

4.9 TRAFFIC AND CIRCULATION

This section evaluates the impacts of the Parklands Specific Plan on the local circulation system. The information has been summarized from the traffic study prepared for the proposed project by Associated Transportation Engineers, dated September 3, 2008. The traffic study is included in its entirety in Appendix H.

4.9.1 Setting

a. **Existing Street Network.** The plan area is served by a network of highways, arterial streets and collector streets, as shown on Figure 4.9-1. The following text provides a brief discussion of the major components of the study area network.

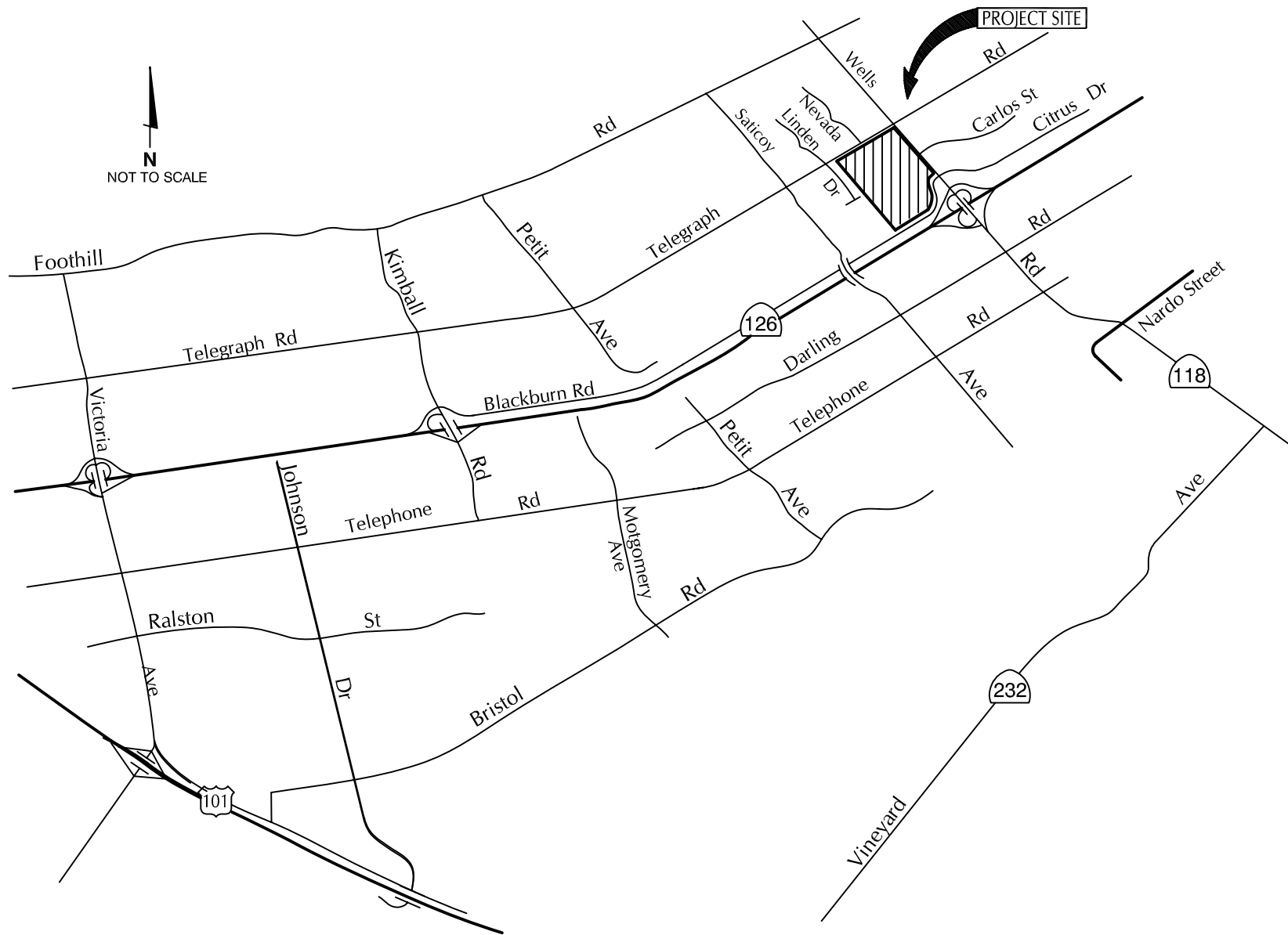
State Route 126, located south of the plan area, is a four-lane east-west freeway that extends from U.S. Highway 101 to Santa Paula. East of Santa Paula the freeway becomes a conventional highway and extends to Interstate 5 in Santa Clarita (Los Angeles County). State Route (SR) 126 provides regional access to the plan area via the SR 126/Wells Road Interchange. The Wells Road/SR 126 Eastbound Ramp intersection is controlled by a traffic signal, and the Wells Road/SR 126 Eastbound Ramps intersection is controlled by a stop-sign on the off ramp approach.

Wells Road is a primary arterial that extends south from Foothill Road until it becomes Los Angeles Avenue at a point south of Telephone Road in the County of Ventura. South of SR 126 the roadway is also a state facility (SR 118). Wells Road would provide access to the plan area via a total of five street connections. The roadway contains five travel lanes and a raised median from SR 126 to Carlos Street. North of Carlos Street the roadway gradually narrows to two travel lanes and a median two-way left-turn lane. The speed limit adjacent the plan area is 40 miles per hour (mph). The intersections of Wells Road with Telegraph Road, Citrus Drive- Blackburn Road, Darling Road and Telephone Road are signalized. The Wells Road/Carlos Street intersection is controlled by a stop sign on Carlos Street.

Telegraph Road, located along the plan area's north frontage, is an east-west primary arterial that connects the residential and commercial uses in the eastern part of Ventura to downtown. Telegraph Road extends from Main Street through the study area to the City of Santa Paula. It contains four travel lanes east of Kimball Road, and two travel lanes and a median two-way left-turn lane between Petit Avenue and Wells Road. The posted speed limit adjacent the plan area is 45 to 55 mph. The roadway would provide access to the plan area via three street connections. The intersections of Telegraph Road with Kimball Road, Petit Avenue and Saticoy Avenue are controlled by traffic signals. The Telegraph Road/Nevada Avenue intersection is controlled by stop signs on Nevada Avenue.

Telephone Road, located south of SR 126, is a four- to six-lane primary arterial that extends north from Olivas Park Drive to U.S. Highway 101, from where it extends easterly until it terminates at Wells Road. Telephone Road would provide a connection between the plan area and the commercial and residential areas located south of SR 126. The intersections of Telephone Road with Kimball Road, Montgomery Avenue, Petit Avenue, and Saticoy Avenue are controlled by traffic signals.





Drawing Source: Associated Transportation Engineers,
September 3, 2008.

Existing Street Network and Project Location

Figure 4.9-1
City of Ventura

Blackburn Road, which borders the plan area to the south, is a two-lane undivided local street that serves as a frontage roadway to SR 126. The roadway extends from Kimball Road to Wells Road. It would provide access to the plan area via four street connections.

b. Existing Traffic Volumes and Levels of Service. Because traffic flow on urban arterials is most constrained at intersections, detailed traffic flow analyses focus on 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). The City considers LOS E acceptable at freeway interchange intersections, and LOS D is acceptable at the Principal Intersections within the City. Principal intersections are intersections that are regularly monitored by the City as a gauge of the operation of the City's circulation system. The City does not have a level of service standard for non-principal intersections, except for those that are located on the CMP' network, at which the CMP level of service standard of LOS E is applicable.

Table 4.9-1 shows the intersections that were analyzed during the A.M. and P.M. peak hours. Figures 4.9-2 and 4.9-3 show the existing A.M. and P.M. peak hour traffic volumes for the study area intersections. The peak hour volumes were obtained from new counts conducted by ATE in September 2005, and from counts provided by City staff. Levels of service for the signalized intersections were calculated based on the “Intersection Capacity Utilization” (ICU) methodology parameters outlined in the City's 2005 Ventura General Plan EIR. Levels of service for the unsignalized intersections were calculated using the Highway Capacity Software (HCS), which implements the Highway Capacity Manual (HCM) methodology to determine the total delay in seconds experienced by vehicles at a stop-controlled intersection, which is then related to a level of service.

