

TRAFFIC AND CIRCULATION

SUMMARY

Implementation of the proposed project would not significantly impact current levels of service at intersections within the City of Camarillo.

Implementation of the proposed project in conjunction with other development projects would contribute to the LOS degradation at the Las Posas Road/Pleasant Valley Road intersection. The required contribution to the reciprocal fee agreement between the City of Camarillo and Ventura County would fund traffic circulation improvements to reduce the impact of the project to a less than significant level

Implementation of the proposed project would not significantly impact US Highway 101 in the Camarillo area.

INTRODUCTION

The following analysis is based upon the *Traffic and Circulation Study for the Camarillo Hotel Conference Center Project, City of Camarillo, California* (Traffic and Circulation Study) prepared by Associated Transportation Engineers, June 21, 2017. The City of Camarillo has independently reviewed and approved the information presented in the Traffic and Circulation Study. A copy of the Traffic and Circulation Study is provided as Appendix E to this EIR.

The Traffic and Circulation Study was prepared using the guidelines set forth in the City of Camarillo guidelines for traffic impact studies. Existing and future traffic conditions have been analyzed to estimate the potential traffic and circulation impacts of the proposed project in the vicinity of the project site. The following eight intersections were selected by the City of Camarillo Department of Public Works for the Traffic and Circulation Study:

- Intersections within the City of Camarillo
 - Las Posas Road/Earl Joseph Drive
 - Las Posas Road/Ponderosa Drive
 - Las Posas Road/Daily Drive
 - Las Posas Road/US Highway 101 Northbound Ramps
 - Las Posas Road/US Highway 101 Southbound Ramps

- Las Posas Road/Ventura Boulevard
- Promenade Drive/Ventura Boulevard
- Intersection within unincorporated Ventura County
 - Las Posas Road/Pleasant Valley Road

The Traffic and Circulation Study analyzes the following scenarios:

- **Existing Conditions:** This scenario describes the existing street network and assesses peak hour intersection operations at the study-area intersections.
- **Existing + Project Conditions:** This scenario assesses potential traffic impacts related to the proposed project assuming Existing + Project traffic forecasts. Potential impacts are determined using the City's impact thresholds.
- **Existing + Approved Projects:** This scenario assesses traffic operations assuming the additional traffic that will be generated by the approved development projects in the vicinity of the project site.
- **Existing + Approved Projects + Proposed Project:** This scenario assesses impacts for the proposed project assuming the Existing + Approved Projects traffic volume forecasts. Traffic volumes generated by the project are layered onto the Existing + Approved Projects traffic forecasts and potential impacts are determined using the City's impact thresholds.
- **General Plan Buildout:** This scenario analyzes the project's potential to generate impacts assuming buildout of the City's General Plan.

Since traffic flow on roadway networks is most constrained at intersections, a detailed traffic flow analysis must examine the operating conditions of critical intersections during peak travel periods. "Level of Service" (LOS) A through F are used to rate traffic operations, with LOS A indicating very good operating conditions and LOS F indicating poor conditions. Table 3 shows the level of service grades for intersections.

ENVIRONMENTAL SETTING

Regulatory Setting

City of Camarillo Traffic Policies

The City's General Plan policy is to maintain LOS C or better on all streets and intersections. Brief periods of LOS D during peak A.M. and P.M. traffic hours are permitted where improving to LOS C would be unreasonably costly.

TABLE 3 - LEVEL OF SERVICE GRADES

LOS	ICU	Definition
A	0.00 - 0.60	Conditions of free unobstructed flow with little or no delay.
B	0.61 - 0.70	Conditions of stable flow with very little delay.
C	0.71 - 0.80	Conditions of stable flow with delays low to moderate.
D	0.81 - 0.90	Conditions approaching unstable flow with moderate to heavy delays.
E	0.91 - 1.00	Conditions of unstable flow with significant delay.
F	> 1.00	Conditions of forced flow with volumes well above capacity.

LOS = Level of Service.

ICU = Intersection Capacity Utilization.

Source of table data: Associated Transportation Engineers, June 21, 2017.

Existing Roadway Network

The proposed project site is served by a circulation system composed of highways, arterial streets, and collector streets, as illustrated in Figure 11. The following text briefly describes the key components of the study-area roadway network.

US Highway 101, located directly north of the project site, is a multi-lane freeway which serves as a major arterial for the City and is the principal inter-city route along this portion of the Pacific Coast. Although US 101 it is a north-south highway in the State freeway system, it follows an east-west alignment in Camarillo. US 101 is 6-lanes wide east and west of the Las Posas Road interchange.

