total of 9% of the daily trips, 7% of the AM peak hour trips and 19% of the PM peak hour trips are expected to be internal trips.

<sup>2</sup> Pass-by rates derived from the ITE Trip Generation Handbook. A 10% ADT, a 10% AM peak hour and a 34% PM peak hour pass-by rate was applied to the external trips generated by the commercial retail.

<sup>2</sup> Trip Generation Handbook, Institute of Transportation Engineers, 3rd Edition, 2014.

**Table 4**  
**Summer Saturday Project Trip Generation**

Existing	Trips			
	ADT	PM		
		In	Out	Total
Subtotal	4,462	215	199	414
Pass-by	443	55	51	106
Total Primary Trips	4,009	160	148	308
<b>Project</b>				
Subtotal	7,361	326	329	655
Internal Capture Trips <sup>1</sup>	662	57	57	114
Pass-by Trips <sup>2</sup>	443	53	49	102
Total Primary Trips	6,256	216	223	439
<b>Net Project Trip Addition</b>	<b>2,247</b>	<b>56</b>	<b>75</b>	<b>131</b>

<sup>1</sup> Internal capture based on criteria contained in the ITE Trip Generation Handbook. A total of 9% of the daily trips, 7% of the AM peak hour trips and 19% of the PM peak hour trips are expected to be internal trips.

<sup>2</sup> Pass-by rates derived from the ITE Trip Generation Handbook. A 10% ADT, a 10% AM peak hour and a 34% PM peak hour pass-by rate was applied to the external trips generated by the commercial retail.

**Table 5**  
**Summer Sunday Project Trip Generation**

Existing	Trips			
	ADT	PM		
		In	Out	Total
Subtotal	4,713	49	52	101
Pass-by	318	16	17	33
Total Primary Trips	4,395	33	35	68
<b>Project</b>				
Subtotal	7,065	166	164	330
Internal Capture Trips <sup>1</sup>	636	29	29	58
Pass-by Trips <sup>2</sup>	416	17	12	29
Total Primary Trips	6,013	120	123	243
<b>Net Project Trip Addition</b>	<b>1,618</b>	<b>87</b>	<b>88</b>	<b>175</b>

<sup>1</sup> Internal capture based on criteria contained in the ITE Trip Generation Handbook. A total of 9% of the daily trips, 7% of the AM peak hour trips and 19% of the PM peak hour trips are expected to be internal trips.

<sup>2</sup> Pass-by rates derived from the ITE Trip Generation Handbook. A 10% ADT, a 10% AM peak hour and a 34% PM peak hour pass-by rate was applied to the external trips generated by the commercial retail.

During summer weekdays, the project is expected to generate 2,356 net new average daily trips, with 184 trips occurring during the AM peak hour and 171 trips occurring during the PM peak hour. During summer Saturdays, the project is expected to generate 2,247 net new average daily trips, with 131 trips occurring during the peak hour. During summer Sundays, the project is expected to generate 1,618 net new average daily trips, with 175 trips occurring during the peak hour.

Compared to the non-summer weekday project trip generation, the summer weekday project trip generation would be identical, the summer Saturday project trip generation would be lower and the summer Saturday project trip generation would be four (4) peak hour trips higher.

**Project Trip Distribution.** Project trips were distributed and assigned to the street network based on the location of the project site and knowledge of the local street network and existing travel patterns. The trip distribution percentages are shown in Table 6 and the project-added trips are illustrated in Exhibit 4.

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

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

#### **Existing plus Project Intersection Operations**

Project generated traffic volumes were added to the existing peak hour traffic volumes and levels of service were recalculated assuming existing plus project conditions. The existing plus project traffic volumes are illustrated in Exhibit 5 and Table 7 summarizes the LOS calculations.