**Table 4.9-1
 Study Area Intersections**

1. Foothill Road/Wells Road	10. Wells Road/ SR-126 Eastbound Ramps
2. Telegraph Road/Kimball Road	11. Wells Road/ Darling Road
3. Telegraph Road/Petit Avenue	12. Telephone Road/Kimball Road
4. Telegraph Road/Saticoy Avenue	13. Telephone Road/Montgomery Avenue
5. Telegraph Road/Nevada Avenue	14. Telephone Road/Petit Avenue
6. Telegraph Road/Wells Road	15. Telephone Road/Saticoy Avenue
7. Wells Road/ Carlos Street	16. Telephone Road/Wells Road
8. Wells Road/ Citrus Drive-Blackburn Road	17. Wells Road/Nardo Street
9. Wells Road/ SR-126 Westbound Ramps	18. Los Angeles Avenue/Vineyard Avenue

Level of Service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. Intersection Level of Service criteria are shown in Table 4.9-2. Level of service calculation worksheets and a brief discussion of the procedures used to calculate intersection levels of service are contained in the Technical Appendix (see Appendix H). The City of Ventura does not have an adopted level



of service standard for roadway segments. Intersections are the bottlenecks where congestion occurs first and the number of through lanes at intersections determines the size of a roadway segment. Table 4.9-3 lists the study area intersections and their corresponding A.M. and P.M. peak hour levels of service for existing traffic conditions. The intersection numbering correlates with the numbering system used in the Technical Appendix of the Traffic Report located in Appendix H.

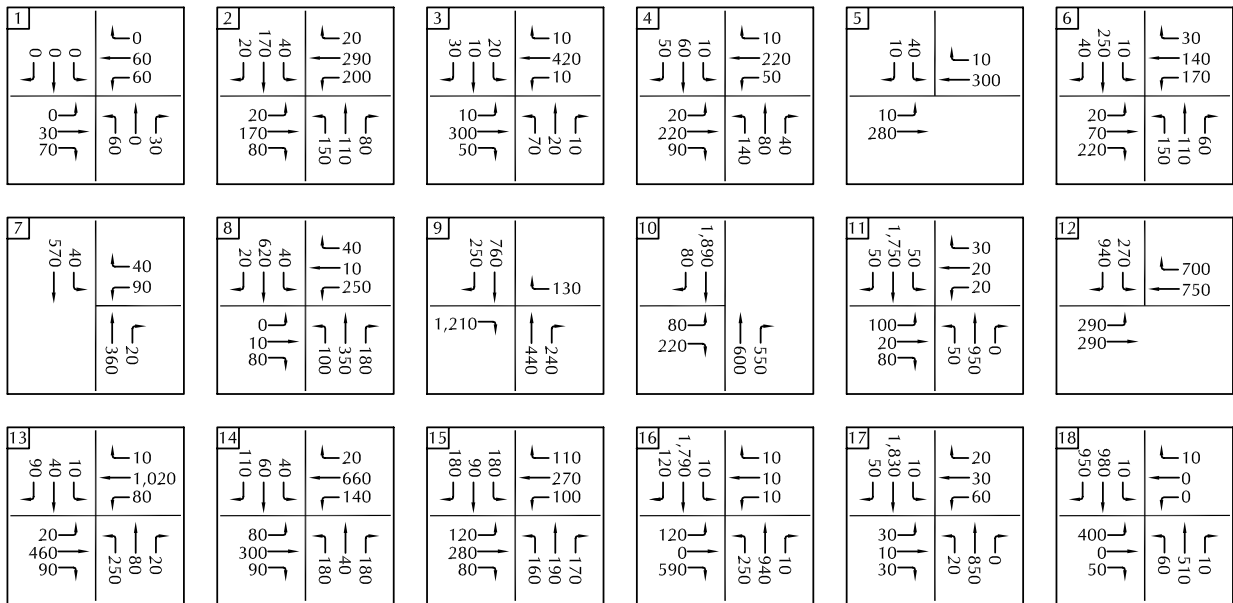
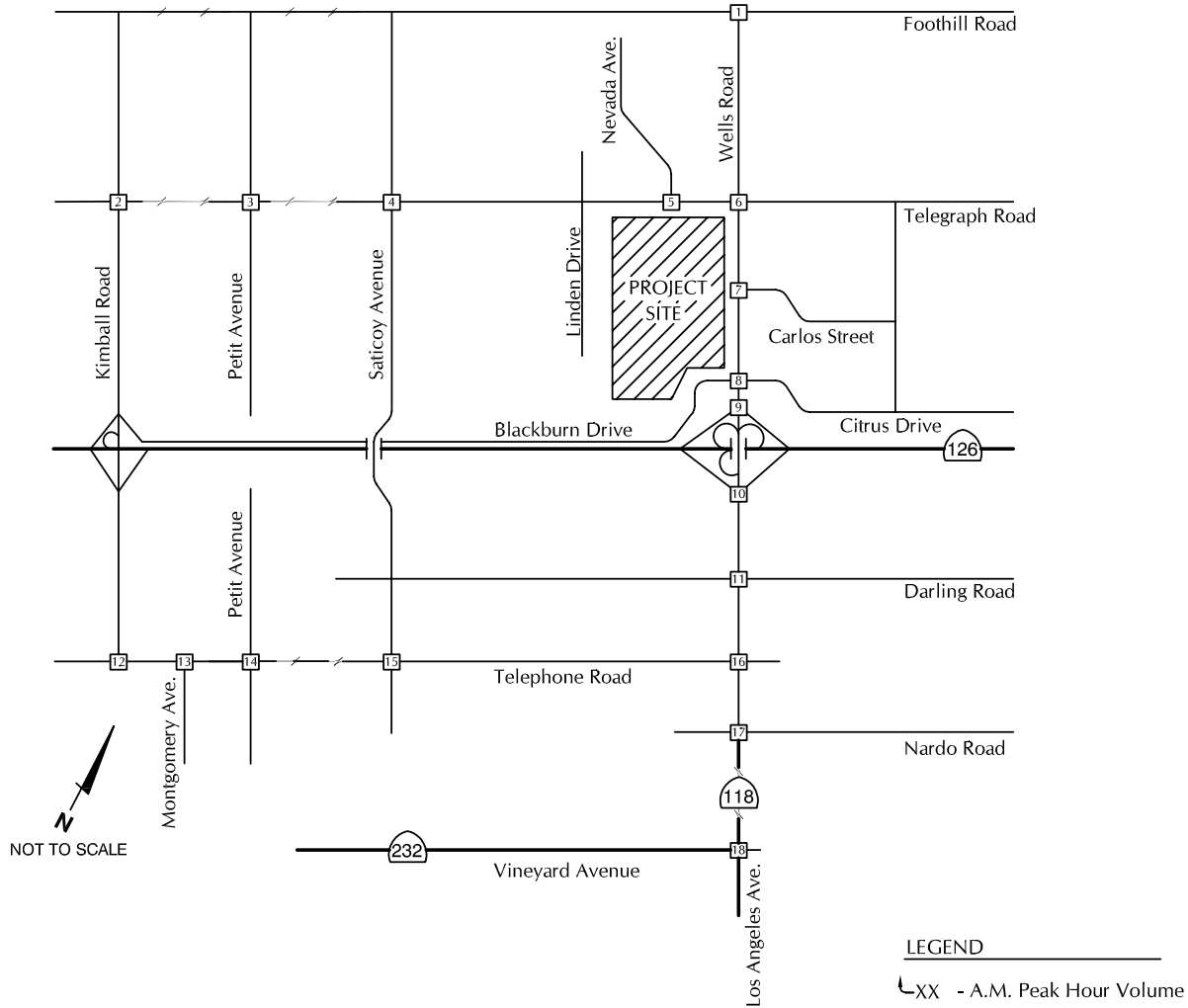
**Table 4.9-2
Intersection Level of Service Criteria**

