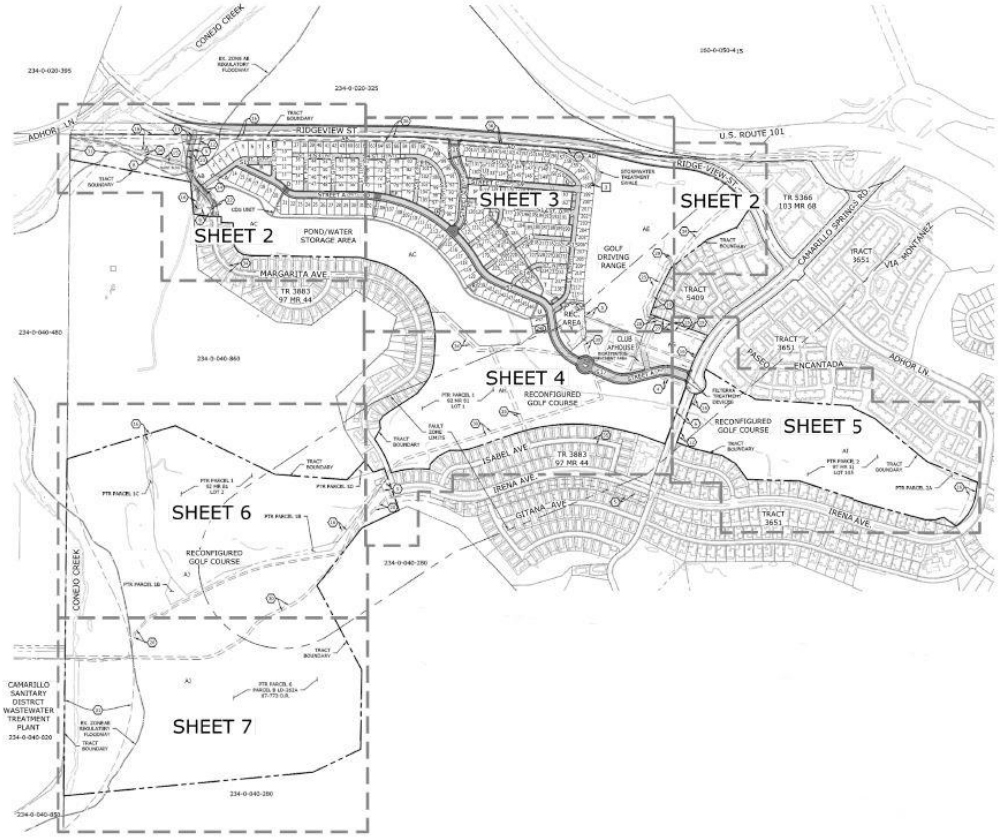
APPENDIX T -
TRAFFIC AND CIRCULATION STUDY

CAMARILLO SPRINGS GOLF COURSE PROJECT
CITY OF CAMARILLO, CALIFORNIA

FINAL TRAFFIC AND CIRCULATION STUDY



September 3, 2020 **ATE Project #19048**

Prepared for:

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FINAL TRAFFIC AND CIRCULATION STUDY FOR THE CAMARILLO SPRINGS GOLF COURSE PROJECT, CITY OF CAMARILLO

Associated Transportation Engineers (ATE) is submitting this final traffic and circulation study for the Camarillo Springs Golf Course Project, proposed in the City of Camarillo. The study provides information relative to existing and future traffic conditions within the Project study area. We appreciate the opportunity to assist the City of Camarillo with the project.

Associated Transportation Engineers

Scott A. Schell, AICP, PTP
Principal Transportation Planner

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INTRODUCTION

The following study contains an analysis of the potential traffic and circulation impacts associated with Camarillo Springs Golf Course Project (the "Project") proposed in the City of Camarillo. The guidelines set forth in the City's Traffic Impact Study manual were utilized in formatting the various sections of this study. Potential impacts are evaluated using City impact criteria and mitigation measures are recommended where appropriate. The study also includes an analysis of the Project's access connections to the adjacent street network.

PROJECT DESCRIPTION

The Project site is located south of the US 101/Camarillo Springs Road interchange within the Camarillo Springs area of the City of Camarillo. Figure 1 shows the location of the Project site. The Project is proposing to remove 6 holes from the Camarillo Springs Golf Course and develop 248 senior housing units (age restricted to 55 years or older) and 7.6 acres of public park areas (1.3-acre dog park + 6.3-acre public park). Figure 2 illustrates the Project Site Plan. As shown, access is proposed via two primary connections to the existing street network and one secondary access connection to an existing road that serves the golf course maintenance area located just west of the Project site. The primary access on Camarillo Springs Road is the existing access that serves the Camarillo Springs Golf Course. The primary access on Ridge View Drive is a new connection. Although both primary access connections would be gated, the general public would have access to the parking areas designated for the public parks. The secondary access connection that links the Project site to the existing golf course maintenance road connects to Ridge View Drive just west of the Project's primary access connection on Ridge View Drive.

TRAFFIC SCENARIOS

The traffic and circulation study analyzes the following scenarios:

Existing Conditions: This scenario describes the existing street network and evaluates peak hour operations at the study-area intersections.

Existing + Project: This scenario evaluates potential traffic impacts related to the Project assuming Existing + Project traffic forecasts. Potential impacts are determined using the City's impact thresholds.

Existing + Approved: This scenario evaluates traffic operations assuming the additional traffic that will be generated by approved developments.

Existing + Approved + Project: This scenario evaluates Project impacts assuming the Existing + Approved baseline traffic forecasts. Traffic volumes generated by the Project are layered onto the Existing + Approved 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.



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PROJECT SITE LOCATION

FIGURE 1

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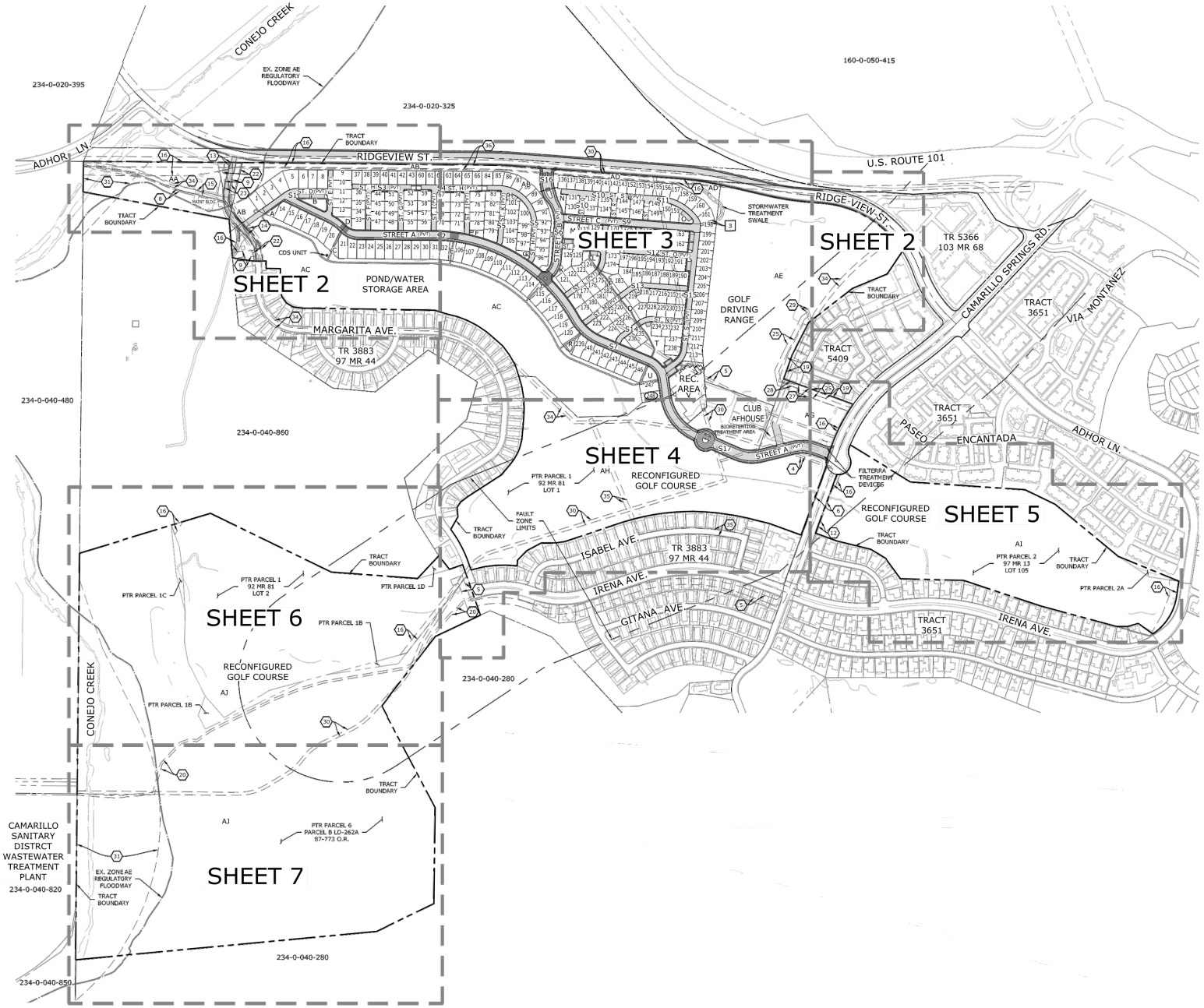

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PROJECT SITE PLAN

FIGURE 2

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LEVEL OF SERVICE DEFINITIONS

Since traffic flow is most constrained at intersections on street networks, detailed traffic flow analyses examine operating conditions at 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. This scale compares traffic volumes to roadway or intersection capacity and assigns a letter value to this relationship. To determine levels of service for signalized intersections, the Intersection Capacity Utilization Methodology (ICU) was used and the results are shown as a volume-to-capacity ratio. Table 1 lists the level of service grades for intersections.

Table 1
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.

CITY OF CAMARILLO TRAFFIC IMPACT THRESHOLDS

The City's acceptable level of service for intersections is LOS C or better, with LOS D allowed for short periods of time during peak hour periods. Project impacts are significant and must be mitigated if they exceed the following thresholds:

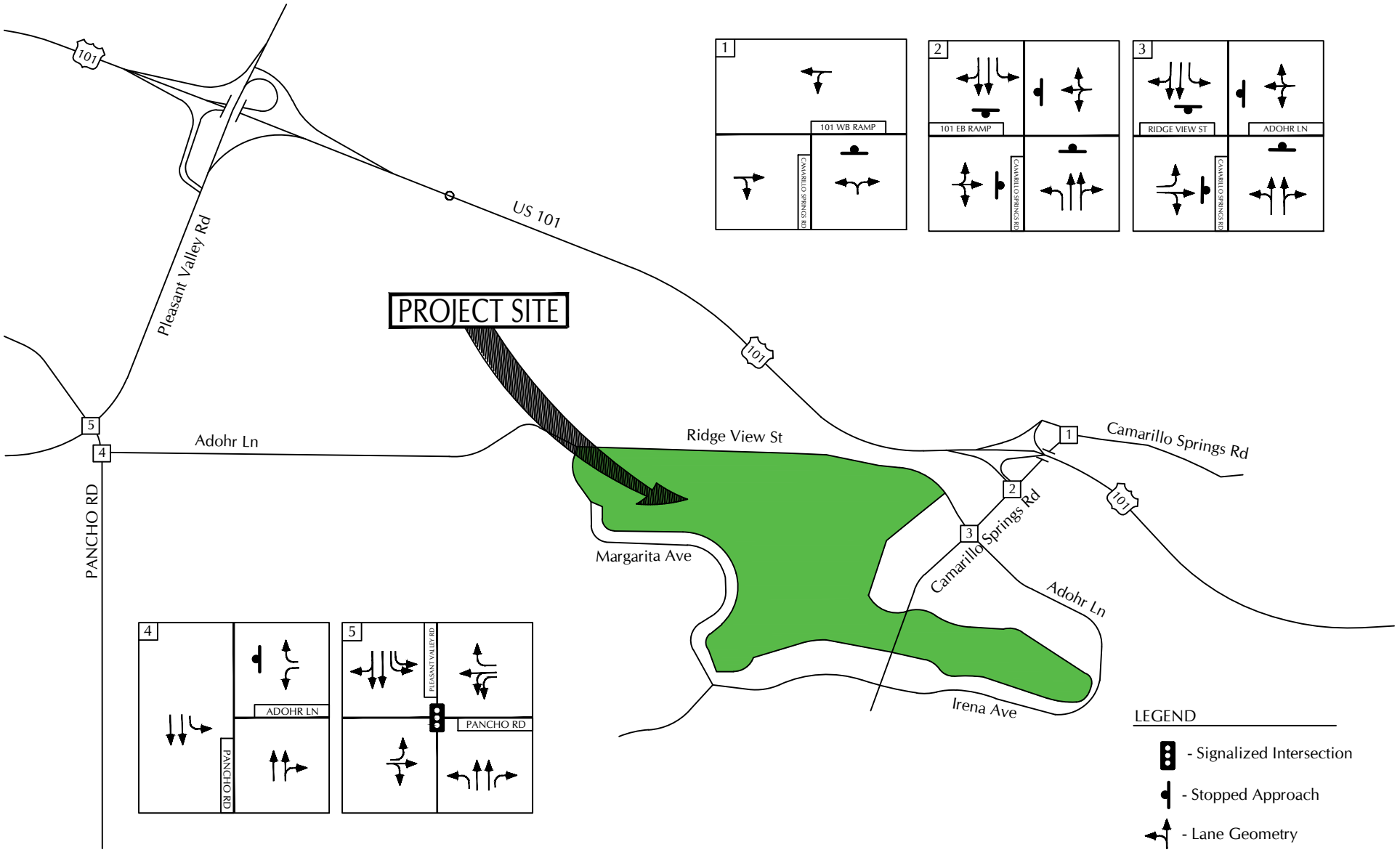
- 30 per lane peak hour critical movement trips for LOS D
- 20 per lane peak hour critical movement trips for LOS E
- 10 per lane peak hour critical movement trips for LOS F

Mitigation measures should provide a level of service equal or better than baseline conditions.