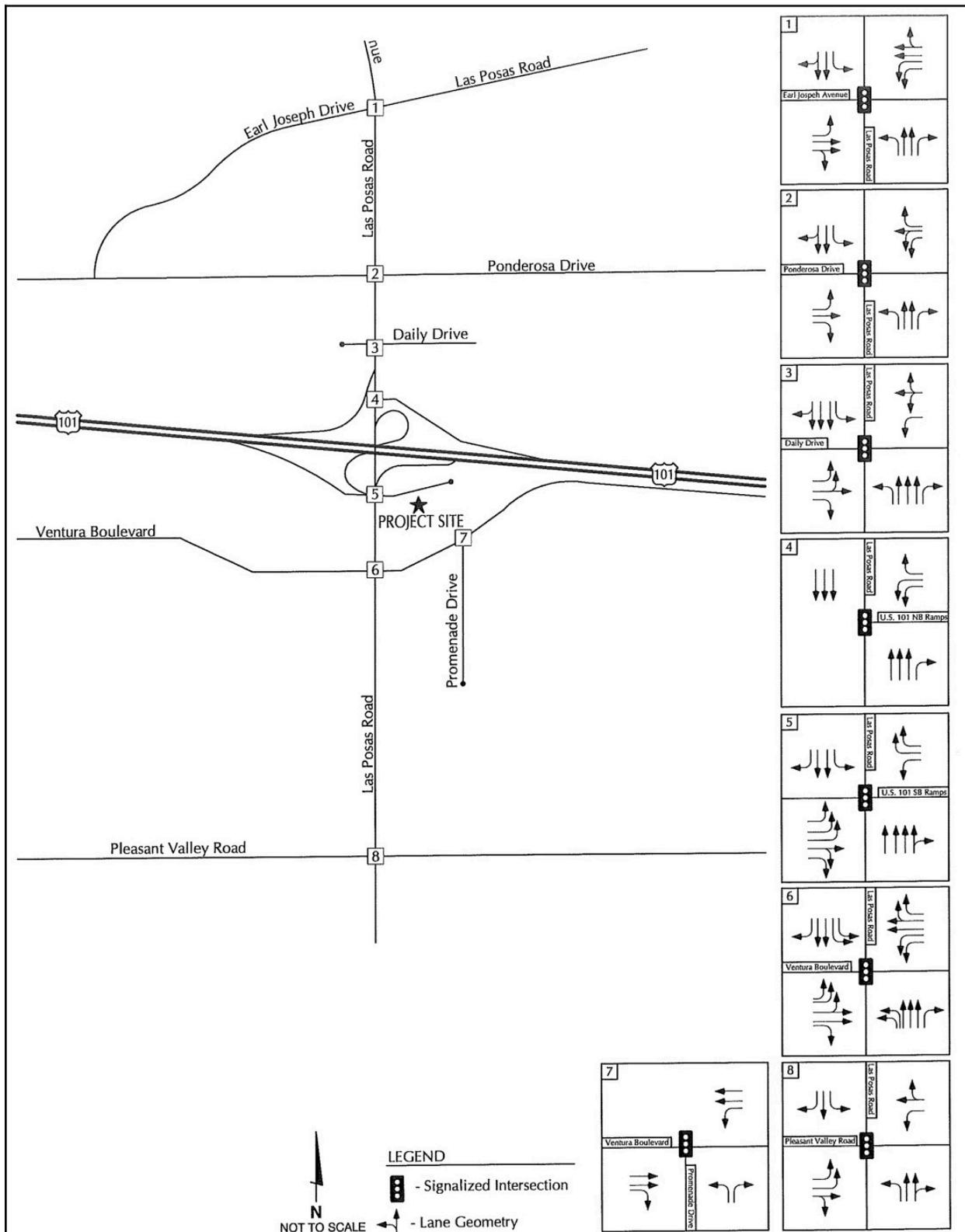
Las Posas Road, located west of the Project, is classified as a Secondary Arterial street north of Ponderosa Drive and a Primary Arterial south of Ponderosa Drive. Las Posas Road extends westerly from Lewis Road in Camarillo and then proceeds southerly to its terminus at State Route 1 adjacent to Point Mugu State Park.

Ponderosa Drive, located north of US 101, is a Secondary Arterial that extends east and west of Las Posas Road.

Daily Drive is an east-west Major Collector street that provides access to the commercial and residential areas located along the northern frontage of US 101 between Las Posas Road and Lewis Road.

Ventura Boulevard, located along the southern frontage of the project site, is an east-west Secondary Arterial roadway that parallels the south side of US 101.