Level of Service	ICU	Description
<i>Signalized Intersections</i>		
A	<0.61	Very short delays. Most vehicles do not stop.
B	0.61 – 0.70	Generally good progression of vehicles. Some delays.
C	0.71 – 0.80	Fair progression. Increased number of stopped vehicles.
D	0.81 – 0.90	Noticeable congestion. Large portion of vehicles stopped.
E	0.91 – 1.00	Poor progression. Long delays and frequent cycle failure.
F	>1.00	Oversaturation. Forced flow. Extensive queuing.
<i>Unsignalized Intersections</i>		
Level of Service	Average Delay per Vehicle	Description
A	< 10 seconds	Little or no conflicting traffic for minor street approach.
B	10 – 15 seconds	Minor street approach begins to notice absence of available gaps.
C	15 – 25 seconds	Minor street approach begins experiencing delay for available gaps.
D	25 – 35 seconds	Minor street approach experiences queuing due to a reduction in available gaps.
E	35 – 50 seconds	Extensive minor street queuing due to insufficient gaps.
F	> 50 sec	Insufficient gaps of suitable size to allow minor street traffic demand to cross safely through a major traffic stream.

The data presented in Table 4.9-3 indicates that all of the intersections included in this traffic study operate at LOS C or better under existing conditions, which is considered acceptable based on the City’s level of service standards.



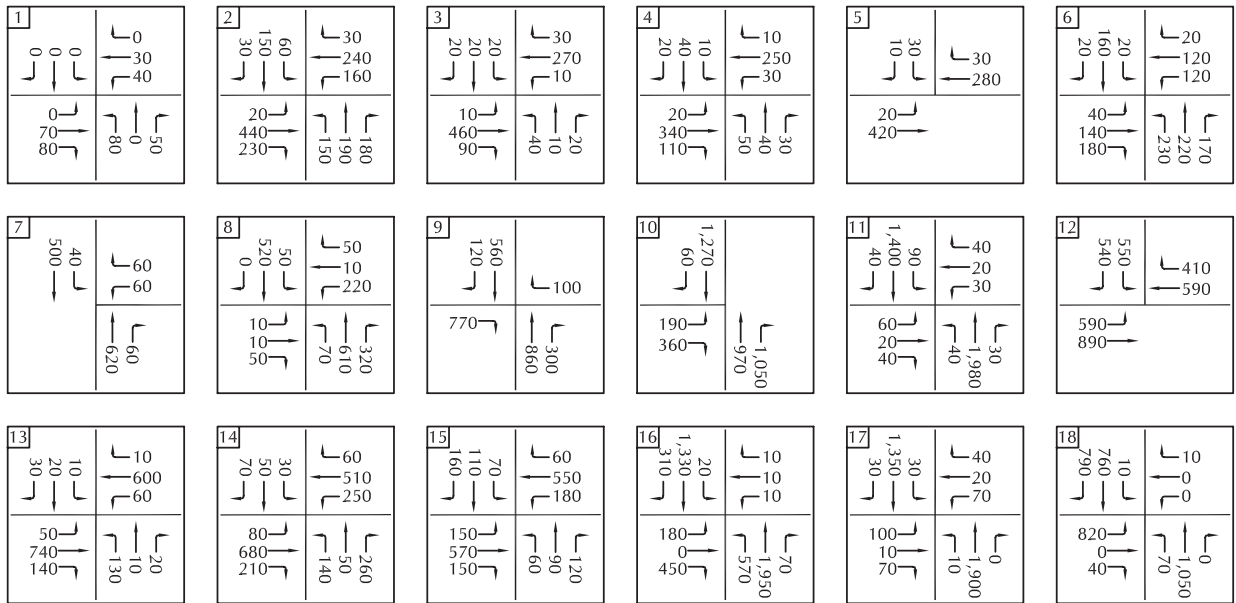
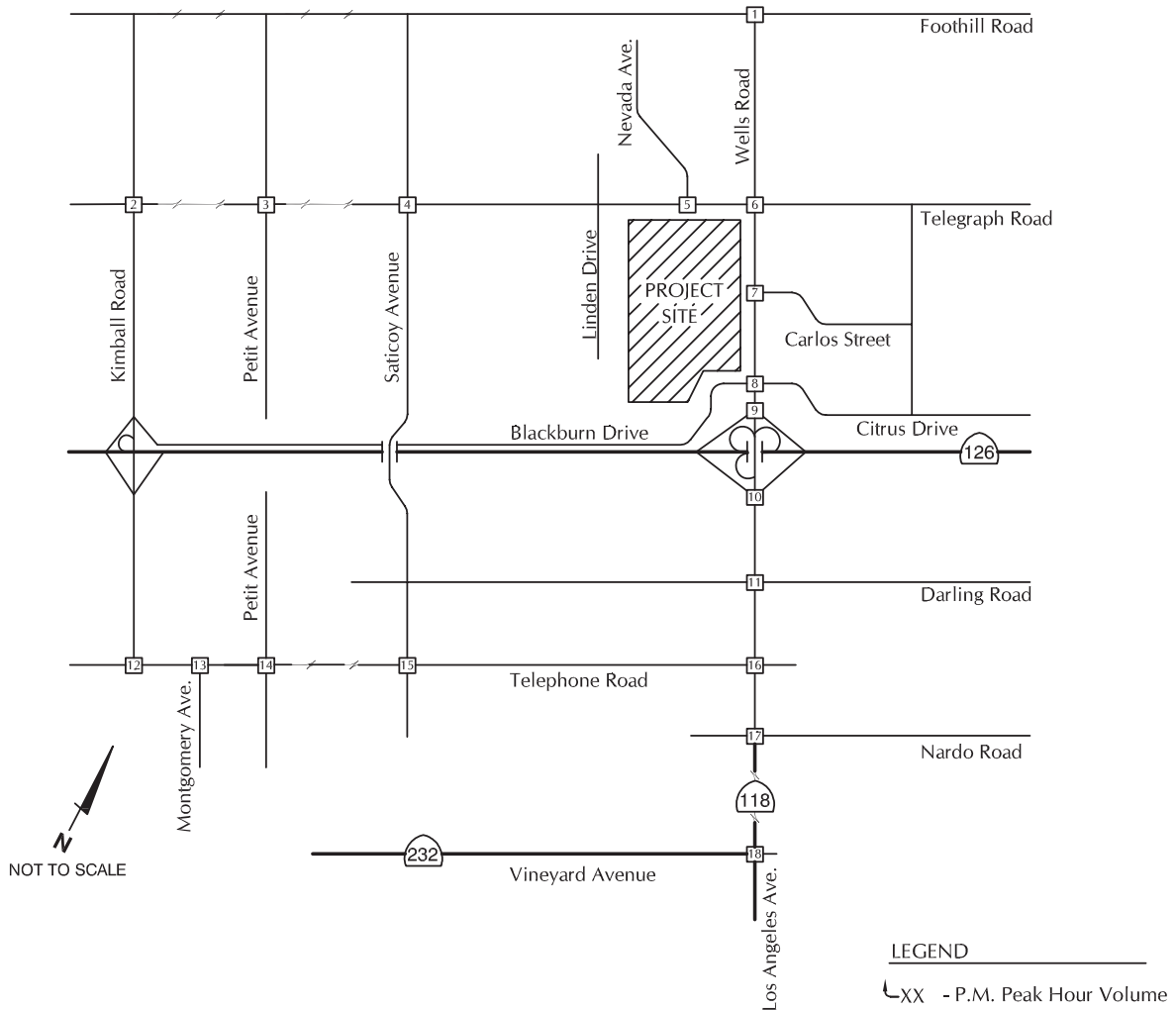
Parklands Specific Plan EIR
Section 4.9 Traffic and Circulation



Drawing Source: Associated Transportation Engineers,
 September 3, 2008.