EXISTING CONDITIONS

Street Network

The Project site is served by a circulation system comprised of US 101 and a network of arterial streets, collector streets, and local streets. The following text briefly describes the key components of the study-area street network, which are illustrated on Figure 3.



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EXISTING STREET NETWORK

FIGURE 3

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US 101, located north of the Project site, is a multi-lane freeway which serves as a major arterial within the City and is the principal inter-city route along the Pacific Coast. Although US 101 is a north-south freeway within California, it follows an east-west alignment within Camarillo. Project access to US 101 is provided via the US 101/Camarillo Springs Road interchange. US 101 contain 4 eastbound lanes and 3 westbound lanes adjacent to the US 101/Camarillo Springs Road interchange. Stop signs control the US 101 ramp connections to Camarillo Springs Road.

Ridge View Street-Adohr Lane, located along the northern frontage of the Project site, is 2-lane east-west arterial road that extends between Camarillo Springs Road on the east and Pancho Road on the west. The segments east of Camarillo Springs Road and east of Pancho Road are named Adohr Lane. This roadway provides a secondary access route for the Camarillo Springs community via its connection to Pancho Road, which connects to Pleasant Valley Road.

Camarillo Springs Road, located east of the Project, is a 4-lane arterial street that extends south from the US 101/Camarillo Springs Road interchange within the Camarillo Springs community. Stop signs control the major intersections within the community. Camarillo Springs Road also extends north of US 101 as a 2-lane road.

Intersection Operations

The key intersections identified for analyses were determined through consultation with City staff (Figure 3 illustrate the traffic controls and lane geometry at the key study-area intersections). Traffic counts were collected at the study-area intersections in September 2019 for this study (count data included in the Technical Appendix). Figure 4 shows the Existing AM and PM peak hour traffic volumes.

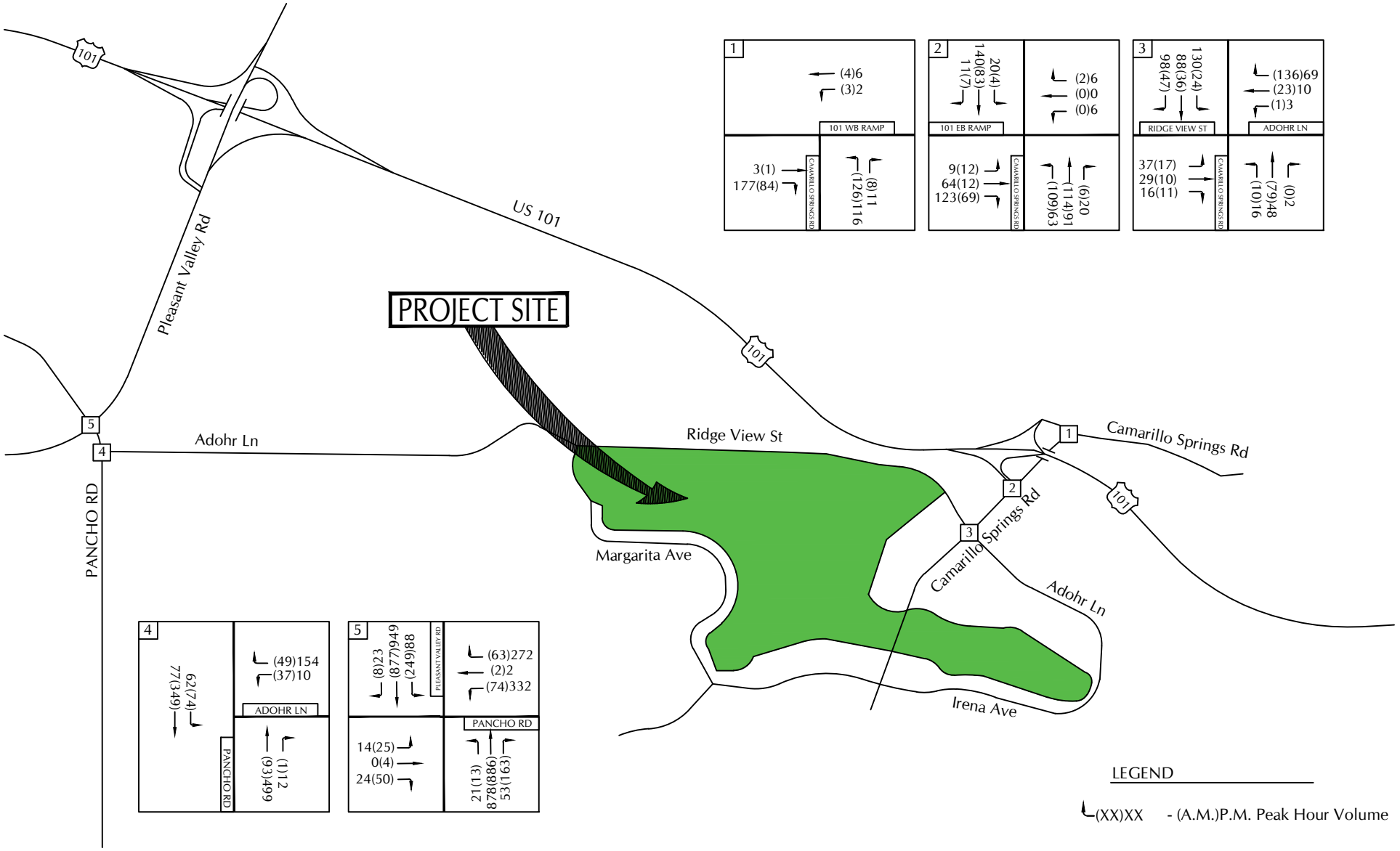
The City's ICU methodology was used to calculate levels of service for the signalized intersections and the Highway Capacity Manual methodology was used to calculate levels of service for the unsignalized intersections controlled by Stop signs (level of service calculations are contained in the Technical Appendix for reference). As shown in Table 2, the study-area intersections operate at LOS A during the AM peak hour and in the LOS A-B range during the PM peak hour, which meet the City's LOS C standard

Table 2
Existing Levels of Service

Intersection	Control	ICU or Delay / LOS	
		AM Peak Hour	PM Peak Hour
US 101 WB/Camarillo Springs Rd(a)	1-Way Stop	9.4 Sec./LOS A	9.7 Sec./LOS A
US 101 EB/Camarillo Springs Rd(a)	All-Way Stop	8.3 Sec./LOS A	8.9 Sec./LOS A
Ridge View St/Camarillo Springs Rd(a)	All-Way Stop	8.4 Sec./LOS A	8.9 Sec./LOS A
Adohr Ln/Pancho Rd(a)	1-Way Stop	9.0 Sec./LOS A	10.6/LOS B
Pleasant Valley Rd/Pancho Rd(b)	Signal	0.53/LOS A	0.53/LOS A

(a) Stop-sign control intersection. LOS based on average delay per vehicle in seconds.

(b) Signalized intersection. LOS based on ICU.



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EXISTING TRAFFIC VOLUMES

FIGURE 4

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PROJECT TRIP GENERATION

Trip Generation

Trip generation estimates were calculated for the Project based on the rates presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual and the SANDAG Trip Generators Manual.[1] The ITE rates for "Senior Adult Housing Detached" (ITE Land Use Code 251) were used for the proposed residential units and the ITE rates for "Golf Course" (ITE Land Use Code 430) were used for the 6 golf holes that would be removed from the existing golf course. Trip generation estimates for the 7.6 acres of public park were calculated using rates presented in the SANDAG Trip Generators publication since the ITE manual contains a limited number of studies of public parks (5 studies). Those ITE rates are very low and produce trip estimates of less than 5 trips during the AM and PM peak hour periods for the public park component. The SANDAG manual has studies of "City Parks" which have rates that are more appropriate for the proposed public parks and were therefore used. Table 3 summarizes the trip generation estimates for the Project (a worksheet showing the detailed calculations is included in the Technical Appendix for reference).

Table 3
Project Trip Generation

		ADT		AM Peak Hour		PM Peak Hour	
Land Use	**Size**	**Rate**	**Trips**	**Rate**	**Trips (In/Out)**	**Rate**	**Trips (In/Out)**
Proposed							
Senior Housing	248 DU	4.27	1,059	0.24	60 (20/40)	0.30	74 (45/29)
Parks	7.6 Acres	50.00	380	6.50	49 (25/24)	4.50	34 (17/17)
Subtotals			1,439		109 (45/64)		108 (62/46)
Existing							
Golf Course	-6 Holes	30.38	-182	1.76	-11 (-9/-2)	2.91	-17 (-9/-8)
Totals			**1,257**		**98 (36/62)**		**91 (53/38)**

As shown in Table 3, the Project is forecast to generate 1,257 average daily trips (ADT), with 98 trips occurring during the AM peak hour and 91 trips occurring during the PM peak hour.

Trip 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 Camarillo area. Figure 5 illustrates the distribution and assignment of the Project traffic at the study-area intersections.

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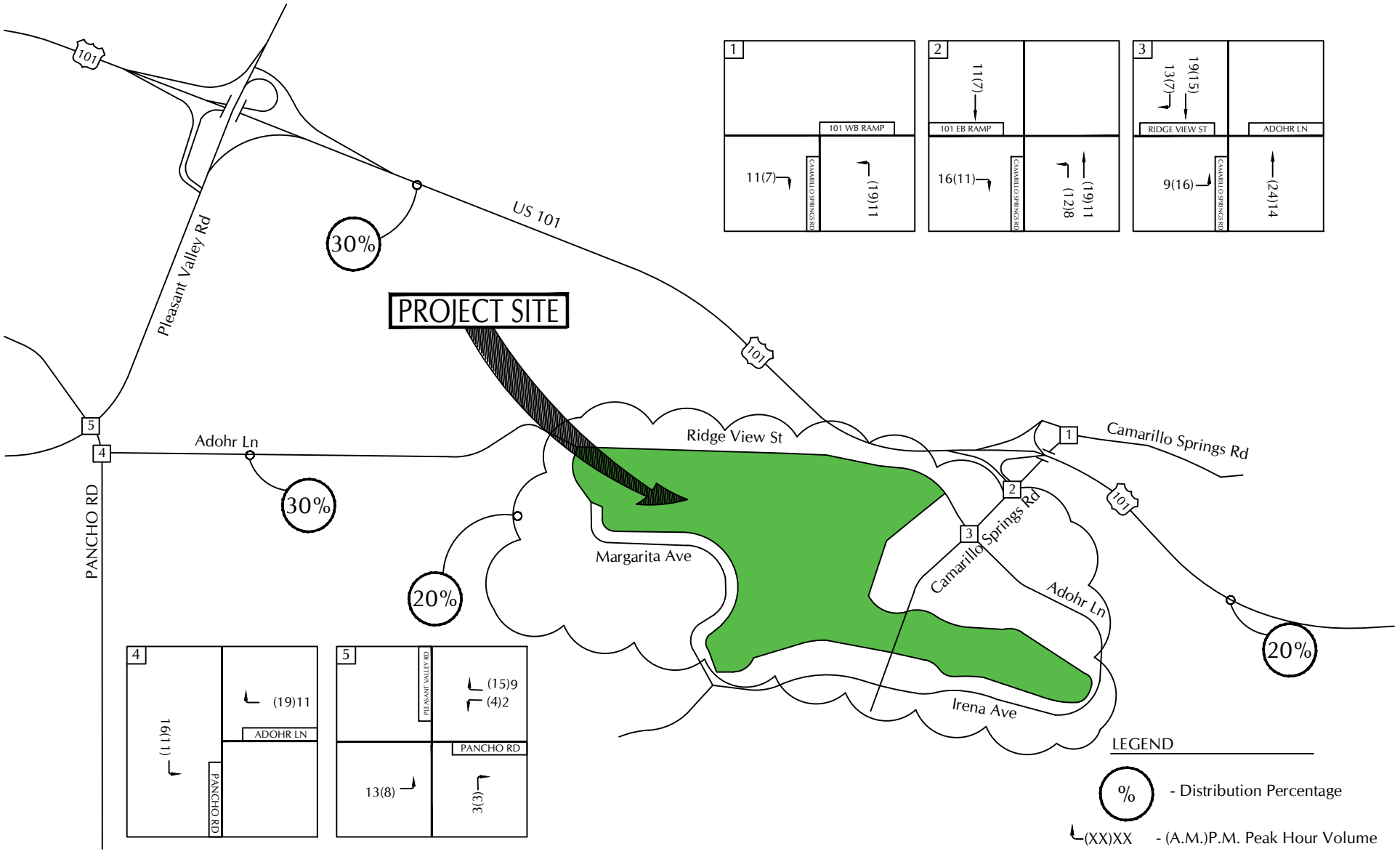
[1] Trip Generation Manual, 10th Edition, Institute of Transportation Engineers, 2017.

Trip Generators, San Diego Association of Governments, 2002.



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PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 5

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Table 4
Project Trip Distribution

Origin/Destination	Direction	Percentage
US 101	East	20%
US 101	West	30%
Ridge View St-Adohr Ln	West	30%
Local(a)	NA	20%
Total		**100%**

(a) Traffic remains within the local Camarillo Springs community.

EXISTING + PROJECT CONDITIONS

Levels of service were calculated for the study-area intersections assuming the Existing + Project volumes shown on Figure 6. Tables 5 and 6 compare the Existing and Existing + Project level of service forecasts and identify impacts based on City criteria.