FIGURE 11 - EXISTING ROADWAY NETWORK



Promenade Drive extends south of Ventura Boulevard and provides access to the Camarillo Promenade factory outlets located south of the project site.

Existing Intersection Operations

Existing traffic counts were collected at the study-area intersections in January 2017 for this analysis.

The City's Intersection Capacity Utilization (ICU) methodology was used to calculate levels of service for the signalized intersections in the study area. The Las Posas Road/US 101 Southbound intersection and the Las Posas Road/Ventura Boulevard intersection have multiple turn lanes as well as shared lanes. The ICU calculations for these two intersections were calculated on a per lane basis to account for the uneven loading that occurs in the approach lanes. The existing levels of service are shown in Table 4.

TABLE 4 - EXISTING INTERSECTION LEVELS OF SERVICE

Intersection	Control	ICU / LOS	
		AM Peak Hour	PM Peak Hour
Las Posas Rd./Earl Joseph Dr.	Signal	0.48/LOS A	0.52/LOS A
Las Posas Rd./Ponderosa Dr.	Signal	0.62/LOS B	0.68/LOS B
Las Posas Rd./Daily Dr.	Signal	0.52/LOS A	0.59/LOS A
Las Posas Rd./US 101 NB Ramps	Signal	0.42/LOS A	0.52/LOS A
Las Posas Rd./US 101 SB Ramps	Signal	0.56/LOS A	0.60/LOS A
Las Posas Rd./Ventura Blvd.	Signal	0.46/LOS A	0.61/LOS B
Ventura Blvd./Promenade Dr.	Signal	0.16/LOS A	0.21/LOS A

Source of table data: Associated Transportation Engineers, June 21, 2017.

THRESHOLDS OF SIGNIFICANCE

Thresholds Addressed in the Initial Study

The Initial Study prepared for the proposed project (included as Appendix A to this EIR) and circulated with the NOP, concludes that implementation of the proposed project would not result in significant impacts for the thresholds of significance listed below. Further analysis of these thresholds is not required in this EIR (a summary of the analysis presented in the Initial Study is provided in the Effects Found Not to be Significant section of this EIR).

- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Result in inadequate emergency access.
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facility, or otherwise decrease the performance or safety of such facilities.

Thresholds Addressed in this EIR

The Initial Study concludes that additional project-level analysis of the following thresholds of significance is required in this EIR. In accordance with Appendix G to the CEQA Guidelines, a project could have a potentially significant traffic or circulation impact if any of the following were to occur:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit; or
- Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

City Intersection Capacity Criteria

Pursuant to the standards adopted by the City of Camarillo, a traffic impact is considered significant and must be mitigated if the traffic generated by a project exceeds any of the following thresholds:

- 30 per lane peak hour critical movement trips for LOS D
- 20 per lane peak hour critical movement trips for LOS E
- 10 per lane peak hour critical movement trips for LOS F

PROJECT IMPACTS AND MITIGATION MEASURES

Intersection Levels of Service in Camarillo

Threshold: Would the proposed project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the

circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Impact: Implementation of the proposed project would not significantly impact current levels of service at intersections within the City of Camarillo.

Impact Analysis

Project Trip Generation

Trip generation estimates were calculated for the proposed project using rates contained in the 9th Edition of the Institute of Transportation Engineers (ITE) Trip Generation manual. Table 5 summarizes the trip generation estimates for the project. The ITE rates for Hotel (ITE Land Use #310), Specialty Retail (ITE Land Use #826), High-Turnover Sit-Down Restaurant (#932), and Fast-Food Restaurant without Drive-Through Window (#934) were used for the analysis. The trip generation analysis also assumes an average sized conference (375 attendees) with 45% of the attendees staying at the hotels and 55% driving to the conference.

TABLE 5 - ESTIMATED PROJECT TRIP GENERATION

Land Use	Size	ADT		AM Peak Hour		PM Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Hotel	275 Rooms	8.92	2453	0.67	184	0.7	193
Conference Center	375 Attendees	NA	330	NA	149	NA	149
Retail	10,450 SF	44.32	463	1.33	14	2.71	28
High-Turnover Sit-Down	12,400 SF	127.15	1577	10.81	134	9.85	122
Fast Food	3,100 SF	496.12	1637	43.87	136	26.15	81
Total Trip Generation			6361		617		573

Rates per room or 1,000 square feet (SF) of building space.

ADT = average daily trips.

AM Peak = trips during the AM peak traffic hour period.

PM Peak = trips during the PM peak traffic hour period.