Existing A.M. Peak Hour Volumes

Figure 4.9-2
City of Ventura



Drawing Source: Associated Transportation Engineers,
 September 3, 2008.

Existing P.M. Peak Hour Volumes

Figure 4.9-3
 City of Ventura

**Table 4.9-3
Existing A.M. and P.M. Peak Hour Intersection Level of Service**

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		ICU/Delay	LOS	ICU/Delay	LOS
1. Foothill Road/Wells Road ¹	Stop-Sign	8.9 sec	A	9.2 sec	A
2. Telegraph Rd/Kimball Rd	Signal	0.21	A	0.30	A
3. Telegraph Rd/Petit Ave	Signal	0.34	A	0.24	A
4. Telegraph Rd/Saticoy Ave	Signal	0.38	A	0.37	A
5. Telegraph Rd/Nevada Ave ¹	Stop Sign	10.7 sec/veh	B	10.5 sec/veh	B
6. Telegraph Rd/Wells Rd	Signal	0.54	A	0.52	A
7. Carlos St/Wells Rd ¹	Stop Sign	12.5 sec/veh	B	12.2 veh/sec	B
8. Citrus Dr-Blackburn Rd/Wells Rd	Signal	0.33	A	0.34	A
9. SR-126 WB Ramps/Wells Rd ¹	Stop-Sign	10.5 sec/veh	B	12.5	B
10. SR-126 EB Ramps /Wells Rd	Signal	0.73	C	0.63	B
11. Darling Road/Wells Road	Signal	0.72	C	0.63	C
12. Telephone Road/Kimball Road	Signal	0.69	B	0.53	A
13. Telephone Rd/Montgomery Ave	Signal	0.57	A	0.38	A
14. Telephone Rd/Petit Ave	Signal	0.41	A	0.49	A
15. Telephone Rd/Saticoy Ave	Signal	0.39	A	0.41	A
16. Telephone Rd/Wells Rd	Signal	0.78	C	0.72	C
17. Nardo Street/Wells Road	Signal	0.64	B	0.71	C
18. Los Angeles Ave./Vineyard Ave.	Signal	0.56	A	0.61	B

¹ Unsignalized intersection; level of service determined by average delay per vehicle

c. Planned Roadway Improvements. Several long-term roadway and intersection improvement projects have been identified in the City’s 2005 General Plan EIR that would be required to maintain the City’s performance standards under Year 2025 conditions. Table 4.9-4 lists the committed improvements (those that are funded and planned for implementation) that would affect the study area roadway network.

The new roadway “A” Street, programmed to extend from Saticoy Avenue to Wells Road, would connect to the existing segment of Carlos Street located north of the Country Estates Mobile Home Park and west of the plan area. When fully constructed, this roadway will provide a direct connection between the Parklands Project and Saticoy Avenue. It is noted that the segment of Telegraph Road from Saticoy Avenue to Wells Road and the segment of Wells Road between Telegraph and Carlos Street were originally expected to be widened to four lanes as part of the 2005 General Plan. However, the need for additional capacity was reevaluated as part of the Wells Saticoy Community Plan process, and it was determined that the roadways



**Table 4.9-4
 City of Ventura Committed Roadway Network Improvements**

Roadways/Intersections	Improvement
Telegraph Road (Saticoy Avenue to Wells Road)	Widen to four Lanes ¹
Wells Road (SR 126 to City limits)	Widen to six Lanes
Wells Road (Carlos Street to Citrus Drive)	Widen to four lanes
“A” Street (Saticoy Avenue to Wells Road)	New two-lane roadway
Wells Road/SR 126 Eastbound Ramps intersection	Add third northbound and southbound through lanes
Wells Road/Darling Road intersection	Add third northbound and southbound through lanes
Wells Road/Telephone Road intersection	Add third northbound and southbound through lanes
Wells Road/Nardo Street	Add third northbound and southbound through lanes

Source: ATE, Parklands Project, City of Ventura, Traffic and Circulation Study. September 2008.

¹ This improvement has been reevaluated, no widening ins proposed on Telegraph Road.

do not need to be widened. Therefore, a General Plan amendment has been proposed to modify the roadway designation of Wells Road from a four-lane arterial to collector standard in the near term, while retaining the option to widen to arterial standards in the long term. In addition, a similar General Plan amendment and designation change for Telegraph Road is proposed in conjunction with another project located nearby.

Based on City staff direction, the committed roadway and intersection improvements listed in Table 4.9-4, including the general plan amendments discussed above, were assumed in the Year 2025 analysis provided in this traffic study. Frontage improvements planned to occur in conjunction with the proposed project are described below.

- *Telegraph Road.* Frontage improvements include widening of Telegraph Road along the project’s frontage to provide two-travel lanes, parallel parking on both sides of the street, a bike lane on the south side of the street, a central median, and a 28-foot parkway on the north side of the street. The proposed parkway would provide a meandering bike lane and pedestrian path.
- *Wells Road (north of Citrus Drive).* Improvements include widening the street to provide one travel lane in each direction with parallel parking and bicycle lanes on both sides of the street. A center median would also be installed along this segment.
- *Wells Road (South of Citrus Drive).* Improvements including widening the roadway to provide two travel lanes in each direction, as well as parallel parking and bicycle lanes on both sides of the street. A center median would also be installed along this segment.



- *Blackburn Road. Blackburn Road would be realigned to connect to the plan area’s main roadway approximately 100 feet west of Wells Road. Additional improvements would include construction of curb, gutter and sidewalk on Blackburn Road along the plan area frontage.*

4.9.2 Impact Analysis and Mitigation Measures

a. Methodology and Significance Thresholds. Trip generation estimates were calculated for the Parklands Project using the City approved Single Family Residential, Condominium, and Community Shopping trip generation rates. Pursuant to the City’s traffic analysis guidelines, a pass-by factor of 30% was applied to the trip generation estimates for the Community Shopping component.

The distribution pattern for the residential component was developed based on information presented in existing traffic studies, existing traffic volumes measured in the study area, and the access locations shown on the site plan. The commercial component is expected to function as a "Neighborhood Center" which would generate traffic from within the Parklands plan area and the local area immediately adjacent to the plan area. The distribution pattern for the commercial uses was therefore developed based on the location of the residential areas within the vicinity of the plan area. Table 4.9-5 and Figure 4.9-4 show the trip distribution percentages for the specific plan.