Table 5
Existing + Project Levels of Service – AM Peak Hour

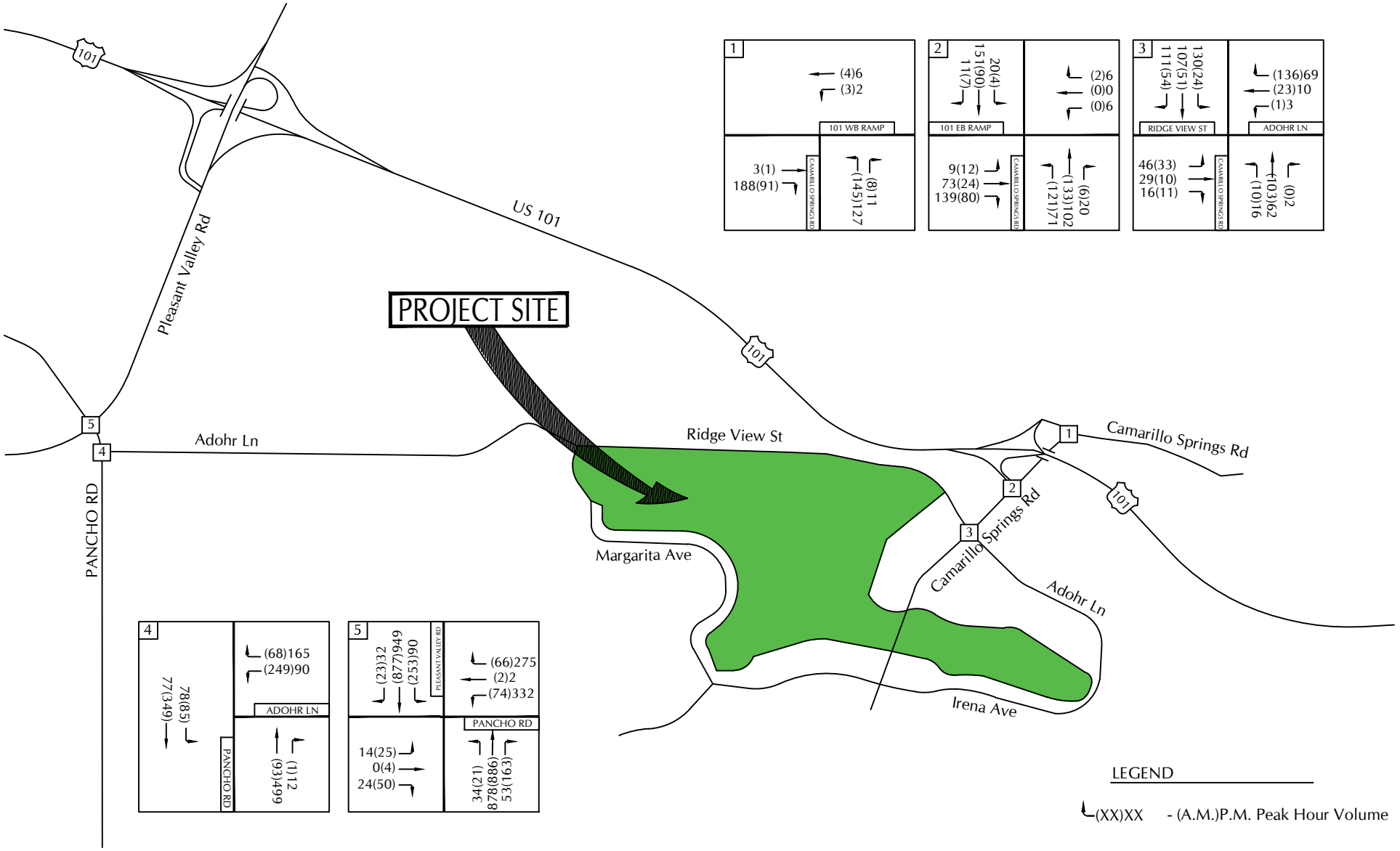
Intersection	ICU or Delay / LOS		Significant Impact?
	Existing	Existing + Project	
US 101 WB/Camarillo Springs Rd(a)	9.4 Sec./LOS A	9.5 Sec./LOS A	No
US 101 EB/Camarillo Springs Rd(a)	8.3 Sec./LOS A	8.5 Sec./LOS A	No
Ridge View St/Camarillo Springs Rd(a)	8.4 Sec./LOS A	8.6 Sec./LOS A	No
Adohr Ln/Pancho Rd(a)	9.0 Sec./LOS A	9.0 Sec./LOS A	No
Pleasant Valley Rd/Pancho Rd(b)	0.53/LOS A	0.53/LOS A	No

(a) Stop-sign control intersection. LOS based on average delay per vehicle in seconds.
(b) Signalized intersection. LOS based on ICU.

Table 6
Existing + Project Levels of Service – PM Peak Hour

Intersection	ICU or Delay / LOS		Significant Impact?
	Existing	Existing + Project	
US 101 WB/Camarillo Springs Rd(a)	9.7 Sec./LOS A	9.8 Sec./LOS A	No
US 101 EB/Camarillo Springs Rd(a)	8.9 Sec./LOS A	9.1 Sec./LOS A	No
Ridge View St/Camarillo Springs Rd(a)	8.9 Sec./LOS A	9.2 Sec./LOS A	No
Adohr Ln/Pancho Rd(a)	10.6 Sec./LOS B	10.6 Sec./LOS B	No
Pleasant Valley Rd/Pancho Rd(b)	0.53/LOS A	0.53/LOS A	No

(a) Stop-sign control intersection. LOS based on average delay per vehicle in seconds.
(b) Signalized intersection. LOS based on ICU.



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EXISTING + PROJECT TRAFFIC VOLUMES

FIGURE 6

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As shown in Tables 5 and 6, the study-area intersections are forecast to continue to operate at LOS A or LOS B during the AM and PM peak hours with Existing + Project traffic volumes. The Project would not significantly impact the study-area intersections under the Existing + Project scenario since the level of service forecasts meet the City's LOS C standard.

EXISTING + APPROVED + PROJECT CONDITIONS

This scenario analyzes Project impacts assuming occupancy of the approved development projects as the baseline. "Existing + Approved" traffic volumes were forecast based on a list of approved development projects provided by the City (list of approved projects is included in the Technical Appendix for reference). There are no approved development projects within the Camarillo Springs community and thus no additional traffic is expected to affect the US 101/Camarillo Springs Road interchange and key intersections within the community. There are several approved developments adjacent to the Pleasant Valley Road corridor that will add traffic to the Pleasant Valley Road/Pancho Road and Adohr Lane/Pancho Road intersections. Trip generation estimates were calculated for these approved developments and that traffic was assigned to the intersection. Figure 7 shows the Existing + Approved traffic forecasts. Traffic that would be generated by the Project was then layered onto the Existing + Approved forecasts to analyze potential impacts for this scenario. Figure 8 shows the Existing + Approved + Project traffic forecasts.

Intersection Impacts

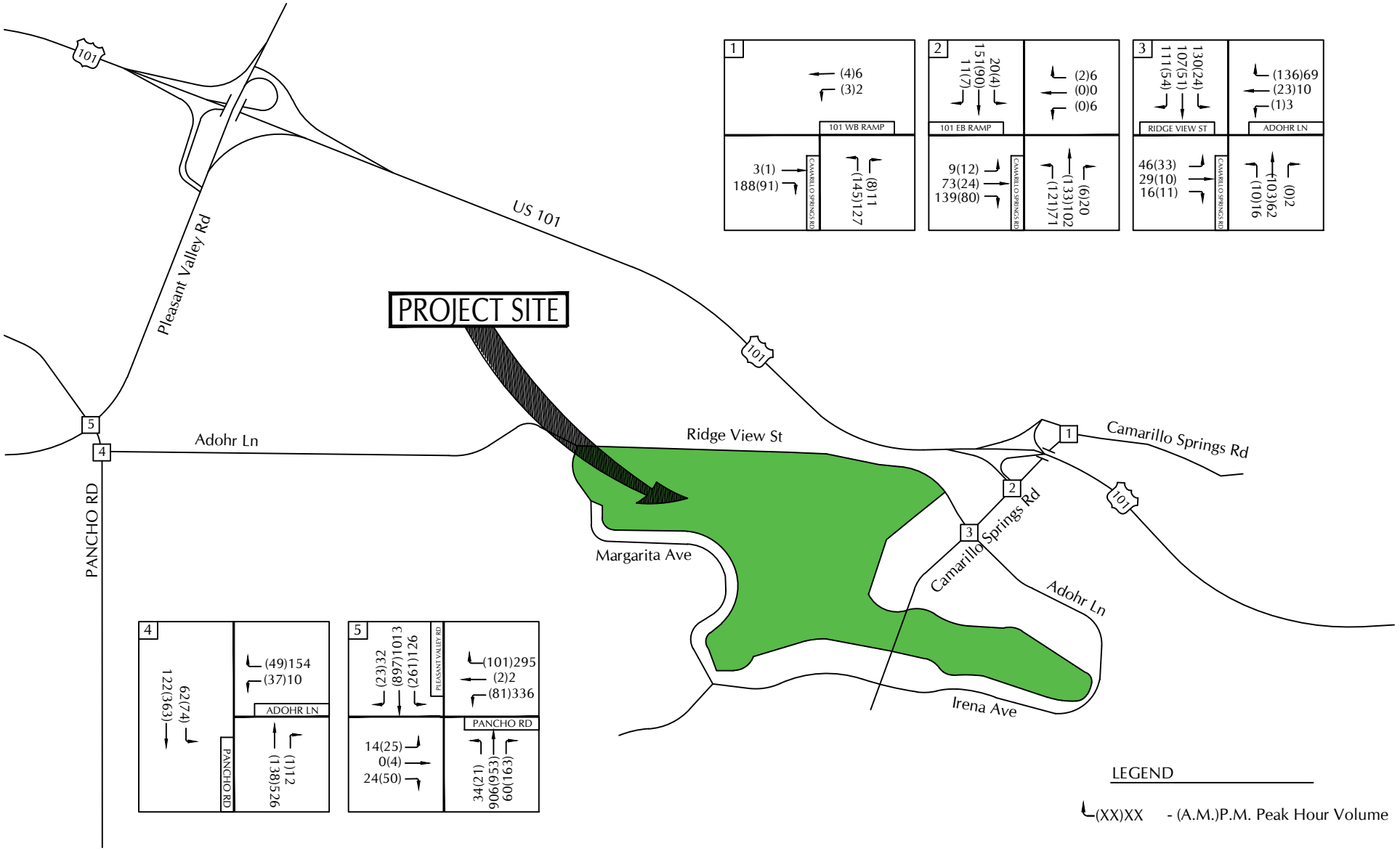
Levels of service were calculated for the study-area intersections assuming the Existing + Approved and Existing + Approved + Project traffic forecasts shown in Figures 7 and 8. Existing + Approved and Existing + Approved + Project levels of service are listed in Tables 7 and 8. The tables also identify Project impacts based on City criteria.

Table 7
Existing + Approved + Project Levels of Service – AM Peak Hour

Intersection	ICU or Delay / LOS		Significant Impact?
	Existing + Approved	Existing + Approved + Project	
US 101 WB/Camarillo Springs Rd(a)	9.4 Sec./LOS A	9.5 Sec./LOS A	No
US 101 EB/Camarillo Springs Rd(a)	8.3 Sec./LOS A	8.5 Sec./LOS A	No
Ridge View St/Camarillo Springs Rd(a)	8.4 Sec./LOS A	8.6 Sec./LOS A	No
Adohr Ln/Pancho Rd(a)	9.2 Sec./LOS A	9.2 Sec./LOS A	No
Pleasant Valley Rd/Pancho Rd(b)	0.55/LOS A	0.56/LOS A	No

(a) Stop-sign control intersection. LOS based on average delay per vehicle in seconds.

(b) Signalized intersection. LOS based on ICU.



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EXISTING + APPROVED TRAFFIC VOLUMES

FIGURE 7

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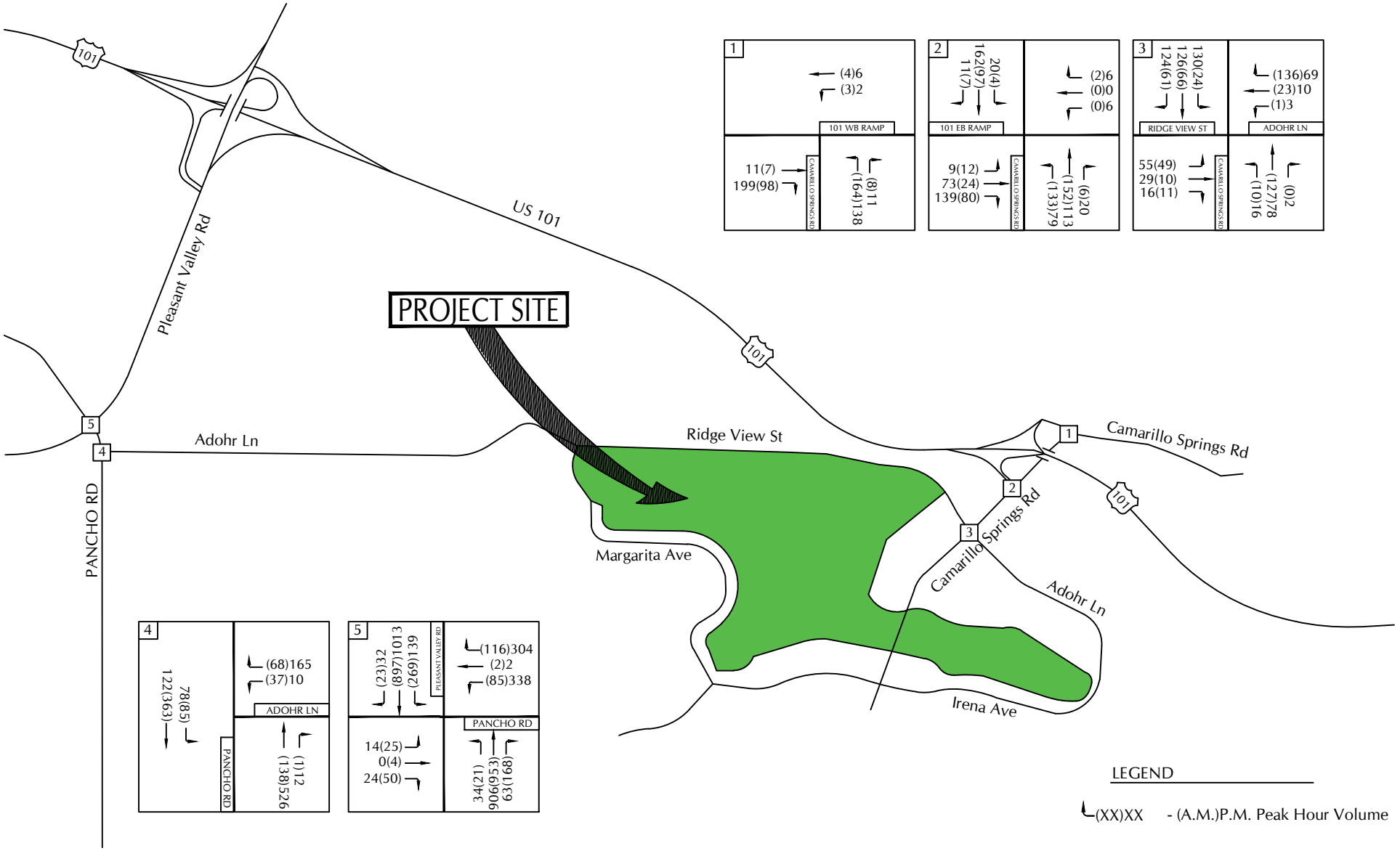

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EXISTING + APPROVED + PROJECT TRAFFIC VOLUMES

FIGURE 8

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Table 8
Existing + Approved + Project Levels of Service – PM Peak Hour

Intersection	ICU or Delay / LOS		Significant Impact?
	Existing + Approved	Existing + Approved + Project	
US 101 WB/Camarillo Springs Rd(a)	9.7 Sec./LOS A	9.8 Sec./LOS A	No
US 101 EB/Camarillo Springs Rd(a)	8.9 Sec./LOS A	9.1 Sec./LOS A	No
Ridge View St/Camarillo Springs Rd(a)	8.9 Sec./LOS A	9.2 Sec./LOS A	No
Adohr Ln/Pancho Rd(a)	10.8 Sec./LOS B	10.8 Sec./LOS B	No
Pleasant Valley Rd/Pancho Rd(b)	0.55/LOS A	0.56/LOS A	No

(a) Stop-sign control intersection. LOS based on average delay per vehicle in seconds.
(b) Signalized intersection. LOS based on ICU.