**Table 7**  
**Existing + Project Summer Peak Hour**  
**Intersection Levels of Service**

<b>Intersection</b>	<b>Weekday</b>		<b>Saturday Peak Hour V/C Ratio</b>	<b>Sunday Peak Hour V/C Ratio</b>
	<b>AM Peak Hour V/C Ratio</b>	<b>PM Peak Hour V/C Ratio</b>		
1. Peninsula Rd/Channel Islands Blvd	0.34/LOS A	0.52/LOS A	0.51/LOS A	0.55/LOS A
2. Victoria Ave/ Channel Islands Blvd	0.41/LOS A	0.72/LOS C	0.59/LOS A	0.66/LOS B

Table 7 indicates that the intersections would operate in the LOS A-C range during existing plus project conditions, which is acceptable based on the City and County level of service standards.

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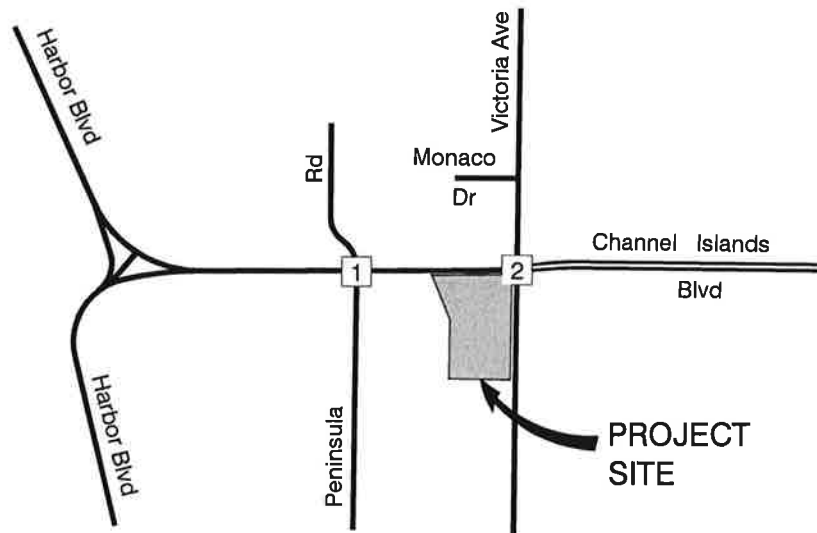
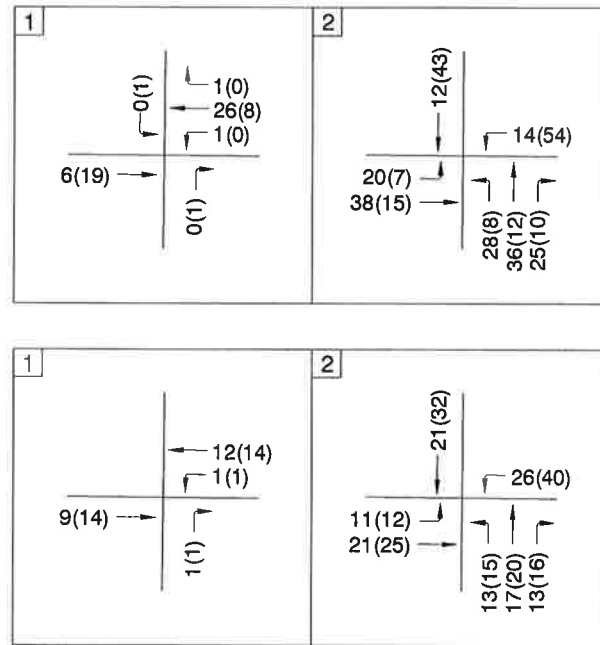
XX(XX) - Summer Weekday AM(PM) Peak Hour Volume