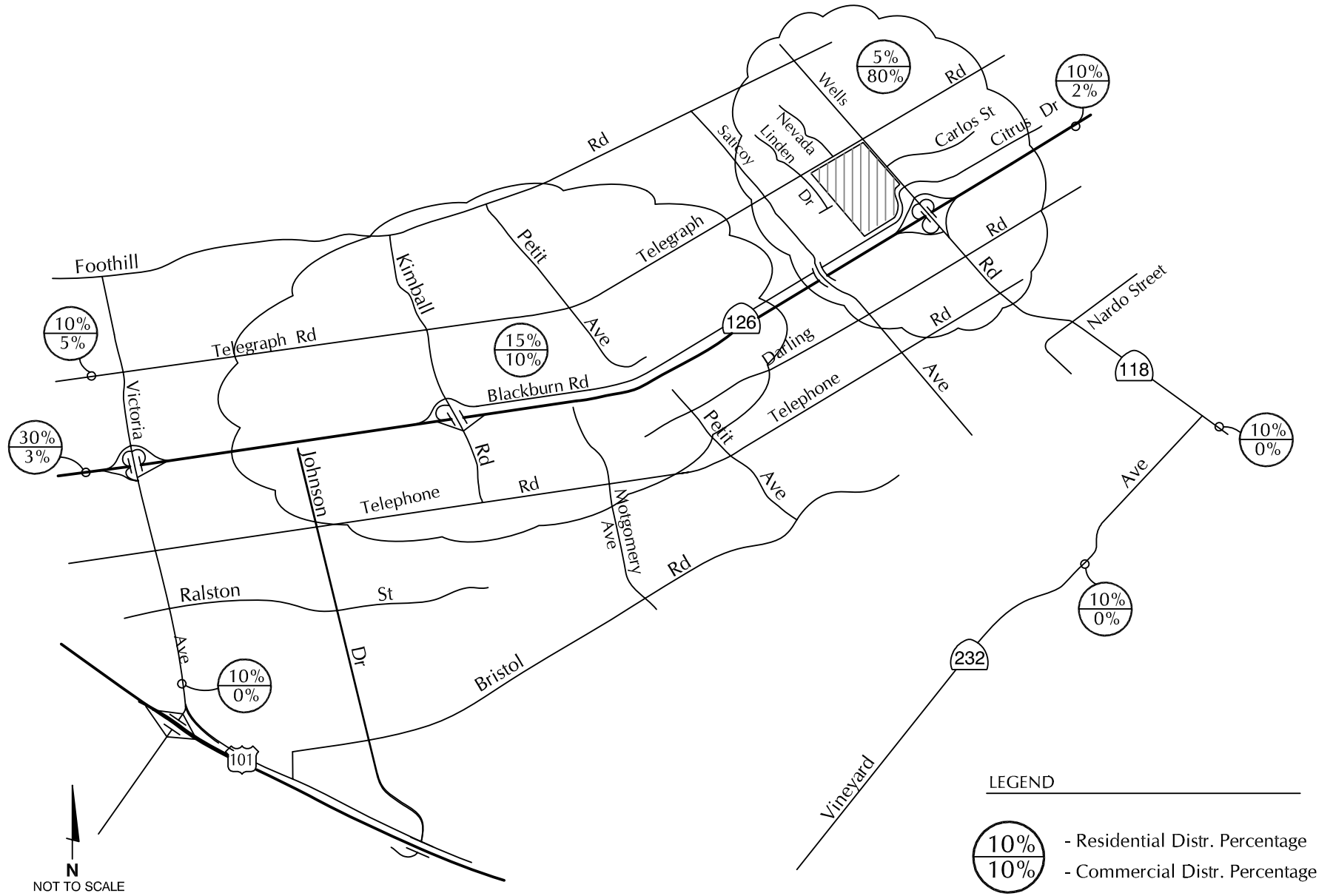
**Table 4.9-5
 Project Trip Distribution Percentages**

Origin/Destination	Direction	Residential Component Distribution %	Commercial Component Distribution %
State Route 126	West	30%	3%
State Route 126	East	10%	2%
State Route 118	South	10%	0%
Vineyard Avenue (to Oxnard/U.S. 101)	South	10%	0%
Victoria Avenue	Southwest	10%	0%
Telegraph Road	West	10%	5%
Local Area (West of Saticoy Avenue)	West	15%	10%
Local Area (East of Saticoy Avenue)	--	5%	80%
Total		100%	100%

Project-generated traffic was assigned to the study area street system based on the distribution percentages shown in Table 4.9-5. Intersection operations were evaluated based on performance standards and thresholds of significance.

The year 2025 intersection peak hour traffic volume forecasts for the study area intersections were obtained from City staff. The year 2025 traffic volumes were developed using the Ventura





Drawing Source: Associated Transportation Engineers,
 September 3, 2008.

Project Trip Distribution Percentages

Figure 4.9-4
 City of Ventura

citywide traffic model, which utilizes General Plan land use and circulation system assumptions to derive corresponding traffic forecast data. It thus includes the committed roadway and intersection improvements discussed previously in the Planned Roadway Network Improvements section. It is noted that the volumes for the Vineyard Avenue/Los Angeles Avenue intersection, which were obtained from the traffic study completed for the Ventura County Yard Project.

Performance standards include level of service E (peak hour ICU less than or equal to 1.00) for freeway ramp intersections and non-Principal Intersections that are located in the CMP network. Level of service D (peak hour ICU less than or equal to 0.90) is the performance standard for all other principal intersections. For an intersection that is forecast to operate worse than its performance standard, the impact of a project is considered to be significant if the project increases the ICU by more than 0.01.

b. Project and Cumulative Impacts and Mitigation Measures. If a significant impact occurs, the project developer is required to construct improvements or implement other methods to reduce the impact to a level that is less than significant. The thresholds of significance identified above assume full contribution to the Traffic Mitigation Fee Fund.

As indicated in the previously, traffic volumes expected to be generated by the project were estimated from ITE trip generation rates. Table 4.9-6 shows the trip generation estimates developed for the project. Specific plan buildout would generate an estimated 6,344 average daily trips (ADT), with 352 trips during the A.M. peak hour and 602 trips during the P.M. peak hour. Of these trips, 5,558 ADT, 332 A.M. peak hour trips and 531 P.M. peak hour trips would be new to the adjacent roadway system.

**Table 4.9-6
 Trip Generation**

Land Use	Size	Average Daily		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trip Ends	Rate	Trip Ends	Rate	Trip Ends
Single Family Residential	216 DU	9.57	2,067	0.75	162	1.01	218
Condominiums	283 DU	5.86	1,658	0.44	125	0.54	147
Commercial	25.0 KSF	104.77	2,619	2.60	65	9.46	237
(Primary Trips - 70%)			(1,833)		(465)		(166)
(Pass-by Trips - 30%)			(786)		(20)		(71)
TOTAL			6,344		352		602
TOTAL With Pass-by Trips			5,558		332		531

KSF = 1,000 square feet; DU = dwelling units

For the A.M. peak hour, Figure 4.9-5 shows the project traffic volumes assigned to the study area intersections and Figure 4.9-6 shows project traffic assignment to the project access roadways. For the P.M. peak hour, Figure 4.9-7 shows the project traffic volumes assigned to the study area intersections and Figure 4.9-8 shows project traffic assignment to the plan area



access roadways. Development facilitated by the proposed specific plan would generate a total of 6,344 trips per day, of which 352 of them would occur in during the A.M. peak hour, and 602 trips would occur during the P.M. peak hour. Of these trips, 5,558 ADT, 332 A.M. peak hour trips and 531 P.M. peak hour trips would be new to the adjacent roadway system.

Impact T-1 Development facilitated by the proposed specific plan would increase traffic levels on the local circulation system. However, all studied intersections would operate at LOS C or better. Therefore, impacts are Class III, less than significant.

Project-generated traffic was assigned to the study area network intersections as indicated on Figures 4.9-5 through 4.9-8. Project added traffic volumes for study area intersections during the A.M. peak hour are shown on Figure 4.9-5. Project added traffic volumes for study area intersections during the P.M. peak hour are shown on Figure 4.9-7. Existing + Project Traffic Volumes are shown in Figures 4.9-9 and 4.9-10. Table 4.9-7 illustrates the post-project levels of service at the 15 study area intersections.

**Table 4.9-7
Existing + Project A.M. and P.M. Intersection Levels of Service**

Intersection	Existing + Project A.M. Peak Hr		Existing + Project P.M. Peak Hr	
	ICU/Delay – LOS	Significant Impact?	ICU/Delay - LOS	Significant Impact?
1. Foothill Road/Wells Road ¹	8.7 sec	No	9.3 sec - LOS A	No
2. Telegraph Road/Kimball Road	0.22 – LOS A	No	0.31 – LOS A	No
3. Telegraph Road/Petit Avenue	0.37 – LOS A	No	0.26 – LOS A	No
4. Telegraph Road/Saticoy Avenue	0.40 – LOS A	No	0.41 – LOS A	No
5. Telegraph Road/Nevada Avenue ¹	11.1 sec - LOS B	No	11.4 sec - LOS B	No
6. Telegraph Road/Wells Road	0.56 – LOS A	No	0.54 – LOS A	No
7. Carlos Street/Wells Road ¹	11.5 s/veh - LOS B	No	12.5 s/veh - LOS B	No
8. Citrus Drive-Blackburn Rd/Wells Rd	0.42 – LOS A	No	0.40 - LOS A	No
9. SR 126 Westbound Ramps/Wells Rd ¹	10.7 sec – LOS B	No	14.2 sec - LOS B	No
10. SR 126 Eastbound Ramps/Wells Rd	0.75 – LOS C	No	0.64 - LOS C	No
11. Darling Road/Wells Road	0.74 – LOS C	No	0.80 - LOS C	No
12. Telephone Road/Kimball Road	0.70 – LOS B	No	0.55 – LOS A	No
13. Telephone Road/Montgomery Avenue	0.57 – LOS A	No	0.39 – LOS A	No
14. Telephone Road/Petit Avenue	0.41 – LOS A	No	0.49 - LOS A	No
15. Telephone Road/Saticoy Avenue	0.40 – LOS A	No	0.41 - LOS A	No
16. Telephone Road/Wells Road	0.79 – LOS C	No	0.74 - LOS C	No
17. Nardo Street/Wells Road	0.66 – LOS B	No	0.72 – LOS C	No
18. Los Angeles Ave/Vineyard Ave	0.57 – LOS A	No	0.63 – LOS B	No

¹ Unsignalized intersection: level of service determined by average delay per vehicle.