As shown in Tables 7 and 8, the study-area intersections are forecast to operate at LOS B or better during the AM and PM peak hours with Existing + Approved and Existing + Approved + Project traffic volumes. Thus, the Project would not significantly impact the study-area intersections under the Existing + Approved + Project scenario since the level of service forecasts meet the City's LOS C standard.

SITE ACCESS

Vehicular access to the Project site is proposed via two primary connections to the existing street network and one secondary access connection to an existing road that serves the golf course maintenance area located just west of the Project site (see Figure 2 – Project Site Plan). The primary access on Camarillo Springs Road is the existing access that serves the Camarillo Springs Golf Course. The primary access on Ridge View Drive is a new connection. Although both primary access connections would be gated, the general public would have access to the parking areas designated for the public parks. The secondary access connection that links the Project site to the existing golf course maintenance road connects to Ridge View Drive just west of the Project's primary access connection on Ridge View Drive.

Based on the Project's trip generation estimates, 39 vehicles are forecast to use the existing access driveway on Camarillo Springs Road during the AM peak hour and 33 vehicles would use it during the PM peak hour. These low volumes indicate LOS A operations. For the new connection on Ridge View Drive, 43 vehicles are forecast to use the new driveway during the AM peak hour and 39 vehicles would use it during the PM peak hour. Operations at this new access connection are also forecast at LOS A. The secondary access connection that links the Project site to Ridge View Drive via the existing golf course maintenance road is forecast to be used by about 10 vehicles during the AM and PM peak hours. Operations at this existing golf course maintenance road/Ridge View Drive connection are also forecast at LOS A. In summary, access to/from the Project site would be accommodated by the planned access connections and would operate at LOS A.

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.

Traffic Forecasts

General Plan Buildout traffic forecasts, as derived from the City traffic model, were provided by the City for the following analysis. Figure 9 illustrates the General Plan Buildout forecasts for the study-area intersections. The land uses in the General Plan Buildout model assume the existing 18-hole golf course for the Project site. Thus, the net change in traffic that would be generated by the Project was layered onto the General Plan Buildout forecasts. General Plan Buildout + Project traffic volumes are illustrated in Figure 10.

Potential Impacts

Levels of service were calculated for the study-area intersections assuming the General Plan Buildout and General Plan Buildout + Project traffic forecasts shown in Figures 9 and 10. Table 9 lists the level of service forecasts (worksheets are contained in the Technical Appendix).

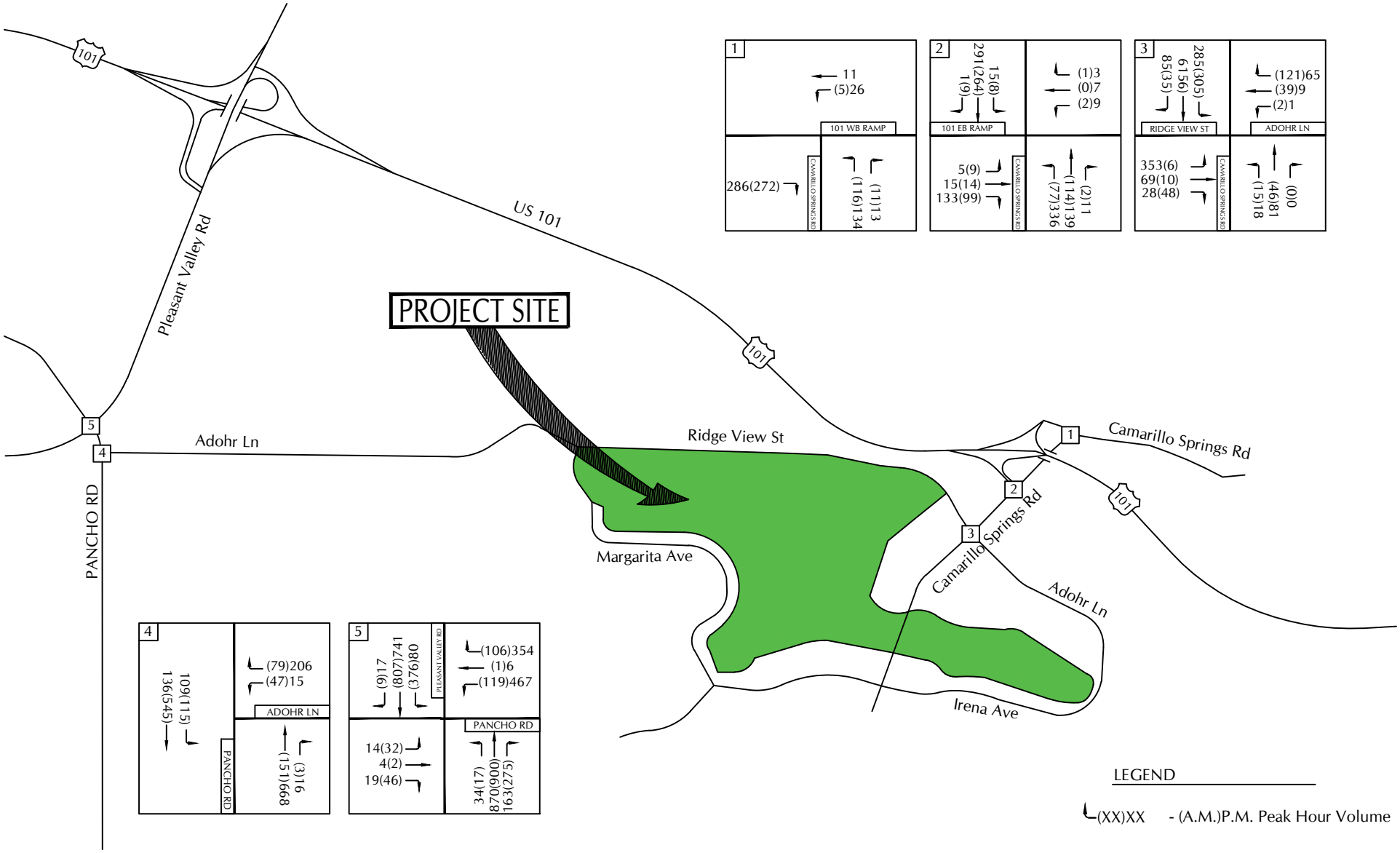
Table 9
General Plan Buildout Levels of Service

Intersection	ICU or Delay / LOS			
	AM Peak Hour		PM Peak Hour	
	GP Buildout	GP Buildout + Project	GP Buildout	GP Buildout + Project
US 101 WB/Camarillo Springs Rd(a)	9.7 Sec./LOS A	10.0 Sec./LOS B	10.3 Sec./LOS B	10.5 Sec./LOS B
US 101 EB/Camarillo Springs Rd(a)	8.8 Sec./LOS A	9.0 Sec./LOS A	12.0 Sec./LOS B	12.4 Sec./LOS B
Ridge View St/Camarillo Springs Rd(a)	10.3 Sec./LOS B	10.9 Sec./LOS B	16.6 Sec./LOS C	18.1 Sec./LOS C
Adohr Ln/Pancho Rd(a)	9.9 Sec./LOS A	9.9 Sec./LOS A	12.4 Sec./LOS B	12.5 Sec./LOS B
Pleasant Valley Rd/Pancho Rd(b)	0.60/LOS B	0.61/LOS B	0.63/LOS B	0.64/LOS B

(a) Stop-sign control intersection. LOS based on average delay per vehicle in seconds.

(b) Signalized intersection. LOS based on ICU.

As shown in Table 9, the study-area intersections are forecast to operate at LOS C or better during the AM and PM peak hours with General Plan Buildout and General Plan Buildout + Project traffic. The Project would not significantly impact the study-area intersections under General Plan Buildout conditions since operations meet the City's LOS C standard.



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GENERAL PLAN BUILDOUT TRAFFIC VOLUMES

FIGURE 9

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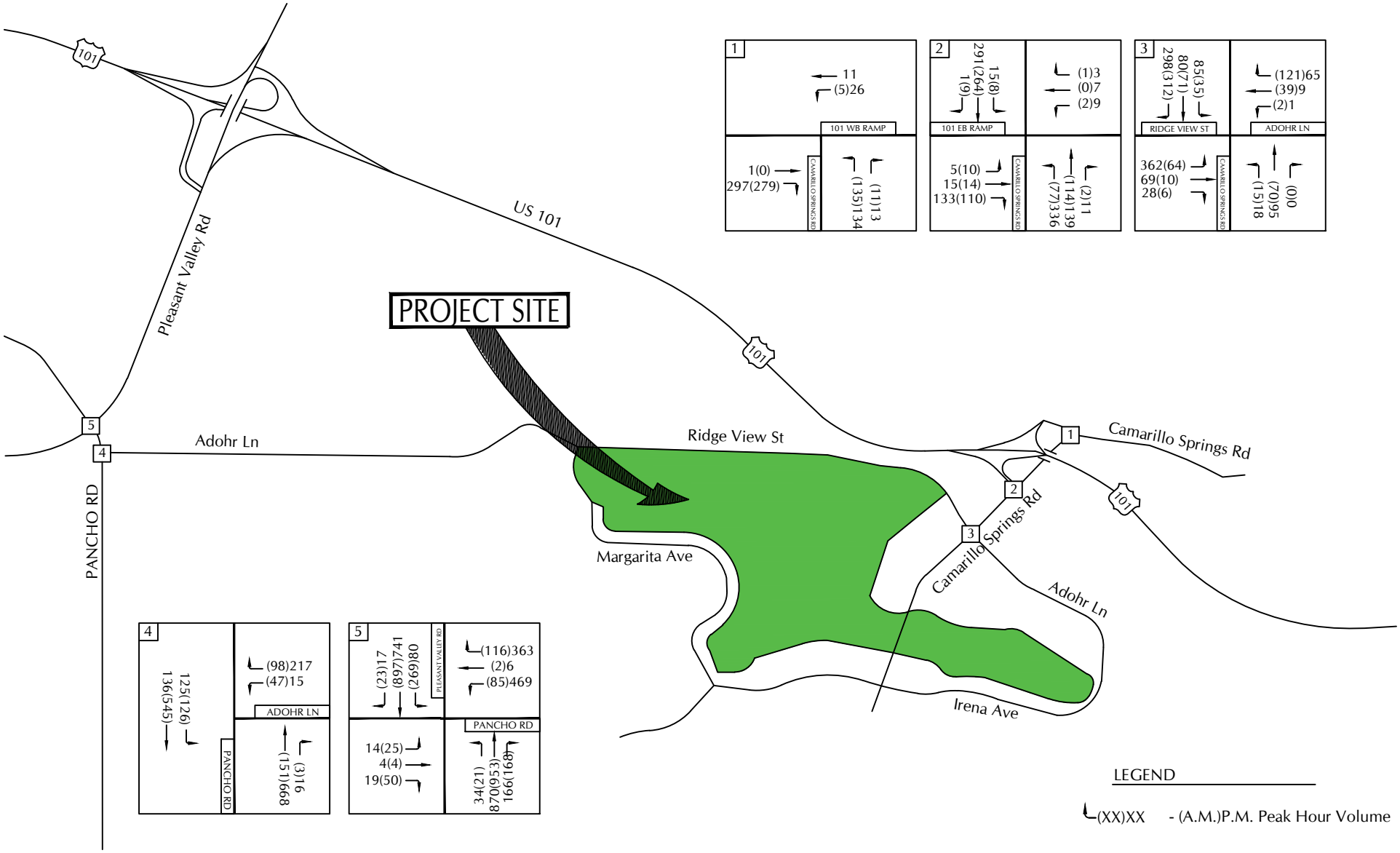

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GENERAL PLAN BUILDOUT + PROJECT TRAFFIC VOLUMES

FIGURE 10

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POTENTIAL IMPACTS TO US 101

The previous analysis evaluated the Project's potential to impacts the surface street network in the City of Camarillo. The following analysis evaluates potential impacts to the segments of US 101 east and west of the Camarillo Springs Road interchange.

Impact Criteria

US 101 connects Camarillo to regions north and south within Ventura County and beyond. 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 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 the proposed project would add 150 peak hour trip (or more) in either direction during the AM or PM peak hours. If a project is forecast to add 150 (or More) AM or PM peak hour trips in either direction, the impact is considered significant if the proposed project increases traffic demands by 2% of capacity (V/C ≥ 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 ≥ 0.02).