Source of table data: Associated Transportation Engineers, June 21, 2017.

Given the mix of land uses, there will be some trips that remain within the project site and not affect the off-site street network. "Internal Capture" trips include trip interactions between the retail and hotel uses, the hotel uses and restaurant uses, and the restaurant and retail uses. The ITE mixed-use traffic model

was used to determine the number of trips that would be captured within the project site. Table 6 summarizes the internal and external trips for the project.

TABLE 6 - PROJECT TRIP GENERATION - INTERNAL/EXTERNAL TRIP BREAKDOWN

Land Use	AM Peak Hour		PM Peak Hour	
	Internal	External	Internal	External
Hotel	10	323	13	328
Retail	2	12	12	23
Restaurant	12	258	23	209
Totals	24	593	48	560

Hotel numbers include hotel guests and conference center attendees.

Source of table data: Associated Transportation Engineers, June 21, 2017.

As shown in Table 6, the mixed-use model shows that 24 AM peak hour trips and 48 PM peak hour trips would be internal to the site.

The trip generation analysis also accounts for “Primary” and “Pass-By” trips generated by the retail and restaurant uses. Primary trips are trips with the sole purpose of patronizing the retail and restaurant uses. Pass-By trips are trips that come from existing traffic streams on the streets that serve the retail and restaurants (i.e. trips from Ventura Boulevard in this case). Based on the data presented in the ITE Trip Generation manual, 66% of the retail shopping centers trips will be primary trips and 34% will be pass-by trips. To be conservative, the analysis assumes a 70% primary trip rate and a 30% pass-by rate for the retail component. For the high-turnover restaurants, the ITE Trip Generation manual shows 57% of the trips will be primary trips and 43% will be pass-by trips. To be conservative, the analysis assumes a 60% primary trip rate and a 40% pass-by rate for the high-turnover restaurants. For the fast-food restaurant, the ITE Trip Generation manual shows 51% of the trips will be primary trips and 49% will be pass-by trips. To be conservative, the analysis assumes a 60% primary trip rate and a 40% pass-by rate for the fast-food restaurant. Table 7 shows the breakdown of the Primary and Pass-By trips using these assumptions.

Project Traffic Distribution

The traffic generated by the project was distributed to the study-area street network according to the percentages listed in Table 8. These percentages, developed in concert with City staff, were formulated based on existing traffic flows and a general knowledge of the population, employment, and commercial centers in the region. Figure 12 illustrates the distribution and assignment of the project traffic at the study-area intersections.

TABLE 7 - PROJECT TRIP GENERATION - PRIMARY AND PASS-BY TRIPS

Land Use	AM Peak Hour		PM Peak Hour	
	Internal	External	Internal	External
Hotel	323	0	329	0
Retail	8	4	11	5
Restaurant	155	103	108	72
Totals	486	107	448	76

Hotel: Primary = 100%.

Retail: Primary = 70%. Pass-By = 30%.

Restaurants: Primary = 60%. Pass-By = 40%.