Source: ATE, Parklands Project, City of Ventura, Traffic and Circulation Study. September 2008.



The level of service information presented in Table 4.9-7 indicates that all of the study intersections are forecast to operate at LOS C or better during the A.M. and P.M. peak hours with project-generated traffic and planned improvements as described in Section 9.9.1(c), starting on page 4.9-7.

Mitigation Measures. Traffic impacts associated with specific plan buildout would be less than significant and no mitigation measures are required.

Significance after Mitigation. Impacts would be less than significant without mitigation.

Impact T-2 Under project plus future year (2025) conditions, impacts would not cause levels of service to decline below acceptable levels at any of the study area intersections. Impacts would be Class III, *less than significant*.

Figures 4.9-11 and 4.9-12 show the year 2025 A.M. and P.M. peak hour traffic volumes, respectively. The project-added traffic volumes were layered onto the year 2025 intersection volumes to develop the year 2025+Project intersection traffic forecasts. Figures 4.9-13 and 4.9-14 show the year 2025 + project A.M. and P.M. peak hour traffic volumes. Tables 4.9-8 and 4.9-9 compare the year 2025 and year 2025 +project levels of service during the A.M. and P.M. peak hours.

The level of service data contained in Table 4.9-8 shows that all of the study area intersections would continue to operate at LOS C or better during the A.M. peak hour volumes. Significant cumulative impacts would not occur at any study area intersections during the A.M. peak hour under year 2025+project conditions.

Table 4.9-9 indicates that the study area intersections are forecast to operate at LOS D or better during the P.M. peak hour under the year 2025 +project traffic volumes. Significant cumulative impacts would not occur during the P.M. peak hour under year 2025 + project conditions.

Mitigation Measures. None required.

Significance After Mitigation. Cumulative traffic impacts would be less than significant without mitigation.

Impact T-3 The proposed specific plan will create new intersections and result in development of new roadways. No specific thresholds would be exceeded; however, recommendations to improve access are included. This is a Class III, *less than significant* impact.

Plan Area Access. The lot distribution and circulation plan (see figures 2-4 and 2-5 in Section 2.0, *Project Description*) indicates that access to the plan area would be provided by three connections located on Telegraph Road, four connections located on Wells Road, four connections on Blackburn Road and one connection to Carlos Street to the west. All connections would be unsignalized, except for the primary roadway connection on Wells Road

**Table 4.9-8
2025 Study Area Intersection A.M. Peak Hour
LOS and Project Impacts**

Intersection	Year 2025 A.M. Peak Hr	Year 2025 + Project A.M. Peak Hr	
	ICU/Delay – LOS	ICU/Delay - LOS	Impact
1. Foothill Road/Wells Road ¹	9.7 sec. – LOS A	11.6 sec. – LOS B	No
2. Telegraph Road/Kimball Road	0.23 – LOS A	0.24 – LOS A	No
3. Telegraph Road/Petit Avenue	0.35 – LOS A	0.38 - -LOS A	No
4. Telegraph Road/Saticoy Avenue ²	0.47 - LOS A	0.49 – LOS A	No
5. Telegraph Road/Nevada Avenue ^{1 2}	10.2 sec. - LOS B	10.5 sec. – LOS B	No
6. Telegraph Road/Wells Road	0.44 - LOS A	0.45 – LOS A	No
7. Carlos Street/Wells Road ^{1 2}	12.1 sec. - LOS B	14.8 sec – LOS B	No
8. Citrus Dr.-Blackburn Rd/Wells Road	0.38 - LOS A	0.45 – LOS A	No
9. State Route 126 WB Ramps/Wells Road ¹	10.6 sec. - LOS B	10.9 sec. - LOS B	No
10. State Route 126 EB Ramps/Wells Road ²	0.64 - LOS B	0.66 - LOS B	No
11. Darling Road/Wells Road ²	0.61 - LOS B	0.62 - LOS B	No
12. Telephone Road/Kimball Road	0.76 - LOS C	0.76 - LOS C	No
13. Telephone Road/Montgomery Avenue ²	0.58 - LOS A	0.58 - LOS A	No
14. Telephone Road/Petit Avenue ²	0.45 – LOS A	0.46 - LOS A	No
15. Telephone Road/Saticoy Avenue ²	0.48 – LOS A	LOS A – 0.49	No
16. Telephone Road/Wells Road ²	0.71 – LOS A	0.72 - LOS C	No
17. Nardo Street/Wells Road ²	0.71 – LOS C	0.72 – LOS C	No
18. Los Angeles Avenue/Vineyard Avenue	0.77 – LOS C	0.78 - LOS C	No

¹ Unsignalized intersection: level of service determined by average delay per vehicle.

² Assumes City committed intersection improvements.

Source: ATE, Parklands Project, City of Ventura, Traffic and Circulation Study. September 2008.



**Table 4.9-9
 2025 Study Area Intersection P.M. Peak Hour
 LOS and Project Impacts**

Intersection	Year 2025 A.M. Peak Hr	Year 2025 + Project A.M. Peak Hr	
	ICU/Delay – LOS	ICU/Delay - LOS	Impact
1. Foothill Road/Wells Road ¹	11.1 sec. – LOS B	11.2 sec. – LOS B	No
2. Telegraph Road/Kimball Road	0.32 – LOS A	0.34 – LOS A	No
3. Telegraph Road/Petit Avenue	0.24 – LOS A	0.26 - -LOS A	No
4. Telegraph Road/Saticoy Avenue ²	0.45 - LOS A	0.50 – LOS A	No
5. Telegraph Road/Nevada Avenue ^{1 2}	9.5 sec. - LOS A	10.2 sec. – LOS B	No
6. Telegraph Road/Wells Road	0.42 - LOS A	0.46 – LOS A	No
7. Carlos Street/Wells Road ^{1 2}	10.5sec. - LOS B	13.5sec – LOS B	No
8. Citrus Dr.-Blackburn Rd/Wells Road	0.39 - LOS A	0.46 – LOS A	No
9. State Route 126 WB Ramps/Wells Road ¹	13.3 sec. - LOS B	15.1 sec. - LOS C	No
10. State Route 126 EB Ramps/Wells Road ²	0.73 - LOS C	0.74 - LOS C	No
11. Darling Road/Wells Road ²	0.84 - LOS D	0.85 - LOS D	No
12. Telephone Road/Kimball Road	0.65 - LOS B	0.66 - LOS B	No
13. Telephone Road/Montgomery Avenue ²	0.35 - LOS A	0.35 - LOS A	No
14. Telephone Road/Petit Avenue ²	0.58 – LOS A	0.58 - LOS A	No
15. Telephone Road/Saticoy Avenue ²	0.46 – LOS A	0.47 - LOS A	No
16. Telephone Road/Wells Road ²	0.70 – LOS B	0.72 - LOS C	No
17. Nardo Street/Wells Road ²	0.83 – LOS D	0.85 – LOS D	No
18. Los Angeles Avenue/Vineyard Avenue	0.80 – LOS C	0.82 - LOS D	No

¹ Unsignalized intersection: level of service determined by average delay per vehicle.