↔ - Traffic Movement

## LEGEND

XX(XX) - Summer Saturday (Sunday) Peak Hour Volume

↔ - Traffic Movement




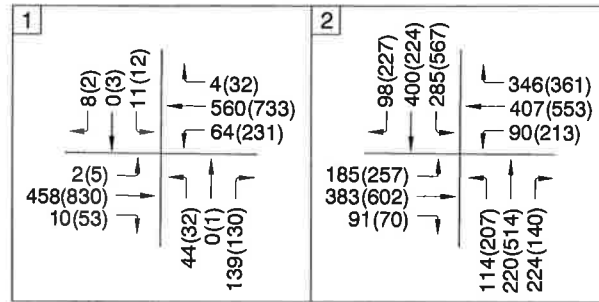
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## EXHIBIT 4 PROJECT-ADDED SUMMER WEEKDAY AND WEEKEND PEAK HOUR TRAFFIC VOLUMES

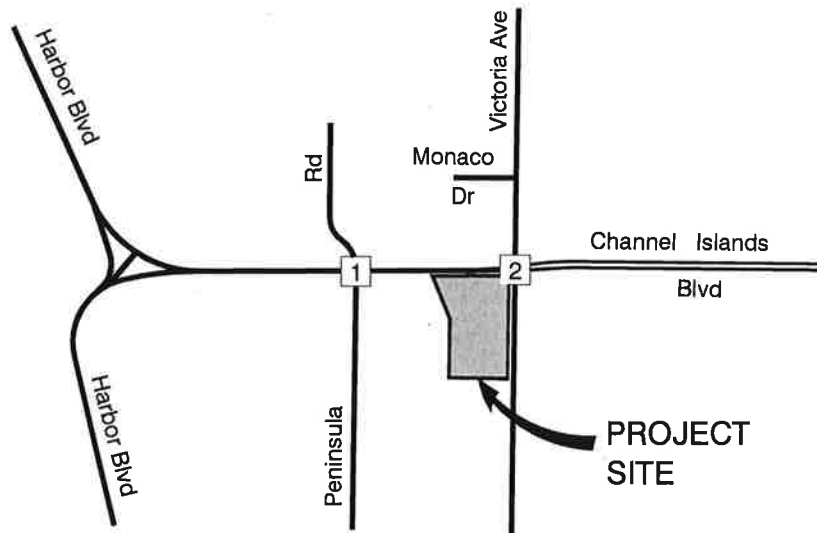
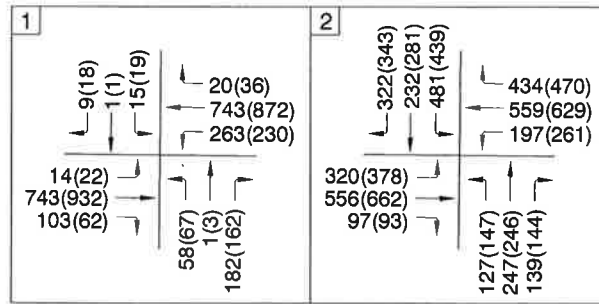
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- XX(XX) - Summer Weekday AM(PM) Peak Hour Volume  
 AM Peak Hour = 7:15 - 8:15 AM  
 PM Peak Hour = 4:30 - 5:30 PM
-  - Traffic Movement



## LEGEND

- XX(XX) - Summer Saturday (Sunday) Peak Hour Volume  
 Saturday Peak Hour = 3 - 4 PM  
 Sunday Peak Hour = 1 - 2 PM
-  - Traffic Movement



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EXHIBIT 5  
 EXISTING + PROJECT SUMMER WEEKDAY AND  
 WEEKEND PEAK HOUR TRAFFIC VOLUMES

The non-summer analysis indicated that the project would add V/C 0.013 or less to the study area intersections included in the traffic study completed for non-summer conditions, which does not exceed the V/C 0.02 increase threshold applied to intersections that could operate below the LOS C standard. Because the project trip generation for summer weekdays and Saturdays is identical or lower than the non-summer project trip generation, the project would also add V/C 0.013 or less to the remaining study-area intersections, which would be acceptable. During summer Sunday conditions, the project would add four additional peak hour trips to the study area street network. This minor trip addition would not change the project volume-to-capacity increase at any of the remaining intersections, therefore no project-specific impacts could be generated.