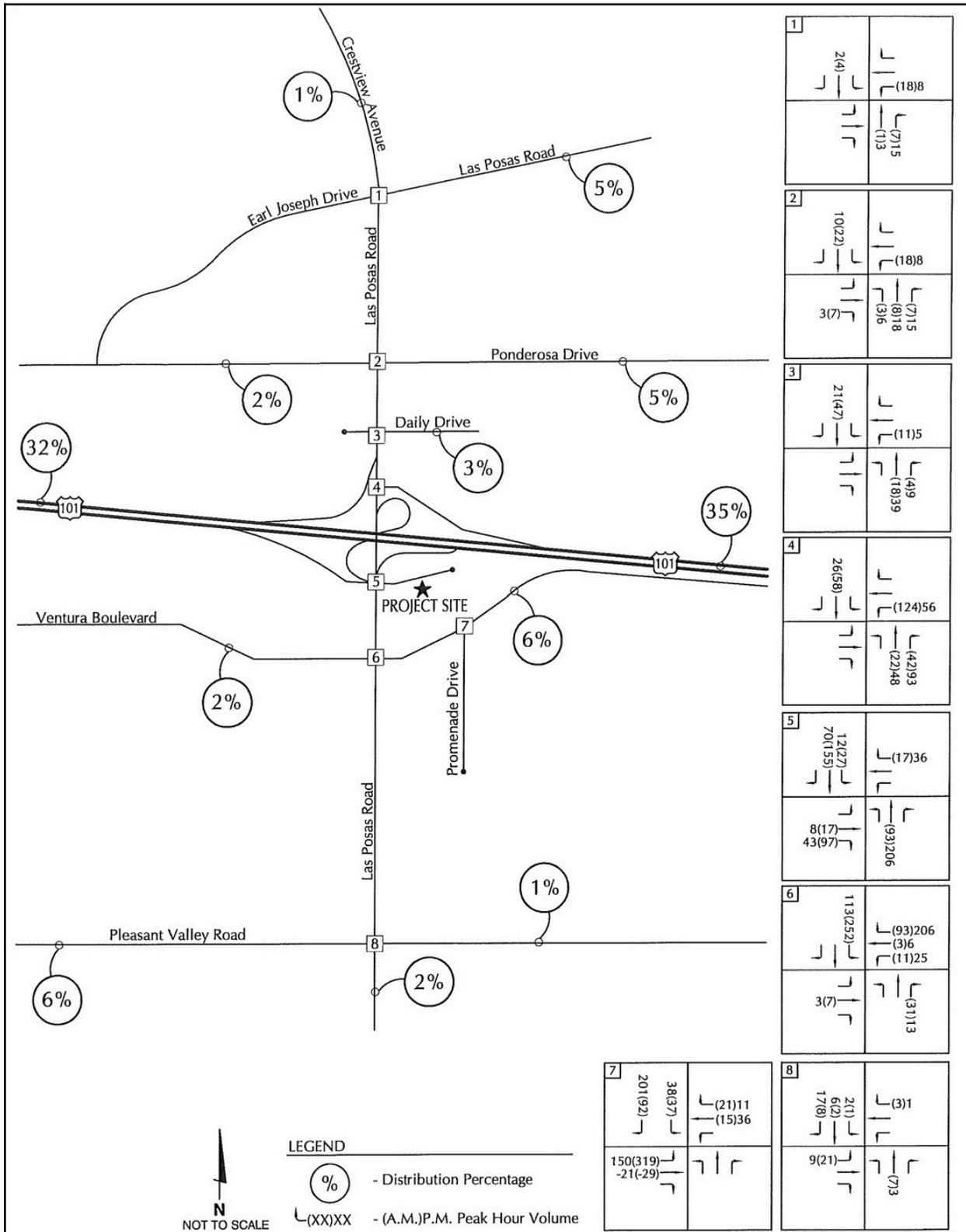
Source of table data: Associated Transportation Engineers, June 21, 2017.

TABLE 8 - PROJECT TRAFFIC TRIP DISTRIBUTION

Origin / Destination	Direction	Percent
Crestview Avenue north of Las Posas Road	North	1%
Las Posas Road east of Earl Joseph Drive	Northeast	5%
Ponderosa Drive east of Las Posas Road	Northeast	5%
Ponderosa Drive west of Las Posas Road	Northwest	2%
Daily Drive east of Las Posas Road	Northeast	3%
US 101 east of Las Posas Road	East	35%
US 101 west of Las Posas Road	West	32%
Ventura Boulevard east of Project Site	East	6%
Ventura Boulevard west of Las Posas Road	West	2%
Pleasant Valley Road east of Las Posas Road	Southeast	1%
Pleasant Valley Road west of Las Posas Road	Southwest	6%
Las Posas Road south of Pleasant Valley Road	South	2%

Source of table data: Associated Transportation Engineers, June 21, 2017.

FIGURE 12 - PROJECT TRAFFIC TRIP DISTRIBUTION AND ASSIGNMENT



Impacts to City Intersections

Levels of service were calculated for the study-area intersections assuming the Existing + Project peak hour volumes. Table 9 compares the Existing and Existing + Project level of service forecasts and identifies impacts based on City criteria. As shown, the study-area intersections are forecast to continue to operate at LOS A and LOS B during the AM and PM peak hours with Existing + Project traffic volumes. Therefore, the proposed project would not generate significant impacts under the Existing + Project scenario since the Existing + Project forecasts meet the City's LOS C standard. No mitigation measures are required.