² Assumes City committed intersection improvements.

Source: ATE, Parklands Project, City of Ventura, Traffic and Circulation Study. September 2008.



opposite Citrus Drive, which is signalized. The following text provides an analysis of the operations of the street connections to the existing street network based on the project turning volumes shown on figures 4.9-6 and 4.9-8, and the future traffic volumes on the adjacent street system.

Telegraph Road. The most western street connection to Telegraph Road and the driveway located west of Wells Road would be restricted to right-turn movements only. These connections would operate acceptably with minimal delays. The main connection is proposed opposite Nevada Avenue. This connection would be full access and controlled by a stop sign. The intersection would operate at LOS B with stop signs and single lanes on the side street approaches, which is considered acceptable. The site plan indicates that the westbound left-turn bay on Telegraph Road would contain 150 feet of storage. This would be sufficient to provide storage for the expected westbound left-turn movement (16 PHT or less) into the project roadway.

The main plan area connection on Telegraph Road opposite Nevada Avenue would be designed as a two-lane divided “Parkway.” It would contain 17-foot wide inbound and outbound lanes that are divided by a raised median, which would extend to the intersection with Telegraph Road. A truck turning movement analysis using Autoturn software indicated that this configuration would accommodate a California Design Vehicle (wheelbase 40 feet), provided that on-street parking is prohibited on the parkway adjacent the intersection.

Wells Road. The specific plan includes four connections to Wells Road: two driveways that would provide access to the retail/condominium component of the plan area and two street connections opposite Carlos Street and Citrus Drive that would provide access to the residential areas west of the Brown Barranca.

The first driveway on Wells Road would be located approximately 250 feet south of Telegraph Road. The driveway would be restricted to right-turns only, and would operate acceptably. The second driveway would be located approximately 500 feet south of Telegraph Road. This driveway would be full access. The section of Wells Road adjacent to the full access driveway would contain one through lane and a left-turn bay in the northbound direction, and one through lane and a shared through/right-turn lane in the southbound direction. The plan area driveway would be 24 feet wide, providing for one inbound and one outbound lane. The intersection would operate at LOS B with a stop sign on the side street approach, which is considered acceptable.

The length of the driveway throat of the second driveway from Telegraph Road is shown as 30 feet. Directly west of the driveway throat, the driveway contains a median and angled parking on both sides. The current design would not accommodate simultaneous driveway and parking movements. The proposed design would not create any significant safety hazards. Nevertheless, it is recommended that the driveway and driveway throat length be modified to accommodate turning and parking movements.

The third connection to Wells Road would be located opposite Carlos Street. This roadway connection would be full access. The connection would contain one inbound and one outbound lane (a total of 30 feet wide) and would be controlled by a stop sign. The new Wells Road/Carlos Street is forecast to operate at LOS B under the Year 2025 +Project scenario, which



is considered acceptable based on City thresholds. The proposed design would not create any significant safety hazards. Nevertheless, it is recommended that frontage improvements at this location include modification of the existing raised median on Wells Road to accommodate a northbound left-turn bay, which should contain 100 feet of vehicle storage and a 60 foot taper to accommodate the forecast turning volume of 30 P.M. peak hour trips (PHT).

The fourth project connection to Wells Road would be located opposite Citrus Drive at the current connection of Blackburn Road to Wells Road. This connection would be designed as a two-lane divided "Parkway." It would contain 20-foot wide inbound and outbound lanes that are divided by a raised median, which is set back approximately 25 feet from the intersection with Wells Road. A truck turning movement analysis using Autoturn software indicated that the proposed configuration would accommodate a California Design Vehicle provided that on-street parking is prohibited on the parkway between Wells Road and Blackburn Road.

The proposed design would not create any significant safety hazards. Nevertheless, it is recommended that the eastbound approach (project parkway) retain its current lane geometry (a shared left-turn/through and a right-turn lane), which would provide better operations and reduce queue lengths compared to the proposed one-lane approach. This would require that the median on the parkway be modified to provide sufficient width for two lanes on the eastbound approach, or that the approach be widened.

Wells Road contains raised medians with left-turn bays at the Wells Road/Citrus Drive intersection. The southbound left-turn bay contains 100 feet of vehicle storage, which is sufficient to accommodate the left-turn volume of 70 PHT or less. The northbound left-turn bay also contains 100 feet of storage, which is not adequate to accommodate the forecast left-turn volume of 126 PHT during the A.M. peak hour and 162PHT during the P.M. peak hour.

The proposed design would not create any significant safety hazards. Nevertheless, it is recommended that the median on Wells Road south of the Wells Road/Citrus Drive intersection be reconstructed to provide a minimum of 160 feet of storage in the northbound left-turn bay to avoid vehicles blocking through traffic on Wells Road. The total length of the left-turn bay would be 220 feet assuming a 60 feet taper. The distance from State Route 126 Westbound Off-Ramp to the Wells Road/Citrus Drive intersection is 300 feet, or 80 feet to the start of the taper of the modified left-turn lane on Wells Road. This length would be sufficient for vehicles that turn onto Wells Road from the Westbound Off-Ramp to access the northbound left-turn bay. Coordination with Caltrans would be required to finalize the ultimate design of the improvements on Wells Road.

Circulation. Vehicular, pedestrian and bicycle circulation are discussed below as components of the specific plan.

Vehicular Circulation. The plan area circulation system consists of two-lane divided parkways, two-lane undivided avenues, residential streets and alleys. Parking would be allowed on each of the internal roads, except the alleys. The street network contains elements that are designed to provide for low vehicular speeds throughout the plan area. These elements include 10-foot lane widths or less, on-street parking, tight curb radii and shared use of road by vehicles and bicyclists. In general, the two-lane divided parkway should be designed to

accommodate a California Design Vehicle (WB 40 semi-truck). The secondary roadways should be designed to accommodate trash trucks and emergency vehicles.

Pedestrian and Bicycle Circulation. Pedestrian access to the plan area would be provided via sidewalks on each of the roadway and driveway connections to the sidewalks on Telegraph Road, Wells Road and Blackburn Road, which would be constructed as frontage improvements. Sidewalks are provided along all the internal roadways, except the alleys. Crosswalks would be provided at the Telegraph Road/Wells Road and Wells Road/Citrus Drive intersections.

The bicycle circulation plan would consist of Class III bike lanes where bikes would share the road with vehicles. Class II bike lanes would be provided on Telegraph Road. Wells Road is currently designated as a Primary Arterial. Frontage improvements along Wells Road would thus include a Class II bike lane. It is noted that no bike lanes are provided on Wells Road south of the intersection with Citrus Drive.

External Improvements. External improvements refer to those that are outside the plan area and serve not only the project, but the surrounding areas.

Telegraph Road. Frontage improvements include widening of Telegraph Road along the project's frontage to provide two-travel lanes, parallel parking on both sides of the street, a bike lane on the south side of the street, a central median, and a 28-foot parkway on the north side of the street. The proposed parkway would provide a meandering bike lane and pedestrian path.

Wells Road (north of Citrus Drive). Improvements include widening the street to provide one travel lane in each direction with parallel parking and bicycle lanes on both sides of the street. A center median would also be installed along this segment.

Wells Road (South of Citrus Drive). Improvements including widening the roadway to provide two travel lanes in each direction, as well as parallel parking and bicycle lanes on both sides of the street. A center median would also be installed along this segment.

Blackburn Road. Blackburn Road would be realigned to connect to the project's main roadway approximately 100 feet west of Wells Road. Additional improvements would include construction of curb, gutter and sidewalk on Blackburn Road along the project's frontage.

Mitigation Measures. The impact would be less than significant without mitigation; therefore, mitigation is not required. Nevertheless, the following improvements are recommended along the plan area frontage, subject to review and approval of the improvement by the City's traffic Engineer.