Potential Freeway Impacts

Table 10 lists the Project's traffic additions to the segments of US 101 north and south of the Camarillo Springs Road interchange.

Table 10
Potential US 101 Impacts

	Project Added Trips				
	AM Peak Hour		PM Peak Hour		
US 101 Segment	Eastbound	Westbound	Eastbound	Westbound	Impact?
e/o Camarillo Spring IC	12 Trips	7 Trips	8 Trips	11 Trips	No
w/o Camarillo Springs IC	11 Trips	19 Trips	16 Trips	11 Trips	No

As shown in Table 10, the Project would not significantly impact US 101 in the Camarillo area. The Project would add less than 20 trips to the eastbound and westbound segments of US 101 adjacent to the Camarillo Springs Road interchange during the AM and PM peak periods – well below 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.

US 101/Camarillo Springs Road Safety Analysis

The City requested a safety review of the US 101/Camarillo Springs Road interchange based on historical accident patterns. Accident data was obtained from Caltrans for the most current three-year period on file, which is from April 1, 2016 through March 31, 2019 (see Caltrans accident data in the Technical Appendix).

It is important to note that Caltrans uses accident data as a screening tool to identify potential safety problems. The rate of accidents was calculated for each of the on- and off-ramps at the interchange and then compared to California statewide averages for similar facilities to identify potential safety issues. By nature, accident rates experienced on a facility are often higher than the statewide average rate for similar facilities since the statewide averages are comprised of lower-than-average rates + higher-than-average rates (lower + higher = average). If the accident rate experienced on a facility is higher than the statewide average, the Caltrans significance test is performed to determine if the number of accidents that occurred on the facility is statistically significant. If the number of accidents experienced is statistically significant, more detailed safety investigations are performed to determine if there are accident patterns that can be corrected by changing design features of the facility (e.g. widen traffic lanes, widen roadway shoulders, change roadway curvatures, add signs, install traffic signals, etc.).

Table 11 lists the accident rates for the US 101/Camarillo Springs Road interchange. The text following the table discusses the rate of accidents for each ramp facility and the need for detailed safety investigations to identify correctable accident patterns.

Table 11
Accident Rates – US 101/Camarillo Springs Road Interchange

US 101 Ramp	Accident Rate(a)	Statewide Average Rate(b)
US 101 NB Off-Ramp	2.38	0.50
US 101 NB On-Ramp	0.00	0.60
US 101 SB Off-Ramp	1.61	0.50
US 101 SB On-Ramp	0.00	0.67

(a) Actual rate of accidents per million vehicle miles.
(b) California statewide average rate for similar facilities.

As shown in Table 11, the rate of accidents on US 101 Northbound Off-Ramp is higher than the California statewide average for similar facilities (Accident Rate = 2.38; Statewide Avenue Rate = 0.50); and the rate of accidents on US 101 Southbound Off-Ramp is higher than the California statewide average for similar facilities (Accident Rate = 1.61; Statewide Avenue Rate = 0.50). There were no reported accidents on the US 101 Northbound and Southbound On-Ramps during the reporting period (0.00 accident rate).

US 101 Northbound Off-Ramp. Three accidents occurred on the US 101 Northbound Off-Ramp during the 3-year reporting period. All 3 accidents were property damage only (no injuries and no fatalities). The ramp carries relatively low volumes (1,200 vehicles per day) which triggers a higher-than-average accident rate for the ramp. The Caltrans significance test was performed to determine if the number of accidents is significant (a worksheet showing the Caltrans formula and the significance test is included in the Technical Appendix). The results show that the number of accidents required to be statistically significant is 4 accidents within the 3-year period – which is more than the 3 accidents that occurred during the 3-year period. Thus, further investigation is not warranted since the number of accidents that occurred is less than the Caltrans significance criteria.

US 101 Southbound Off-Ramp. Three accidents occurred on the US 101 Southbound Off-Ramp during the 3-year reporting period. All 3 accidents were property damage only (no injuries and no fatalities). The ramp carries relatively low volumes (1,700 vehicles per day) which triggers a higher-than-average accident rate for the ramp. The Caltrans significance test was performed to determine if the number of accidents is significant (see significance test worksheet in Technical Appendix). The results show that the number of accidents required to be statistically significant is 5 accidents within the 3-year period – which is more than the 3 accidents that occurred during the 3-year period. Thus, further investigation is not warranted since the number of accidents that occurred is less than the Caltrans significance criteria.

EMERGENCY EVACUATION

The Camarillo Springs area is an isolated community within the City of Camarillo. The City requested an evaluation of an emergency evacuation of the community assuming a major catastrophe (fire, flood, earthquake, etc.) in order to evaluate the time required for 100% evacuation of the community. It is noted that the following evacuation analysis is based on assumptions that may or may not represent real evacuation situations and is therefore not an operations plan for a real evacuation situation.

Access to the Camarillo Springs community is limited to two primary routes: 1) the US 101/Camarillo Springs Road interchange and 2) the Ridge View Street-Adohr Lane connection to Pancho Road (see Figure 3 – Existing Street Network). Emergency evacuation times were evaluated assuming three evacuation scenarios: 1) assuming that the connection to US 101 is blocked, 2) assuming that the Ridge View Street-Adohr Lane connection is blocked, and 3) assuming that both connections are open.

Traffic Generation

Evacuation traffic flows were forecast based on the population of the Camarillo Springs area on a typical weekday when the office and retail commercial uses in the community are most active (versus overnight periods and weekend periods when those uses are less active). The existing number of residential units and the non-residential square footages were derived from US census tract data for the community. Table 12 summarizes the residential and non-residential uses in the community.

Table 12
Camarillo Springs Land Use Summary

Land Use Type	Quantity
Residential	601 DU
Non-Residential	
Business Center (Office)	73,390 SF
Commercial Center (Retail)	21,400 SF
Golf Course	18 Holes

The next step in the analysis converts the population within the community to the number of vehicles that would be active during the evacuation period. The analysis assumes that 50% of the community residents would be located outside of the community, receive notification of the disaster, return to their homes to gather valuables, pets, etc., and then evacuate the community. The analysis also assumes that 75% of the residential units would evacuate in 1 vehicle and 25% would evacuate in 2 vehicles. The number or vehicles evacuating the non-residential uses (commercial, office, and golf course) were calculated based on parking lot space counts and occupancies. Table 13 summarizes the number of inbound and outbound vehicles that are forecast for the 100% evacuation scenario.

Table 13
Emergency Evacuation Traffic Generation

Use	DU / SF	Inbound Vehicles	Outbound Vehicles
Existing Residential	601 DU	301	751
Existing Business Center	73,390 SF	0	136
Existing Commercial Center	21,400 SF	0	35
Existing Golf Course	18 Holes	0	66
Proposed Project	248 DU	124	310
Totals		**425**	**1,298**

Scenario 1 – US 101 Access Blocked. This scenario assumes that access to/from US 101 is not available (no access to US 101 eastbound and westbound ramps). Evacuation would occur solely via the Ridge View Street-Adohr Lane connection to Pancho Road (which connects to Pleasant Valley Road to leave the area). The highest concentration of traffic, and therefore a potential bottleneck, would occur on the segment of Ridge View Street just west of the Project site. As shown in Table 13, a total of 425 vehicles would be inbound to the

community (residents that are outside of the community and return home to gather valuables assuming that they would be allowed by emergency personnel) and 1,298 vehicles would be outbound during the evacuation event.

The analysis assumes that emergency evacuation due to a large disaster near or within the community would require immediate evacuation and be facilitated by emergency personnel (e.g. police, fire, designated personnel). The evacuation scenario assumes that emergency personnel would be present to alert residents to evacuate and to direct traffic into/out of the community via the Ridge View Street-Adohr Lane route as well as at key intersections within the community (e.g. Ridge View Street-Adohr Lane/Pancho Road) to maximize flow rates. Assuming a street network capacity that would accommodate 1,700 inbound + 1,700 outbound vehicles per hour, the 425 vehicles inbound vehicles could reach their home in less than 15 minutes and the 1,298 outbound vehicles could evacuate the community in less than 1 hour (approximately 45 minutes).

Scenario 2 – Ridge View Street-Adohr Lane Access Blocked. This scenario assumes that access via US 101 would be available and access via the Ridge View Street-Adohr Lane connection to Pancho Road would be blocked. The highest concentration of traffic, and therefore a potential bottleneck, would occur on the segment of Camarillo Springs Road just south of the US 101 Eastbound Ramps. The scenario assumes that emergency personnel would be present to alert residents to evacuate and to direct traffic to the US 101 ramps via Camarillo Springs Road. Assuming maximum flow rates of 1,700 inbound + 1,700 outbound vehicles per hour on Camarillo Springs Road, the 425 vehicles inbound vehicles could reach their home in less than 15 minutes and the 1,298 outbound vehicles could evacuate the community in less than 1 hour (approximately 45 minutes).

Scenario 3 – No Access Blocked. This scenario assumes that access via US 101 and via Ridge View Street-Adohr Lane are open. Assuming that emergency personnel would be present to alert residents to evacuate and to direct traffic to evacuate via US 101 or Ridge View Street-Adohr Lane, the maximum flow rates would be 1,700 inbound + 1,700 outbound vehicles per hour on Camarillo Springs Road and 1,700 inbound + 1,700 outbound vehicles per hour on Ridge View Street-Adohr Lane. The 425 vehicles inbound vehicles could reach their home in less than 15 minutes and the 1,298 outbound vehicles could evacuate the community in less than 1/2 hour.

MITIGATION MEASURES

The preceding analysis found that the Project would not generate Project-Specific or Cumulative traffic impacts. Thus, no mitigations measures are required. The Project would, however, be required to contribute to the cost of the future improvements planned within the City of Camarillo via payment to the City's traffic mitigation fee program.

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STUDY PARTICIPANTS AND REFERENCES

Associated Transportation Engineers

Scott A. Schell, AICP, PTP, Principal Transportation Planner
Dan Dawson, PTP, Supervising Transportation Planner
Clay Steen, Traffic Technician

City of Camarillo

Jason Samonte, City of Camarillo
Michael Brown, Cadence Environmental Consultants

References

Highway Capacity Manual, Transportation Research Board, 2016.

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

TECHNICAL APPENDIX

CONTENTS:

TRAFFIC COUNT DATA

PROJECT TRIP GENERATION CALCULATION WORKSHEETS

ACCIDENT DATA

APPROVED PROJECT LIST

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

US 101 WB/Camarillo Springs Rd
US 101 EB/Camarillo Springs Rd
Ridge View St/Camarillo Springs Rd
Adohr Ln/Pancho Rd
Pleasant Valley Rd/Pancho Rd

TRAFFIC COUNT DATA

Prepared by National Data & Surveying Services

Camarillo Springs Rd & Camarillo Springs Rd/US 101 NB Ramps

Peak Hour Turning Movement Count

ID: 19-02066-001
City: Camarillo

Day: Wednesday
Date: 09/04/2019

PEAK HOURS

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 04:30 PM - 05:30 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

Camarillo Springs Rd — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

Camarillo Springs Rd/US 101 NB — EASTBOUND

AM	NOON	PM	
130	0	121	⇦
0	0	0	↶ 0
0	0	0	↱ 0
1	0	3	→ 1
84	0	177	↷ 0
AM	NOON	PM	

CONTROL

1-Way Stop (EB)

TEV	226 AM	0 NOON	315 PM
PHF	0.82		0.80

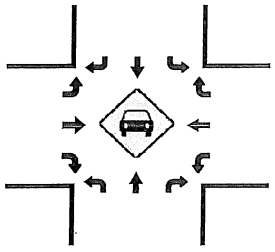
Camarillo Springs Rd/US 101 NB — WESTBOUND

PM	NOON	AM	
0	0	0	↶ 0
6	0	4	← 1
2	0	3	↰ 0
0	0	0	↶ 0
14	0	9	⇨
PM	NOON	AM	

Camarillo Springs Rd — NORTHBOUND

PM	180	1	115	0	11	PM
NOON	0	0	0	0	0	NOON
AM	87	0	126	0	8	AM

Total Vehicles (AM)



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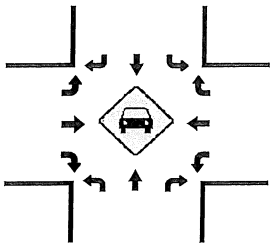

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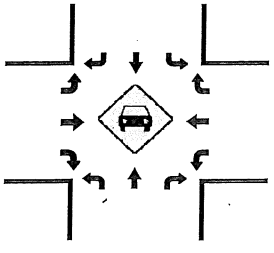
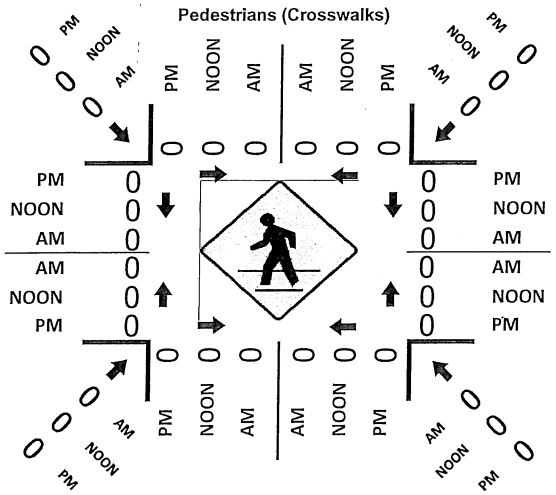


Pedestrians (Crosswalks)



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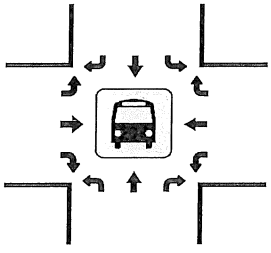

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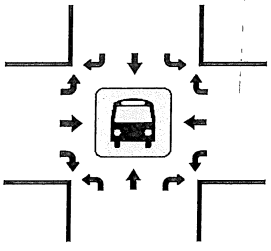