TABLE 9 - EXISTING + PROJECT LEVELS OF SERVICE

Intersection	ICU / LOS		
	Existing	Existing + Project	Significant Impact?
AM Peak Hour			
Las Posas Rd. / Earl Joseph Dr.	0.48 / LOS A	0.49 / LOS A	No
Las Posas Rd. / Ponderosa Dr.	0.62 / LOS B	0.64 / LOS B	No
Las Posas Rd. / Daily Dr.	0.52 / LOS A	0.53 / LOS A	No
Las Posas Rd. / US 101 NB Ramps	0.42 / LOS A	0.47 / LOS A	No
Las Posas Rd. / US 101 SB Ramps	0.56 / LOS A	0.60 / LOS A	No
Las Posas Rd. / Ventura Blvd.	0.46 / LOS A	0.48 / LOS A	No
Ventura Blvd. / Promenade Dr.	0.16 / LOS A	0.41 / LOS A	No
PM Peak Hour			
Las Posas Rd. / Earl Joseph Dr.	0.52 / LOS A	0.53 / LOS A	No
Las Posas Rd. / Ponderosa Dr.	0.68 / LOS B	0.69 / LOS B	No
Las Posas Rd. / Daily Dr.	0.59 / LOS A	0.60 / LOS A	No
Las Posas Rd. / US 101 NB Ramps	0.52 / LOS A	0.53 / LOS A	No
Las Posas Rd. / US 101 SB Ramps	0.60 / LOS A	0.62 / LOS B	No
Las Posas Rd. / Ventura Blvd.	0.61 / LOS B	0.64 / LOS B	No
Ventura Blvd. / Promenade Dr.	0.21 / LOS A	0.43 / LOS A	No

Source of table data: Associated Transportation Engineers, June 21, 2017.

Project Site Access

Primary access to the project site is proposed via a main driveway that connects to Ventura Boulevard at the existing signalized Ventura Boulevard/Promenade Drive intersection. Ventura Boulevard has been constructed with sufficient width to provide an eastbound left-turn lane and a westbound right-turn lane for turning into the project site at this intersection. The south leg of the intersection, which serves the Camarillo Promenade, contains one inbound lane and two outbound lanes (one left lane and one right lane). The north leg of the intersection (connection to project site) has been partially constructed. The north leg is proposed to provide one inbound lane and two outbound lanes (same as south leg). Both the north and south legs would be striped to provide one outbound lane designated as a shared left+thru lane and one outbound lane designated as a right-turn lane. The existing traffic signal heads and signal timing parameters will also require modifications to accommodate the project improvements. As shown in Table 9, the intersection is forecast to operate at LOS A during the AM and PM peak hour periods assuming Existing + Project traffic volumes.

There are two other driveways that would connect to Ventura Boulevard, which will be limited to right turns only by the raised median on Ventura Boulevard. These two driveways would provide access from westbound Ventura Boulevard. Low volumes are forecast for the two driveways and they would operate at LOS A.

Secondary access is proposed via a connection to the “Park-And-Ride” Road on the north side of the project site. Given that the proposed uses would front Ventura Boulevard and that most of the parking supply would be located between the buildings and Ventura Boulevard, minor use of this access is anticipated (15% or less of project traffic). In addition, the City has indicated that the access connection to the Park-And-Ride Road would be closed (gated) during periods when conferences are being held at the project site in order to reduce turning movements at the adjacent Las Posas Road/US 101 SB Ramps intersection and at other times for security purposes.

Intersection Levels of Service in Unincorporated Ventura County

Threshold: Would the proposed project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

Impact: Implementation of the proposed project in conjunction with other development projects would contribute to the LOS degradation at the Las Posas Road/Pleasant Valley Road intersection. The required contribution to the reciprocal fee agreement between the City of Camarillo and Ventura County would fund traffic circulation improvements to reduce the impact of the project to a less than significant level.

Impact Analysis

The potential of the project to impact the Ventura County roadway network adjacent to the City was assessed at the Los Posas Road/Pleasant Valley Road intersection in the Ventura County area south of the City. Traffic counts were collected at the intersection in January 2017 for the analysis.

Existing and future levels of service were calculated for the intersection to assess potential impacts. Table 10 shows the level of service forecasts.

TABLE 10 - LAS POSAS ROAD/PLEASANT VALLEY ROAD LOS

Time Period	ICU / LOS				
	Existing	Existing + Project	Existing + Approved	Existing + Approved + Project	General Plan Buildout
A.M. Peak Hour	0.68/LOS B	0.69/LOS B	0.76/LOS C	0.77/LOS C	0.52/LOS A
P.M. Peak Hour	0.78/LOS C	0.79/LOS C	0.97/LOS E	0.98/LOS E	0.67/LOS B

Source of table data: Associated Transportation Engineers, June 21, 2017.

The data in Table 10 show that the Los Posas Road/Pleasant Valley Road intersection currently operates at LOS B during the AM peak hour and is forecast to operate at LOS C during the AM peak hour with future traffic. The intersection currently operates at LOS C during the PM peak hour and is forecast to operate at LOS E during the PM peak hour with future traffic. The project, in conjunction with other development projects, would contribute to the cumulative level of service degradation at the intersection. The intersection is forecast to operate at LOS A-B assuming General Plan Buildout volumes and improvements planned for the intersection.