- *It is recommended that the full access driveway proposed on Wells Road approximately 500 feet south of Telegraph Road be modified to accommodate turning and parking movements. These modifications should include provision of additional throat length and reconfiguration of the parking area directly west of the driveway connection to Wells Road.*
- *It is recommended that frontage improvements at the Wells Road/Carlos Street intersection include modification of the existing raised median on Wells Road to*

accommodate a northbound left-turn bay, which should contain 100 feet of vehicle storage and a 60 foot taper.

- *It is recommended that the eastbound approach (project parkway) of the Wells Road/Citrus Drive intersection retain its current lane geometry (a shared left-turn/through and a right-turn lane), which would provide better operations and reduce queue lengths compared to the proposed one-lane approach. This would require that the median on the parkway be modified to provide sufficient width for two lanes on the eastbound approach, or that the approach be widened.*
- *It is recommended that the median on Wells Road south of the Wells Road/Citrus Drive intersection be reconstructed to provide a minimum of 160 feet of storage in the northbound left-turn bay to avoid vehicles blocking through traffic on Wells Road.*
- *It is recommended that the two-lane divided parkway in the plan area be designed to accommodate a California Design Vehicle (WB 40 semi-truck). The secondary roadways should be designed to accommodate trash trucks and emergency vehicles.*

Significance after Mitigation. The impact would be less than significant without mitigation.

Impact T-4 **Three of the study area intersections are contained in the County's Congestion Management Plan (CMP). Added project traffic would result in intersection levels of service to operate at LOS C or better. Therefore, impacts are Class III, less than significant.**

The Wells Road/Telephone Road, SR 126 EB Ramps/Wells Road, and the SR 126 WB Ramps intersections are contained in the County's CMP. As shown in tables 4.9-8 and 4.9-9, the CMP intersections are forecast to operate at LOS C or better under year 2025 + project conditions. These operations are considered acceptable based on the County's CMP standards. Therefore, impacts would be less than significant.

Mitigation Measures. Impacts would be less than significant; therefore, no mitigation is required.

Significance After Mitigation. Impacts would be less than significant without mitigation.

Impact T-5 **The proposed specific plan would result in additional traffic on SR 126 in the vicinity of the plan area. However, project generated and cumulative traffic increases would not result in a level of service below C, and mainline freeway operations would continue to operate smoothly. This is a Class III, less than significant impact.**

Levels of service were calculated for the segment of State Route 126 adjacent to the Wells Road interchange using the operations method contained in the Highway Capacity Manual (LOS worksheet are contained in the Technical Appendix to the traffic report – see Appendix H).



There are three performance measures for freeway operation. Density in passenger cars per mile per lane (pc/mi/ln), mean passenger car speed (mph), and volume to capacity (v/c). Each of these measures is an indication of how the traffic is being accommodated. While the three measures are interrelated, level of service is based upon density (pc/mi/ln). Table 4.9-10 shows the existing and existing + project levels of service for the SR 126 freeway. Year 2025 and year 2025 + project levels of service are shown in Table 4.9-11.

**Table 4.9-10
Existing and Existing + Project SR 126 LOS**

Direction	Existing			Existing + Project		
	Speed(1)	Density(2)	LOS(3)	Speed(1)	Density(2)	LOS(3)
Eastbound	69.8	21.4	LOS C	69.7	22.1	LOS C
Westbound	70.0	17.4	LOS B	70.0	17.9	LOS B

(1) Speed = average speed in MPH.

(2) Density = passenger cars per mile per lane (pc/mi/ln).

(3) LOS based on density.

**Table 4.9-11
Year 2025 and Year 2025 + Project SR 126 LOS**

Direction	Year 2025			Year 2025 + Project		
	Speed(1)	Density(2)	LOS(3)	Speed(1)	Density(2)	LOS(3)
Eastbound	69.5	22.8	LOS C	69.3	23.5	LOS C
Westbound	70.0	18.5	LOS C	70.0	19.0	LOS C

(1) Speed = average speed in MPH.

(2) Density = passenger cars per mile per lane (pc/mi/ln).

(3) LOS based on density.

As shown in Table 4.9-10, the SR 126 freeway operations at LOS B-C during the peak hour period under Existing and Existing + Project condition. The analysis shows that the Parklands project would not significantly impact freeway operations under the existing + project scenario.

As shown in Table 4.9-11, SR 126 is forecast to operate at LOS C during the peak hour period under year 2025 and year 2025 + project conditions. The analysis shows that the proposed specific plan would not significantly impact freeway operations under the year 2025 + project scenario.

The SR 126/Wells Road interchange is a partial cloverleaf configuration, with free flow ramps for most of the movements. The levels of service shown in Table 4.9-7 (existing + project) and tables 4.9-8 and 4.9-9 (year 2025 + project) for the eastbound and westbound ramp terminals are based on the City’s ICU method. To address Caltrans concerns, further review of the ramp intersections was completed using the operations method outlined in the Highway Capacity Manual using the SYNCHRO software program. The results of the analysis shows that the



ramp intersections are forecast to operate at LOS A-B with existing + project traffic. The 95th percentile queue for the SR 126 westbound off to northbound Wells Road movement, which is controlled by a stop sign, is forecast at 1-2 vehicles for the existing + project scenario. This queue would be easily accommodated on the off-ramp and would not affect mainline operations. The SR 126 westbound off-ramp to southbound Wells Road movement is free flow loop ramp (no control) and queues would therefore not form. The SR 126 eastbound off-ramp connection to Wells Road is controlled by a traffic signal. The 95th percentile queue is forecast at 6-8 vehicles on the off-ramp for the existing + project scenario, which would be accommodated on the ramp and not affect mainline operations.

The year 2025 + project operation analysis indicates that the ramp intersections are forecast to operate at LOS C or better. The 95th percentile queue for the SR 126 westbound off to northbound Wells Road movement, which is controlled by a stop sign, is forecast at 1-2 vehicles for the year 2025 + project scenario. This queue will be easily accommodated on the off-ramp and would not affect mainline operations. The SR 126 eastbound off-ramp connection to Wells Road is controlled by a traffic signal. The 95th percentile queue is forecast at approximately 15 vehicles on the off-ramp for the Year 2025+Project scenario. The off-ramp, which provides approximately 700 feet of storage area (approximately 30 vehicles), would accommodate the queues without affecting mainline operations.

Mitigation Measures. None required.

Significance After Mitigation. Impacts would be less than significant without mitigation

Impact T-6 **The proposed project would introduce reduced parking requirements for the specific plan in certain cases. Provided that the specific plan is approved, parking supply would be developed according to the Development Code and adverse effects relating to parking supply would be Class III, less than significant.**

The specific plan includes parking standards specific to the Parklands Development, which would be guided by the Development Code contained in the specific plan. Parking would be provided along streets, at residences and within the community use areas of the plan area. The parking standards in the specific plan reflect the parking supply ratios observed in traditional California downtowns, small towns, villages and neighborhoods. They allow for a mix of uses (for example, apartments above a shop), and for the creation of a compact, closely-knit neighborhood fabric. They also allow uses within a building to change easily over time, as a village center evolves. Traditional neighborhoods, with their network of small blocks, and parking allowed on both sides of most streets (including village main streets), are able to accommodate much of a neighborhood's parking demand on the street. On-street spaces also allow for more parking with less pavement, as streets serve as both access routes and parking aisles.

The specific plan allows for reduced parking requirements in the following cases:



- *In the COR zone, on-street parking along the frontage lines of the plan area shall be counted toward the fulfillment of these parking requirements.*
- *Each Live/Work Unit, including both its living space and working space, shall be counted as one dwelling unit.*

The specific plan would introduce parking requirements that apply to the plan area and allow for some variation in those requirements based on the types of uses proposed at the time of development. Provided that the specific plan is approved, parking supply would be developed according to the Development Code and adverse effects relating to parking supply would be less than significant.

Mitigation Measures. Impacts would be less than significant; therefore, mitigation is not required.

Significance after Mitigation. Impacts would be less than significant without mitigation.

c. Cumulative Impacts. The cumulative impacts associated with traffic are discussed under Impact T-2, which evaluates the 2025 future year conditions. As indicated in that discussion, cumulative impacts would be less than significant.