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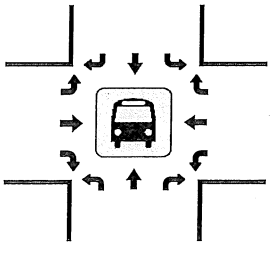


Prepared by National Data & Surveying Services

Camarillo Springs Rd & US 101 SB Ramps

Peak Hour Turning Movement Count

ID: 19-02066-002
City: Camarillo

Day: Wednesday
Date: 09/04/2019

PEAK HOURS

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 05:00 PM - 06:00 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

Camarillo Springs Rd

SOUTHBOUND

AM	7	83	4	0	128	AM
NOON	0	0	0	0	0	NOON
PM	11	140	20	0	106	PM
	0	2	1	0		

US 101 SB Ramps — EASTBOUND

AM	NOON	PM	
113	0	73	
0	0	0	0
12	0	9	0
12	0	64	1
69	0	123	0
AM	NOON	PM	

CONTROL

4-Way Stop

TEV	418 AM	0 NOON	553 PM
PHF	0.84		0.86

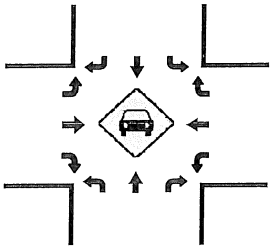
WESTBOUND — US 101 SB Ramps

PM	NOON	AM	
6	0	2	0
0	0	0	1
6	0	0	0
0	0	0	0
104	0	22	
PM	NOON	AM	

NORTHBOUND — Camarillo Springs Rd

PM	270	1	62	91	20	PM
NOON	0	0	0	0	0	NOON
AM	155	3	106	114	6	AM
		0	1	2	0	

Total Vehicles (AM)



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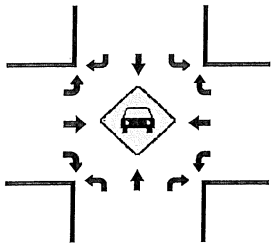

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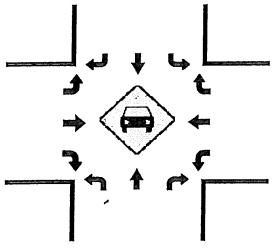

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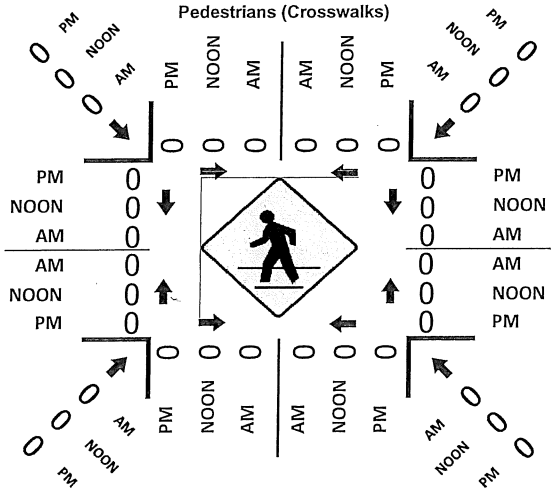

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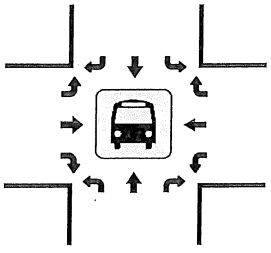

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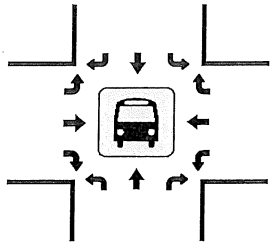

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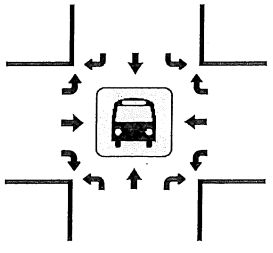


Prepared by National Data & Surveying Services

Camarillo Springs Rd & Ridge View St/Adohr Ln

Peak Hour Turning Movement Count

ID: 19-02066-003
City: Camarillo

Day: Wednesday
Date: 09/04/2019

PEAK HOURS
AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 04:30 PM - 05:30 PM

COUNT PERIODS
AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

Camarillo Springs Rd

SOUTHBOUND

AM	47	36	19	5	237	AM
NOON	0	0	0	0	0	NOON
PM	98	88	108	22	176	PM

0 2 1 0

EASTBOUND — Ridge View St/Adohr Ln

AM	NOON	PM	
80	0	120	⇦
0	0	0	0
17	0	37	1
10	0	29	1
11	0	16	0
AM	NOON	PM	

CONTROL

4-Way Stop

TEV	394 AM	0 NOON	546 PM
PHF	0.83		0.93

WESTBOUND — Ridge View St/Adohr Ln

PM	NOON	AM	
69	0	136	0
10	0	23	1
3	0	1	0
0	0	0	0
139	0	29	⇨
PM	NOON	AM	

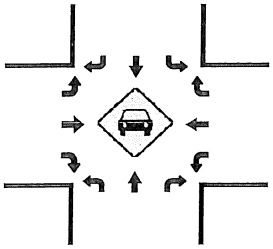
0 0 2 0

NORTHBOUND

PM	111	4	12	48	2	PM
NOON	0	0	0	0	0	NOON
AM	48	0	10	79	0	AM

Camarillo Springs Rd

Total Vehicles (AM)



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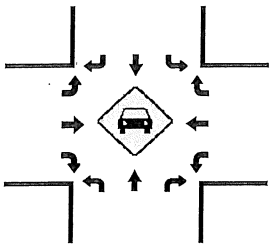

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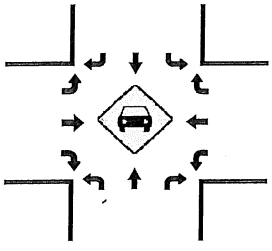

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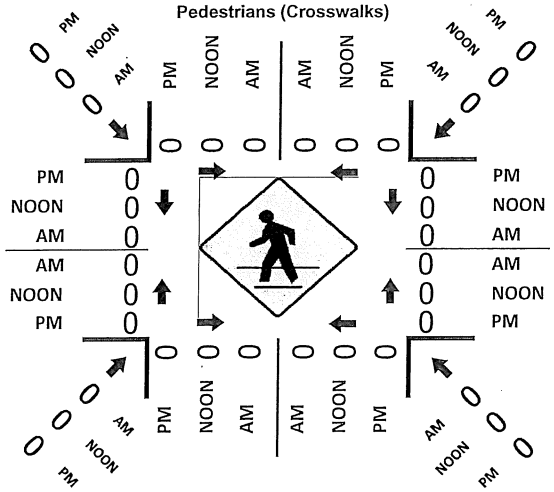

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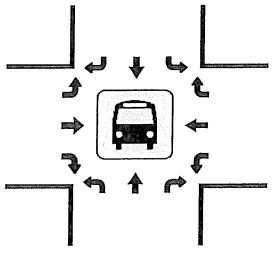

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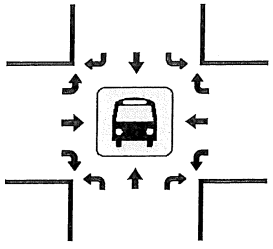

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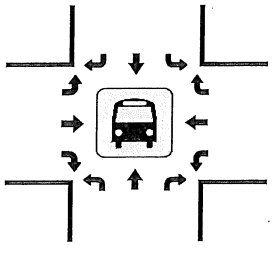


Prepared by National Data & Surveying Services

Pancho Rd & Adohr Ln

Peak Hour Turning Movement Count

ID: 19-02066-004
City: Camarillo

Day: Wednesday
Date: 09/04/2019

PEAK HOURS

AM: 07:30 AM - 08:30 AM
NOON: NONE
PM: 04:00 PM - 05:00 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

Pancho Rd — SOUTHBOUND

AM	0	349	73	1	143	AM
NOON	0	0	0	0	0	NOON
PM	0	77	62	0	653	PM

EASTBOUND — Adohr Ln

AM	NOON	PM	
1	0	0	⇦
0	0	0	↶ 0
0	0	0	↑ 0
1	0	0	→ 0
0	0	0	↷ 0
AM	NOON	PM	

WESTBOUND — Adohr Ln

PM	NOON	AM	
154	0	49	1 ↰
0	0	1	0 ←
10	0	36	1 ↶
0	0	1	0 ↷
74	0	76	⇨
PM	NOON	AM	

0 2 1 0 ⇩

0 0 2 0 ⇧

CONTROL

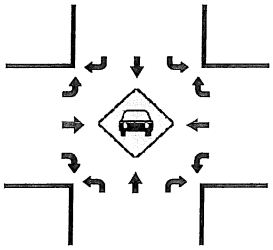
1-Way Stop (WB)

TEV	605 AM	0 NOON	814 PM
PHF	0.83		0.83

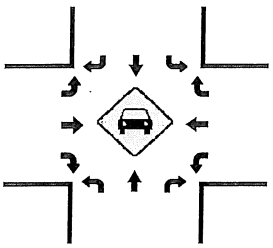
NORTHBOUND — Pancho Rd

PM	87	0	0	499	12	PM
NOON	0	0	0	0	0	NOON
AM	385	0	0	93	1	AM

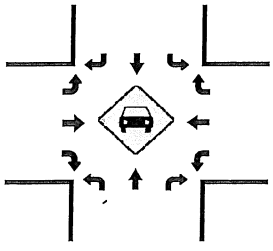
Total Vehicles (AM)



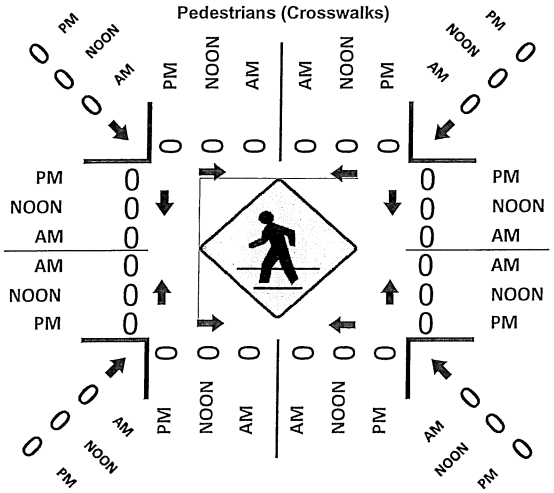
Total Vehicles (NOON)



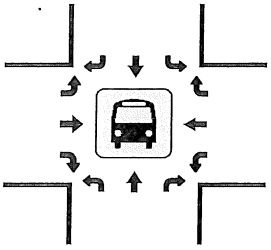
Total Vehicles (PM)



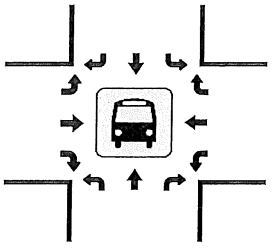
Pedestrians (Crosswalks)



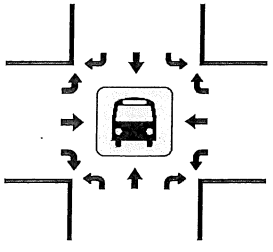
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



Prepared by National Data & Surveying Services

Pancho Rd & Pleasant Valley Rd

Peak Hour Turning Movement Count

ID: 19-02066-005
City: Camarillo

Day: Wednesday
Date: 09/04/2019

PEAK HOURS

AM: 07:30 AM - 08:30 AM
NOON: NONE
PM: 04:30 PM - 05:30 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

Pancho Rd — SOUTHBOUND

AM	50	4	25	0	23	AM
NOON	0	0	0	0	0	NOON
PM	24	0	14	0	46	PM

0.5 0.5 1 0

Pleasant Valley Rd — EASTBOUND

AM	NOON	PM	
1001	0	1305	
0	0	0	0
13	0	21	1
886	0	878	2
163	0	53	0
AM	NOON	PM	

Pleasant Valley Rd — WESTBOUND

PM	NOON	AM	
23	0	8	0
949	0	877	2
88	0	249	2
0	0	0	0
1164	0	974	
PM	NOON	AM	

CONTROL

Signalized

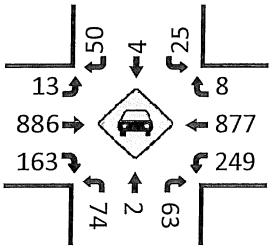
TEV	2414 AM	0 NOON	2656 PM
PHF	0.95		0.92

0 1.5 0.5 1

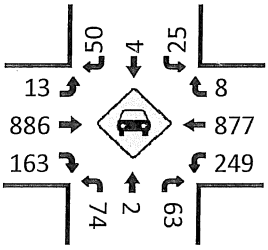
Pancho Rd — NORTHBOUND

PM	141	0	332	2	272	PM
NOON	0	0	0	0	0	NOON
AM	416	0	74	2	63	AM

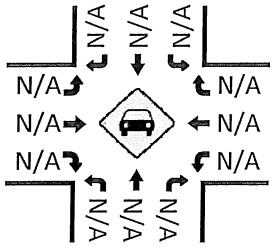
Total Vehicles (AM)



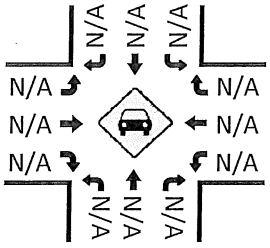
Total Vehicles (AM)



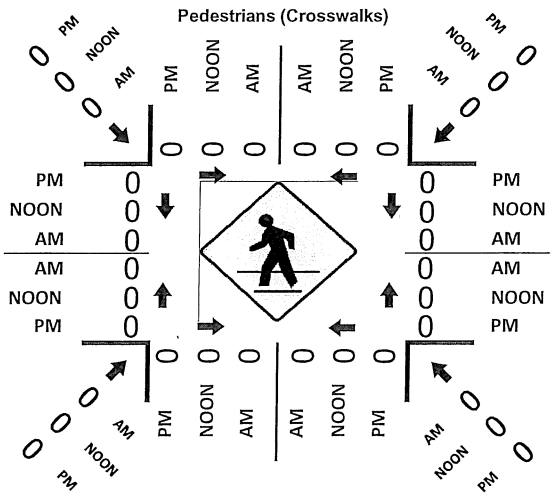
Total Vehicles (Noon)



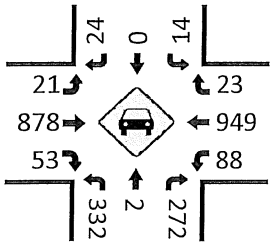
Total Vehicles (Noon)



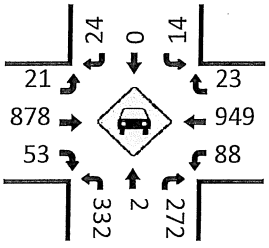
Pedestrians (Crosswalks)



Total Vehicles (PM)



Total Vehicles (PM)



PROJECT TRIP GENERATION CALCULATION WORKSHEET

Associated Transportation Engineers
Trip Generation Worksheet

CAMARILLO SPRINGS GOLF COURSE PROJECT

Use	Size	ADT		AM PEAK HOUR						PM PEAK HOUR					
		Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
Proposed															
Senior Housing(a)	248 DU	4.27	1,059	0.24	60	33%	20	67%	40	0.30	74	61%	45	39%	29
Parks(b)	7.6 Acres	50.00	380	6.50	49	50%	25	50%	24	4.50	34	50%	17	50%	17
Subtotals			1,439		109		45		64		108		62		46
Existing to be Removed															
Golf Course(c)	-6.0 Holes	30.38	-182	1.76	-11	79%	-9	21%	-2	2.91	-17	53%	-9	47%	-8
Project Totals			**1,257**		**98**		**36**		**62**		**91**		**53**		**38**

(a) Trip generation based on ITE rates for Senior Adults Housing Detached (ITE #251).
(b) Trip generation based on SANDAG rates for City Park.
(c) Trip generation based on ITE rates for Golf Course (ITE #430).