The City of Camarillo and Ventura County have executed a "Reciprocal Traffic Mitigation Agreement" wherein the City and the County have agreed to share the cost of mitigations for impacts to each jurisdiction's facilities. The project would offset its incremental impact to the Ventura County roadway network by contributing to the reciprocal fee program through the required traffic impact fee. No project-specific mitigation measures are required.

Potential Impacts to US Highway 101

Threshold: Would the proposed project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

Impact: Implementation of the proposed project would not significantly impact US 101 in the Camarillo area.

Impact Analysis

US Highway 101 is a regional facility that connects Camarillo to regions north and south of Ventura County. Ventura County is a member of the Southern California Association of Governments (SCAG). The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and undertakes a variety of planning and policy initiatives to encourage a more sustainable Southern California now and in the future. There are six County Transportation Commissions that hold the primary responsibility for programming and implementing transportation projects, programs and services in their respective counties. The Ventura County Transportation Commission (VCTC) holds those primary responsibilities for the Ventura County area.

Potential impacts to US 101 are typically assessed using numerical criteria adopted by the local congestion management agency (VCTC in this case). However, VCTC does not have adopted numerical criteria to assess potential impacts of development projects on US 101. Potential impacts to US 101 in Camarillo were, therefore, evaluated using the numerical impact criteria adopted by the congestion management agency for Los Angeles County, which is also a SCAG member agency. These criteria have been generally accepted and used by the City of Camarillo for assessing potential impacts to US 101 by development projects proposed in Camarillo.

The Los Angeles County Congestion Management Program guidelines require that freeway monitoring locations be examined if a proposed project would add 150 peak hour trips or more in either direction during the AM or PM peak hours. If a project is forecast to add 150 AM or PM peak hour trips (or more) in either direction, the impact is considered significant if the proposed project increases traffic demands by 2% of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demands on a CMP facility by 2% of capacity ($V/C \geq 0.02$).

It is first noted that the following impact analysis for US 101 provides a “reasonable worst case” assessment for CEQA purposes since the analysis does not account for the current travel demands generated by the lack of conference centers in Camarillo. According to local chamber of commerce information, Camarillo does not have adequate conference facilities to accommodate existing conference center demands. Thus, some conferences that could be held in Camarillo are instead held in neighboring cities (e.g. the Oxnard-Ventura area to the west and the Thousand Oaks-Agoura Hills to the east) – which results in Camarillo residents using US 101 when traveling to conferences held outside of the City. If developed, the Camarillo Conference Hotel Project could capture some of these conference trips and thus reduce traffic demands on US 101 north and south of Camarillo.

Table 11 lists the project’s traffic additions to the segments of US 101 north and south of the Los Posas Road interchange. As shown, the project would not significantly impact US 101 in the Camarillo area. The project would add 29 to 87 trips to the northbound and southbound segments of US 101 north and south of the Las Posas Road interchange during the AM and PM peak periods – less than the 150 trip screening criteria and less than 2% of the freeway capacity. Thus, the project would not significantly impact US 101 in the Camarillo area. No mitigation measures are required.

TABLE 11 - PROJECT TRAFFIC ADDITIONS TO US 101 SEGMENTS IN CAMARILLO

US 101 Segment	Project Added Trips				Impact?
	AM Peak Hour		PM Peak Hour		
	Northbound	Southbound	Northbound	Southbound	
North of Las Posas Rd.	29	80	65	36	No
South of Las Posas Rd.	87	32	39	71	No

Project Added Trips = primary trips (primary trips = total trips minus 30% diverted-linked trips pursuant to ITE data).

Source of table data: Associated Transportation Engineers, June 21, 2017.

CUMULATIVE IMPACTS

Existing + Approved Projects + Project Conditions

This scenario analyzes project impacts assuming occupancy of the approved development projects as the baseline. “Existing + Approved” traffic was forecast based on a list of approved development projects provided by the City. Trip generation estimates were developed for the approved projects using ITE rates. The AM and PM peak hour trips generated by the approved projects were then assigned to the study-area intersections. Traffic that would be generated by the project was then layered onto the Existing + Approved forecasts to analyze potential impact for this scenario.

Levels of service were calculated for the study-area intersections assuming the Existing + Approved and Existing + Approved + Project traffic forecasts. Table 12 compares the Existing + Approved and Existing + Approved + Project levels of service and identifies impacts based on City criteria.