As discussed in the traffic study completed for non-summer conditions, the currently unsignalized Victoria Avenue/Monaco Drive intersection is expected to operate in the low LOS D range. The intersection will be signalized in the near future as part of the *Victoria Mixed-Use Development* approved on the east side of the intersection and is expected to operate at LOS A with traffic signal control.

### **CUMULATIVE CONDITIONS**

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

#### **Cumulative Traffic Volumes**

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

Trip generation estimates were developed for the pending projects based on rates contained in the Institute of Transportation Engineers (ITE) *Trip Generation* for the respective land uses. Trip generation worksheets for weekday and weekend conditions are included in the Technical Appendix. Table 8 provides a comparison of the weekday and weekend cumulative projects trip generation.

**Table 8  
Cumulative Projects Trip Generation**

Day	PM Peak Hour Trips		
	In	Out	Total
Weekday	1,365	1,016	2,371
Saturday	1,297	1,114	2,401
Sunday	1,153	1,019	2,162

The cumulative projects trip generation data presented in Table 8 indicates that cumulative weekday and Saturday traffic additions to the study area would be similar and that cumulative traffic additions during Sundays would be less compared to weekdays.

The cumulative projects traffic volumes were distributed onto the study-area street network based on each individual project's location, existing traffic patterns, and a general knowledge of the residential and commercial lay-out of the Oxnard and Port Hueneme area. The cumulative projects AM and PM peak turning volumes were assigned to the study area intersections and added to the existing peak hour volumes. The resulting cumulative peak hour volumes are shown in Exhibit 6 and the cumulative plus project peak hour volumes are illustrated in Exhibit 7.

### Cumulative plus Project Intersection Operations

Intersection levels of service were recalculated assuming cumulative and cumulative traffic conditions. The level of service calculation results for weekdays and weekends are summarized in Tables 9 and 10, respectively.

**Table 9**  
**Cumulative + Project Summer Weekday Peak Hour**  
**Intersection Levels of Service**

Intersection	Weekday AM Peak Hour		Weekday PM Peak hour	
	Cumulative V/C Ratio	Cumulative + Project V/C Ratio	Cumulative V/C Ratio	Cumulative + Project V/C Ratio
1. Peninsula Rd/Channel Islands Blvd	0.36/LOS A	0.38/LOS A	0.41/LOS A	0.45/LOS A
2. Victoria Ave/ Channel Islands Blvd	0.62/LOS B	0.62/LOS B	0.71/LOS C	0.76/LOS C


**Table 10**  
**Cumulative + Project Summer Weekend Peak Hour**  
**Intersection Levels of Service**

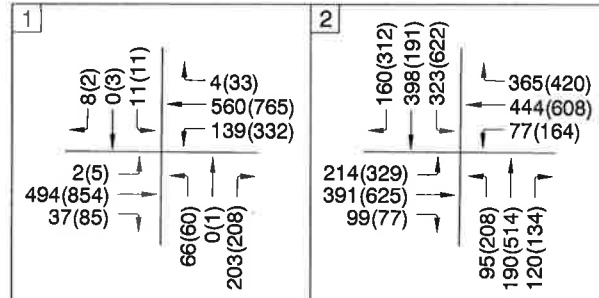
Intersection	Saturday Peak Hour		Sunday Peak hour	
	Cumulative V/C Ratio	Cumulative + Project V/C Ratio	Cumulative V/C Ratio	Cumulative + Project V/C Ratio
1. Peninsula Rd/Channel Islands Blvd	0.63/LOS B	0.64/LOS B	0.63/LOS B	0.63/LOS B
2. Victoria Ave/ Channel Islands Blvd	0.61/LOS B	0.65/LOS B	0.65/LOS B	0.70/LOS C

Tables 9 and 10 indicate that the intersections would continue to operate in the LOS A-C range under cumulative plus project conditions, which is acceptable based on the City and County level of service standards. As discussed previously, the project would add V/C 0.013 or less to the to the study-area intersections previously included in the non-summer analysis, which does not exceed the V/C 0.02 increase threshold applied to intersections that could operate below the LOS C standard. Therefore, no cumulative impacts would be generated at study area intersections.




