

Consistency with Relevant Transportation Plans and Policies

Ventura County General Plan Policy Consistency

As mentioned earlier in this section, the City of Oxnard and Ventura County have executed a Reciprocal Traffic Mitigation Agreement, by which each agency agrees that a pro-rata share of mitigation costs will be collected by each agency for identified traffic impacts in the other jurisdiction. The project would be consistent with the Ventura County General Plan by complying with the terms of the above-mentioned agreement between the two agencies.

Ventura County Congestion Management Program

According to the County's CMP, the minimum acceptable standard for traffic operations is LOS E. However, so that local jurisdictions are not unfairly penalized for existing congestion, CMP locations currently operating in the LOS F range are considered acceptable. As mentioned, fourteen of the study intersections are CMP intersections. As shown in **Table 4.7-8**, none of the LOS of these intersections will be less than "E" with the implementation of the project. Because the proposed project would not cause these intersections to exceed an acceptable LOS, and would be consistent with the CMP.

Other Circulation Plans

As previously discussed, an extension of Kimball Road in Ventura across the Santa Clara River is currently shown on the City of San Buenaventura and County circulation master plans. No alignment study has been completed for this proposal and this roadway connection is not a component of the Oxnard 2020 Circulation Master Plan. The traffic analysis shows that, with mitigation, acceptable levels of service can be maintained in the area with all projected growth without this roadway connection. Analysis of the effect of this connection on area traffic conditions is provided in Appendix A to the traffic study in **Appendix 4.7**. This analysis shows no substantial benefit from this connection. Additionally, this analysis shows that none of the identified significant impacts of the RiverPark Project would be avoided.

MITIGATION MEASURES

As stated previously, significant impacts have been identified at 8 of the 33 study intersections. The following measures, 4.7-2 to 4.7-13, are proposed to mitigate these impacts. **Table 4.7-10** shows the effectiveness of the proposed mitigation. As shown in this table, all identified significant impacts on intersection operations will be mitigated to a level that is less than significant by these measures.