TABLE 12 - EXISTING + APPROVED + PROJECT LEVELS OF SERVICE

Intersection	ICU / LOS		
	Existing + Approved	Existing + Approved + Project	Significant Impact?
AM Peak Hour			
Las Posas Rd./Earl Joseph Dr.	0.51/LOS A	0.52/LOS A	No
Las Posas Rd./Ponderosa Dr.	0.73/LOS C	0.75/LOS C	No
Las Posas Rd./Daily Dr.	0.55/LOS A	0.56/LOS A	No
Las Posas Rd./US 101 NB Ramps	0.47/LOS A	0.51/LOS A	No
Las Posas Rd./US 101 SB Ramps	0.56/LOS A	0.56/LOS A	No
Las Posas Rd./Ventura Blvd.	0.55/LOS A	0.56/LOS A	No
Ventura Blvd./Promenade Dr.	0.19/LOS A	0.44/LOS A	No
PM Peak Hour			
Las Posas Rd./Earl Joseph Dr.	0.55/LOS A	0.56/LOS A	No
Las Posas Rd./Ponderosa Dr.	0.81/LOS D	0.82/LOS D	No
Las Posas Rd./Daily Dr.	0.68/LOS B	0.69/LOS B	No
Las Posas Rd./US 101 NB Ramps	0.61/LOS B	0.62/LOS B	No
Las Posas Rd./US 101 SB Ramps	0.66/LOS B	0.69/LOS B	No
Las Posas Rd./Ventura Blvd.	0.71/LOS C	0.75/LOS C	No
Ventura Blvd./Promenade Dr.	0.24/LOS A	0.46/LOS A	No

Source of table data: Associated Transportation Engineers, June 21, 2017.

As shown in Table 12, most of the study-area intersections are forecast to operate at LOS C or better during the AM and PM peak hours with Existing + Approved and Existing + Approved + Project traffic volumes. The Las Posas Road/Ponderosa Drive intersection is forecast to operate at LOS D during the PM peak hour under both scenarios. The City’s standard is LOS C, with LOS D allowed for short periods of time during peak hour periods. The project would add 19 per lane critical trips to the intersection during the PM peak hour, which is less than significant based on the City’s impact threshold of 30 per lane critical trips for intersections forecast to operate at LOS D.

General Plan Buildout Conditions

Traffic analyses of General Plan Buildout is provided in conjunction with the City's Circulation Element. The Circulation Element incorporates roadway and intersection improvements required to accommodate General Plan Buildout traffic forecasts, with needed improvements funded by the City's traffic mitigation fee program. The improvements that are planned by the City are designed to provide LOS C on the City's street system under General Plan Buildout traffic conditions, with LOS D allowed for short periods of time.

The General Plan Buildout traffic forecasts include traffic that would be generated by development of the project site based on the City's zoning designations. The land uses assumed for the project site in the General Plan Buildout analysis include hotel/motel, restaurant, civic center/government offices, community commercial, and regional commercial uses. The project does not require any amendments to the General Plan zoning designations and is, therefore, consistent with the General Plan.

General Plan Buildout levels of service were calculated for the study-area intersections assuming the General Plan Buildout traffic forecasts and the improvements that are programmed in the Circulation Element. Table 13 shows the General Plan Buildout level of service forecasts.

TABLE 13 - GENERAL PLAN BUILDOUT LEVELS OF SERVICE

Intersection	ICU / LOS	
	AM Peak Hour	PM Peak Hour
Las Posas Rd. /Earl Joseph Dr.	0.60/LOS A	0.74/LOS C
Las Posas Rd./Ponderosa Dr.	0.68/LOS B	0.90/LOS D
Las Posas Rd./Daily Dr.	0.81/LOS D	0.72/LOS C
Las Posas Rd./US 101 NB Ramps	0.48/LOS A	0.69/LOS B
Las Posas Rd./US 101 SB Ramps	0.50/LOS A	0.56/LOS A
Las Posas Rd./Ventura Blvd.	0.59/LOS A	0.80/LOS C

Source of table data: Associated Transportation Engineers, June 21, 2017.

As shown in Table 13, the Las Posas Road/Daily Drive intersection is forecast to operate at LOS D (ICU 0.81) during the AM peak hour and the Las Posas Road/Ponderosa Drive intersection is forecast to operate at LOS D (ICU 0.90) during the PM peak hour assuming General Plan Buildout traffic conditions (including the proposed Project). The proposed project would be required to contribute a proportional share towards the cost of the City's planned improvements via payment to the City's traffic mitigation fee program.

UNAVOIDABLE SIGNIFICANT IMPACTS

The proposed project would not create any unavoidable significant transportation and circulation impacts.