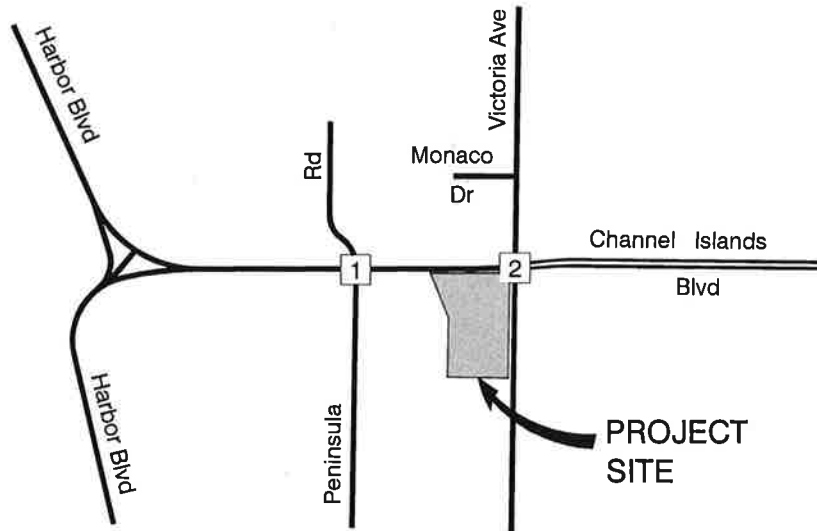
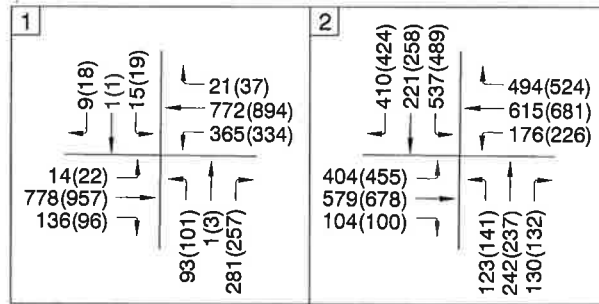
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- XX(XX) - Summer Weekday AM(PM) Peak Hour Volume  
 AM Peak Hour = 7:15 - 8:15 AM  
 PM Peak Hour = 4:30 - 5:30 PM  
 - Traffic Movement



## LEGEND


- XX(XX) - Summer Saturday (Sunday) Peak Hour Volume  
 Saturday Peak Hour = 3 - 4 PM  
 Sunday Peak Hour = 1 - 2 PM  
 - Traffic Movement

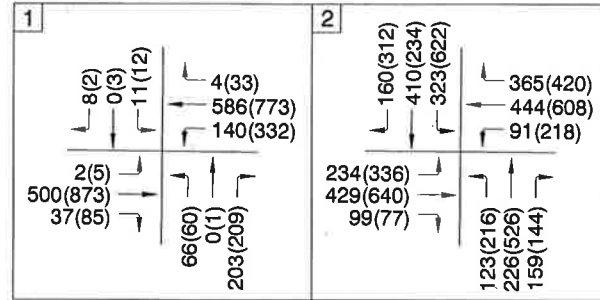


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EXHIBIT 6  
 CUMULATIVE SUMMER WEEKDAY AND  
 WEEKEND PEAK HOUR TRAFFIC VOLUMES

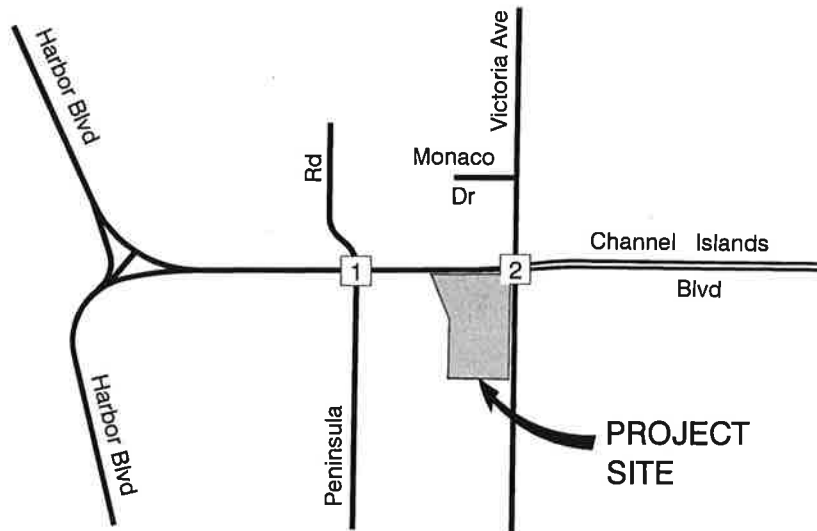
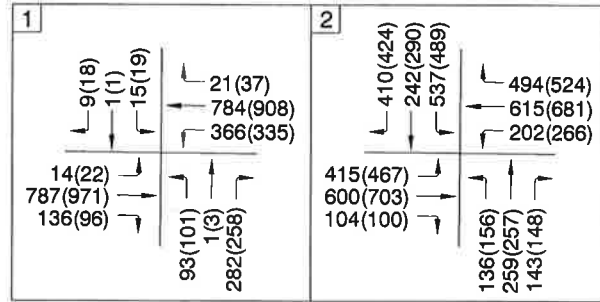
## LEGEND

- XX(XX) - Summer Weekday AM(PM) Peak Hour Volume  
 AM Peak Hour = 7:15 - 8:15 AM  
 PM Peak Hour = 4:30 - 5:30 PM  
 - Traffic Movement



## LEGEND

- XX(XX) - Summer Saturday (Sunday) Peak Hour Volume  
 Saturday Peak Hour = 3 - 4 PM  
 Sunday Peak Hour = 1 - 2 PM  
 - Traffic Movement



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## EXHIBIT 7 CUMULATIVE + PROJECT SUMMER WEEKDAY AND WEEKEND PEAK HOUR TRAFFIC VOLUMES

## **MITIGATION MEASURES**

### **Project Specific Mitigations**

The summer conditions analysis found that the project would not generate any impacts under project-specific conditions. The intersections of Channel Island Boulevard with Peninsula Road and Victoria Avenue would operate in the LOS A-C range during existing plus project conditions, which is acceptable based on the City and County level of service standards. The project would add V/C 0.013 or less to the remaining study-area intersections included in the non-summer analysis, which does not exceed the V/C 0.02 increase threshold for intersections that could operate below the LOS C standard. No project-specific mitigations are therefore required.

The currently unsignalized Victoria Avenue/Monaco Drive intersection is expected to operate in the low LOS D range. The intersection will be signalized in the near future as part of the *Victoria Mixed-Use Development* approved on the east side of the intersection and is expected to operate at LOS A with traffic signal control.

### **Cumulative Mitigations**

The cumulative analysis for summer conditions indicated that the intersections of Channel Island Boulevard with Peninsula Road and Victoria Avenue would continue to operate in the LOS A-C range during cumulative plus project conditions. Similarly to the project-specific analysis, the project would add V/C 0.013 or less to the remaining study-area intersections included in the non-summer analysis, which does not exceed the V/C 0.02 increase threshold for intersections that could operate below the LOS C standard. The project would not generate any cumulative impacts under summer conditions.

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