ACCIDENT DATA

California Department of Transportation

OTM22215

TSAR - ACCIDENT SUMMARY

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

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California Department of Transportation

OTM22215

TSAR - ACCIDENT SUMMARY

REPORT PARAMETERS:

REPORT DATE	:	09/19/2019
REFERENCE DATE	:	09/19/2019
SUBMITTOR	:	T7MKIAN
REPORT TITLE	:	' ALL RAMP (AREA 4) ACCIDENTS, 07-VEN-101, PM 10.767, 4/1/16-3/31/19, SHAH2908 '
EVENT ID	:	

LOCATION CRITERIA: 4152208

FROM: 07-LA-101 010.767 TO: 07-LA-101 010.768

SELECTION CRITERIA:

1 1 AND 508 - FILE TYPE = R
1 2 AND 515 - INTRS/RAMP ACC LOC NOT IN 1,2,3

Accidents Date Range:

From -- 04/01/2016 To -- 03/31/2019

No Data Selected With This Request

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - ACCIDENT SUMMARY
' ALL RAMP (AREA 4) ACCIDENTS, 07-VEN-101, PM 10.767, 4/1/16-3/31/19, SHA12908 '

California Department of Transportation

OTM22130

Table B - Selective Accident Rate Calculation

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

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OTM22130

Table B - Selective Accident Rate Calculation

Report Parameters-

Event ID: 4152206
Request Name: SHAH2908
Ref Date: 09/19/2019

Request- & Line	LOC	DIR	LSC	Route/Location	Begin Date	End Date	Rate Type	Out Seq	Override Rates			Override ADT		Req. Type	Com-bine?	Excl Ramp?
									Rate	Inj%	Fat%	Main	Cross			
1 1	R	T	I	07 VEN 101 010.767 - 07 VEN 101 010.768	01-APR-16	31-MAR-19	N	L						N	N	N
1 2	R	T	I	07 VEN 101 010.767 - 07 VEN 101 010.768	01-APR-16	31-MAR-17	N	L						N	N	N
1 3	R	T	I	07 VEN 101 010.767 - 07 VEN 101 010.768	01-APR-17	31-MAR-18	N	L						N	N	N
1 4	R	T	I	07 VEN 101 010.767 - 07 VEN 101 010.768	01-APR-18	31-MAR-19	N	L						N	N	N

Event Log:

Job id is : 113086 Accidents Table B Request SHAH2908 Submitted by T7MKIAN
07 VEN 101 10.767 - 07 VEN 101 10.768 04/01/2016 TO 03/31/2019
07 VEN 101 10.767 - 07 VEN 101 10.768 04/01/2016 TO 03/31/2017
07 VEN 101 10.767 - 07 VEN 101 10.768 04/01/2017 TO 03/31/2018
07 VEN 101 10.767 - 07 VEN 101 10.768 04/01/2018 TO 03/31/2019

California Department of Transportation
Table B - Selective Accident Rate Calculation

Location Description				Rate Group (RUS)	No. of Accidents / Significance Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark	Pers Kld Inj	ADT Main X-St	Total MV+ or MVM	Accident Rates Actual Fat	Actual F+I	Average Tot	Average Fat	Average F+I	Average Tot
07 VEN 101 010.767 101/NB OFF CAMARILLO SPRING				R 30	3	0	0	0	0	1	1	0	1.2	1.26 +	0.000	.00	2.38	0.003	.18	.50
0001-0001	2016-04-01	2019-03-31	*36 mo.*	U	**H95**							0	.0							
07 VEN 101 010.767 101/NB OFF CAMARILLO SPRING				R 30	1	0	0	0	0	1	0	0	1.2	.42 +	0.000	.00	2.38	0.003	.18	.50
0001-0002	2016-04-01	2017-03-31	*12 mo.*	U								0	.0							
07 VEN 101 010.767 101/NB OFF CAMARILLO SPRING				R 30	1	0	0	0	0	0	0	0	1.2	.42 +	0.000	.00	2.38	0.003	.18	.50
0001-0003	2017-04-01	2018-03-31	*12 mo.*	U								0	.0							
07 VEN 101 010.767 101/NB OFF CAMARILLO SPRING				R 30	1	0	0	0	0	0	1	0	1.2	.42 +	0.000	.00	2.38	0.003	.18	.50
0001-0004	2018-04-01	2019-03-31	*12 mo.*	U								0	.0							

Accident Rates expressed as: **# of accidents / Million vehicle miles**

+ denotes that **Million Vehicles** (MV) used in accident rates instead (for intersections and ramps).

For Ramps RUS only considers R(Rural) U(Urban)

California Department of Transportation

OTM22215

TSAR - ACCIDENT SUMMARY

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

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California Department of Transportation

OTM22215

TSAR - ACCIDENT SUMMARY

REPORT PARAMETERS:

REPORT DATE	:	09/19/2019
REFERENCE DATE	:	09/19/2019
SUBMITTOR	:	T7MKIAN
REPORT TITLE	:	' ALL RAMP (AREA 4) ACCIDENTS, 07-VEN-101, PM 10.806, 4/1/16-3/31/19, SHAH2909 '
EVENT ID	:	

LOCATION CRITERIA: 4152221

FROM: 07-LA-101 010.806 TO: 07-LA-101 010.807

SELECTION CRITERIA:

1 1 AND 508 - FILE TYPE = R
1 2 AND 515 - INTRS/RAMP ACC LOC NOT IN 1,2,3

Accidents Date Range:

From -- 04/01/2016 To -- 03/31/2019

No Data Selected With This Request

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - ACCIDENT SUMMARY
' ALL RAMP (AREA 4) ACCIDENTS, 07-VEN-101, PM 10.806, 4/1/16-3/31/19, SHAH2909 '

California Department of Transportation

OTM22130

Table B - Selective Accident Rate Calculation

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

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OTM22130

Table B - Selective Accident Rate Calculation

Report Parameters-

Event ID: 4152217

Request Name: SHAH2909

Ref Date: 09/19/2019

Request- & Line	LOC	DIR	LSC	Route/Location	Begin Date	End Date	Rate Type	Out Seq	Override Rates			Override ADT		Req. Type	Com- bine?	Excl Ramp?
									Rate	Inj%	Fat%	Main	Cross			
1 1	R	T	I	07 VEN 101 010.806 - 07 VEN 101 010.807	01-APR-16	31-MAR-19	N	L						N	N	N
1 2	R	T	I	07 VEN 101 010.806 - 07 VEN 101 010.807	01-APR-16	31-MAR-17	N	L						N	N	N
1 3	R	T	I	07 VEN 101 010.806 - 07 VEN 101 010.807	01-APR-17	31-MAR-18	N	L						N	N	N
1 4	R	T	I	07 VEN 101 010.806 - 07 VEN 101 010.807	01-APR-18	31-MAR-19	N	L						N	N	N

Event Log:

Job id is : 113091 Accidents Table B Request SHAH2909 Submitted by T7MKIAN
07 VEN 101 10.806 - 07 VEN 101 10.807 04/01/2016 TO 03/31/2019
07 VEN 101 10.806 - 07 VEN 101 10.807 04/01/2016 TO 03/31/2017
07 VEN 101 10.806 - 07 VEN 101 10.807 04/01/2017 TO 03/31/2018
07 VEN 101 10.806 - 07 VEN 101 10.807 04/01/2018 TO 03/31/2019

California Department of Transportation
Table B - Selective Accident Rate Calculation

Location Description	Rate Group (RUS)	No. of Accidents / Significance							Pers Kld Inj	ADT Main X-St	Total MV+ or MVM	Accident Rates Actual			Accident Rates Average		
		Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark				Fat	F+I	Tot	Fat	F+I	Tot
07 VEN 101 010.806 101/NB ON CAMARILLO SPRINGS 0001-0001 2016-04-01 2019-03-31 *36 mo.*	R 12 U	0	0	0	0	0	0	0	0 0	1.7 .0	1.81 +	0.000	.00	.00	0.002	.21	.60
07 VEN 101 010.806 101/NB ON CAMARILLO SPRINGS 0001-0002 2016-04-01 2017-03-31 *12 mo.*	R 12 U	0	0	0	0	0	0	0	0 0	1.7 .0	.60 +	0.000	.00	.00	0.002	.21	.60
07 VEN 101 010.806 101/NB ON CAMARILLO SPRINGS 0001-0003 2017-04-01 2018-03-31 *12 mo.*	R 12 U	0	0	0	0	0	0	0	0 0	1.7 .0	.60 +	0.000	.00	.00	0.002	.21	.60
07 VEN 101 010.806 101/NB ON CAMARILLO SPRINGS 0001-0004 2018-04-01 2019-03-31 *12 mo.*	R 12 U	0	0	0	0	0	0	0	0 0	1.7 .0	.60 +	0.000	.00	.00	0.002	.21	.60

Accident Rates expressed as: **# of accidents / Million vehicle miles**

+ denotes that **Million Vehicles** (MV) used in accident rates instead (for intersections and ramps).

For Ramps RUS only considers R(Rural) U(Urban)

California Department of Transportation

OTM22215

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California Department of Transportation

OTM22215

TSAR - ACCIDENT SUMMARY

REPORT PARAMETERS:

REPORT DATE	:	09/19/2019
REFERENCE DATE	:	09/19/2019
SUBMITTOR	:	T7MKIAN
REPORT TITLE	:	' ALL RAMP (AREA 4) ACCIDENTS, 07-VEN-101, PM 10.832, 4/1/16-3/31/19, SHAH2910 '
EVENT ID	:	4152253

LOCATION CRITERIA:

FROM: 07-LA-101 010.832 TO: 07-LA-101 010.833

SELECTION CRITERIA:

1 1 AND 508 - FILE TYPE = R
1 2 AND 515 - INTRS/RAMP ACC LOC NOT IN 1,2,3

Accidents Date Range:

From -- 04/01/2016 To -- 03/31/2019

No Data Selected With This Request

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - ACCIDENT SUMMARY
' ALL RAMP (AREA 4) ACCIDENTS, 07-VEN-101, PM 10.832, 4/1/16-3/31/19, SHAH2910 '

Event ID 4152253

California Department of Transportation

OTM22130

Table B - Selective Accident Rate Calculation

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California Department of Transportation
Table B - Selective Accident Rate Calculation

Location Description				Rate Group (RUS)	No. of Accidents / Significance							Pers Kld Inj	ADT Main X-St	Total MV+ or MVM	Accident Rates Actual		Accident Rates Average		
					Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark				Fat	F+I	Tot	Fat	F+I	Tot
07 VEN 101 010.832 101/SB ON CAMARILLO SPRINGS 0001-0001	2016-04-01	2019-03-31	*36 mo.*	R 24 U	0	0	0	0	0	0	0	0 0	1.6 .0	1.75 +	0.000	.00	.00	0.001	.23	.67
07 VEN 101 010.832 101/SB ON CAMARILLO SPRINGS 0001-0002	2016-04-01	2017-03-31	*12 mo.*	R 24 U	0	0	0	0	0	0	0	0 0	1.6 .0	.58 +	0.000	.00	.00	0.001	.23	.67
07 VEN 101 010.832 101/SB ON CAMARILLO SPRINGS 0001-0003	2017-04-01	2018-03-31	*12 mo.*	R 24 U	0	0	0	0	0	0	0	0 0	1.6 .0	.58 +	0.000	.00	.00	0.001	.23	.67
07 VEN 101 010.832 101/SB ON CAMARILLO SPRINGS 0001-0004	2018-04-01	2019-03-31	*12 mo.*	R 24 U	0	0	0	0	0	0	0	0 0	1.6 .0	.58 +	0.000	.00	.00	0.001	.23	.67

Accident Rates expressed as: **# of accidents / Million vehicle miles**

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California Department of Transportation

OTM22215

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California Department of Transportation

OTM22215

TSAR - ACCIDENT SUMMARY

REPORT PARAMETERS:

REPORT DATE	:	09/19/2019
REFERENCE DATE	:	09/19/2019
SUBMITTOR	:	T7MKIAN
REPORT TITLE	:	' ALL RAMP (AREA 4) ACCIDENTS, 07-VEN-
EVENT ID	:	101, PM 10.889, 4/1/16-3/31/19, SHAH2911 '

LOCATION CRITERIA: 4152264

FROM: 07-LA-101 010.889 TO: 07-LA-101 010.890

SELECTION CRITERIA:

1 1 AND 508 - FILE TYPE = R
1 2 AND 515 - INTRS/RAMP ACC LOC NOT IN 1,2,3

Accidents Date Range:

From -- 04/01/2016 To -- 03/31/2019

No Data Selected With This Request

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - ACCIDENT SUMMARY
' ALL RAMP (AREA 4) ACCIDENTS, 07-VEN-101, PM 10.889, 4/1/16-3/31/19, SHAH2911 '

Event ID 4152264

California Department of Transportation

OTM22130

Table B - Selective Accident Rate Calculation

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.

2. Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized representative.

3. Electronic versions of these reports may be emailed between Caltrans' employees only using the State computer system.

4. The contents of these reports shall be considered confidential and may be privileged pursuant to 23 U.S.C. Section 409, and are for the sole use of the intended recipient(s). Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Do not print, copy or forward.

OTM22130

Table B - Selective Accident Rate Calculation

Report Parameters-

Event ID: 4152261

Request Name: SHAH2911

Ref Date: 09/19/2019

Request- & Line	LOC	DIR	LSC	Route/Location	Begin Date	End Date	Rate Type	Out Seq	Override Rates			Override ADT		Req. Type	Com- bine?	Excl Ramp?
									Rate	Inj%	Fat%	Main	Cross			
1 1	R	T	I	07 VEN 101 010.889 - 07 VEN 101 010.890	01-APR-16	31-MAR-19	N	L						N	N	N
1 2	R	T	I	07 VEN 101 010.889 - 07 VEN 101 010.890	01-APR-16	31-MAR-17	N	L						N	N	N
1 3	R	T	I	07 VEN 101 010.889 - 07 VEN 101 010.890	01-APR-17	31-MAR-18	N	L						N	N	N
1 4	R	T	I	07 VEN 101 010.889 - 07 VEN 101 010.890	01-APR-18	31-MAR-19	N	L						N	N	N

Event Log:

Job id is : 113122 Accidents Table B Request SHAH2911 Submitted by T7MKIAN
07 VEN 101 10.889 - 07 VEN 101 10.89 04/01/2016 TO 03/31/2019
07 VEN 101 10.889 - 07 VEN 101 10.89 04/01/2016 TO 03/31/2017
07 VEN 101 10.889 - 07 VEN 101 10.89 04/01/2017 TO 03/31/2018
07 VEN 101 10.889 - 07 VEN 101 10.89 04/01/2018 TO 03/31/2019

California Department of Transportation
Table B - Selective Accident Rate Calculation

Location Description	Rate Group (RUS)	No. of Accidents / Significance							Pers Kld Inj	ADT Main X-St	Total MV+ or MVM	Accident Rates Actual		Accident Rates Average			
		Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark				Fat	F+I	Tot	Fat	F+I	Tot
07 VEN 101 010.889 101/SB OFF CAMARILLO SPRING 0001-0001 2016-04-01 2019-03-31 *36 mo.*	R 30 U	3 **H90**	0	0	0	0	1	1	0 0	1.7 .0	1.86 +	0.000	.00	1.61	0.003	.18	.50
07 VEN 101 010.889 101/SB OFF CAMARILLO SPRING 0001-0002 2016-04-01 2017-03-31 *12 mo.*	R 30 U	1	0	0	0	0	0	0	0 0	1.7 .0	.62 +	0.000	.00	1.61	0.003	.18	.50
07 VEN 101 010.889 101/SB OFF CAMARILLO SPRING 0001-0003 2017-04-01 2018-03-31 *12 mo.*	R 30 U	1	0	0	0	0	0	0	0 0	1.7 .0	.62 +	0.000	.00	1.61	0.003	.18	.50
07 VEN 101 010.889 101/SB OFF CAMARILLO SPRING 0001-0004 2018-04-01 2019-03-31 *12 mo.*	R 30 U	1	0	0	0	0	1	1	0 0	1.7 .0	.62 +	0.000	.00	1.61	0.003	.18	.50

Accident Rates expressed as: **# of accidents / Million vehicle miles**

+ denotes that **Million Vehicles** (MV) used in accident rates instead (for intersections and ramps).

For Ramps RUS only considers R(Rural) U(Urban)

DEFINITIONS

$$\text{Number Expected} = \frac{\text{ADT} \times \text{Time} \times \text{Rate Expected} \times \text{Length}}{1000000}$$

$$\text{Number Significant} = \text{Number Expected} + (2.576 \times (\text{Number Expected}^{1/2})) + 1.329$$

NOTES: Number Significant using 99.5% confidence level.

For intersections & ramps, use annual number of entering vehicles in place of ADT and delete length. The NR is the same as for highway segments.

CALCULATIONS - US 101 NB OFF-RAMP to CAMARILLO SPRINGS RD (April 1, 2016 through March 31, 2019)

$$\text{Number Expected} = \frac{1200 \times 1095 \times 0.5 \times 1}{1000000} = 0.657$$

Number Significant = 4.07399

DEFINITIONS

$$\text{Number Expected} = \frac{\text{ADT} \times \text{Time} \times \text{Rate Expected} \times \text{Length}}{1000000}$$

$$\text{Number Significant} = \text{Number Expected} + (2.576 \times (\text{Number Expected}^{1/2})) + 1.329$$

NOTES: Number Significant using 99.5% confidence level.

For intersections & ramps, use annual number of entering vehicles in place of ADT and delete length. The NR is the same as for highway segments.

CALCULATIONS - US 101 SB OFF-RAMP to CAMARILLO SPRINGS RD (April 1, 2016 through March 31, 2019)

$$\text{Number Expected} = \frac{1700 \times 1095 \times 0.5 \times 1}{1000000} = 0.93075$$

Number Significant = 4.74496

APPROVED PROJECT LIST

Associated Transportation Engineers
Trip Generation Worksheet

CAMARILLO SPRINGS GOLF COURSE PROJECT - APPROVED PROJECTS

Project #	Size	Multi-Trip Factor	ADT		AM PEAK HOUR						PM PEAK HOUR					
			Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
RPD-188	87 DU	1.00	7.32	637	0.46	40	23%	9	77%	31	0.56	49	63%	31	37%	18
RPD-194	129 DU	1.00	7.32	944	0.46	59	23%	14	77%	45	0.56	72	63%	45	37%	27
RPD-196	285 DU	1.00	7.32	2,086	0.46	131	23%	30	77%	101	0.56	160	63%	101	37%	59
CPD-232M (OFFICE)	4,414 SF	1.00	9.74	43	1.16	5	86%	4	14%	1	1.15	5	15%	1	85%	4
CPD-232M (RETAIL)	4,414 SF	1.00	37.75	167	0.94	4	62%	2	38%	2	3.81	17	48%	8	52%	9
IPD-390	68,200 SF	1.00	4.96	338	0.70	48	88%	42	12%	6	0.63	43	13%	6	87%	37
IPD-391	70,615 SF	1.00	4.96	350	0.70	49	88%	43	12%	6	0.63	44	13%	6	87%	38
IPD-392	56,450 SF	1.00	4.96	280	0.70	40	88%	35	12%	5	0.63	36	13%	5	87%	31
IPD-393	88,185 SF	1.00	4.96	437	0.70	62	88%	55	12%	7	0.63	56	13%	7	87%	49
IPD-394	20,832 SF	1.00	4.96	103	0.70	15	88%	13	12%	2	0.63	13	13%	2	87%	11
IPD-395	23,602 SF	1.00	4.96	117	0.70	17	88%	15	12%	2	0.63	15	13%	2	87%	13
IPD-396	14,430 SF	1.00	4.96	72	0.70	10	88%	9	12%	1	0.63	9	13%	1	87%	8
CUP-312	9,058 SF	1.00	6.95	63	0.33	3	60%	2	40%	1	0.49	4	45%	2	55%	2
CUP-369	12,000 SF	1.00	8.95	107	0.34	4	60%	2	40%	2	0.80	10	62%	6	38%	4
CPD-99M(4)/CUP381	3,000 SF	1.00	762.28	2,287	62.54	188	50%	94	50%	94	49.11	147	51%	75	49%	72

CITY OF CAMARILLO

DEPARTMENT OF COMMUNITY DEVELOPMENT

MONTHLY REPORT

JUNE 2019

The City of Camarillo Monthly Report is a publication of the Department of Community Development. The report describes development activity relating to residential, commercial, industrial and institutional/public land uses. The Monthly Report is available on the City's website—

www.cityofcamarillo.org.

Inside:

Residential Projects pg. 2

Commercial Projects pg. 8

Industrial Projects pg. 13

Institutional/Public Projects pg. 18

City of Camarillo

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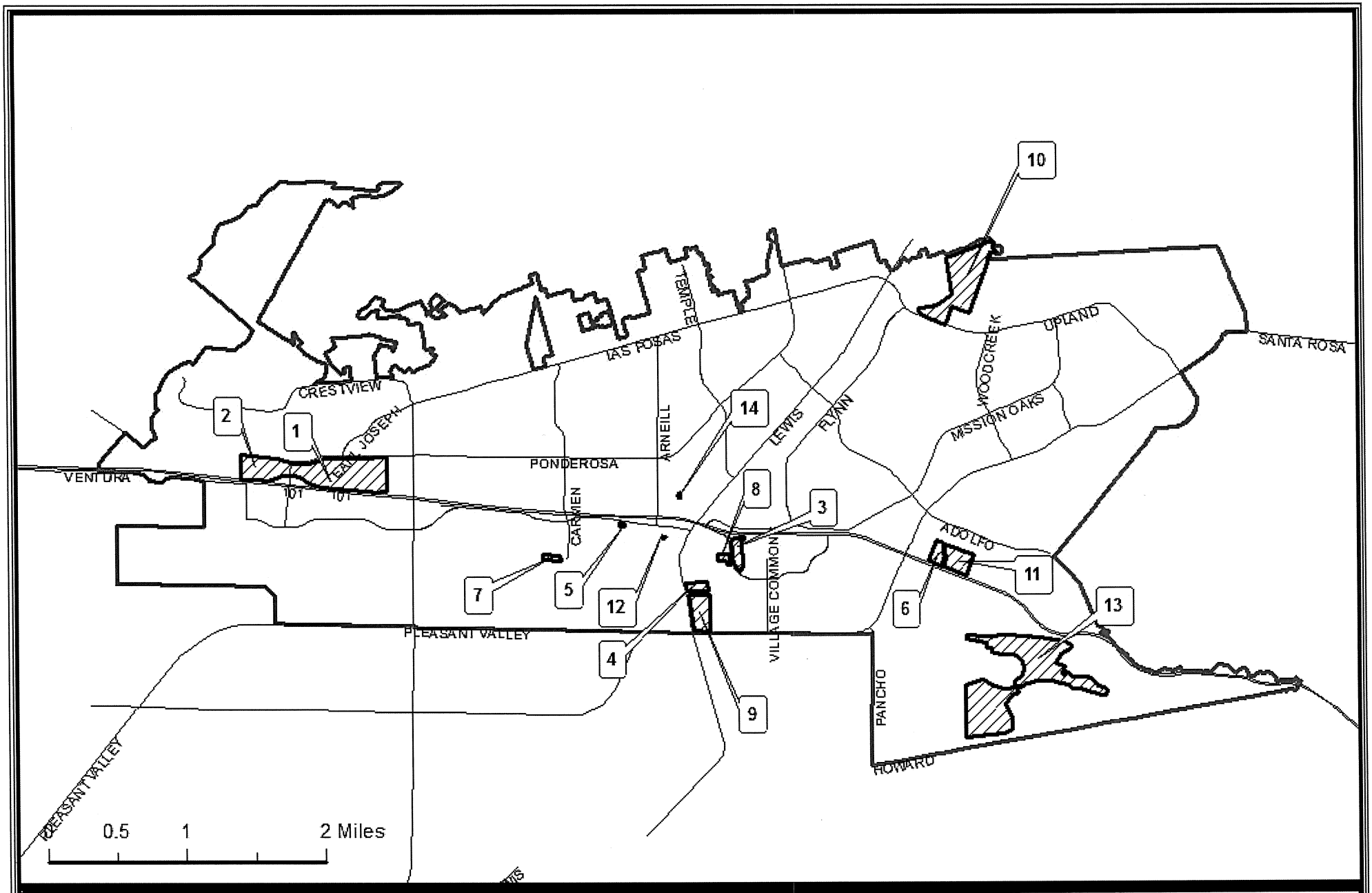


Updated on 4-18-19

Department of
Community Development

City of Camarillo

City of Camarillo
Residential Projects

RESIDENTIAL PROJECTS

MAP ID	CASE	DEVELOPER	LOCATION	APN / ACREAGE	DESCRIPTION	UNITS BUILT	TOTAL UNITS	STATUS	PLANNER	APPROVAL DATE	EXPIRATION DATE
1	RPD-193 T-5955	elacora Springville, LLC Aire Harriet Rapista 2301 Rosecrans Avenue #1150 El Segundo, CA 90245 (310) 546-5781	Southwest corner of Ponderosa Dr and Spring Oak Rd (Springville	157-0-030-180/250 5.76 acres	Condominium (includes 1 low and 2 very-low income units)	88	99	Under Construction	J.Lee	6/10/2015	n/a
1	CUP-350	Fore Property Jonathan Cornelius 1004 Santa Barbara Street Santa Barbara, CA 93101 (805) 456-8344	Southwest corner of Ponderosa Dr and Camino Tierra Santa (Springville)	157-0-020-195 3.94 acres	Mixed use rental	0	50	Under Construction	J. Lee	10/4/2014	n/a
1	TT-5903 RPD-177	KB Home Mariposa Benjamin O'Neal 25152 Springfield Ct, Ste 180 Valencia, CA 91355 (661) 219-6910	South side of Ponderosa Dr between Camino Tierra Santa and Earl Joseph Dr (Springville)	Lot 1 of TT-5671 10.71 acres	Condominiums	66	130	Under Construction	J. Lee	7/10/2013	n/a
1	TT-5671 RPD-178	Fore Property Jonathan Cornelius 1004 Santa Barbara Street Santa Barbara, CA 93101 (805) 456-8344	Townsite Promenade between Camino Tierra Santa and Earl Joseph Dr (Springville)	157-0-020-195 11.21 acres	Apartments	24	163	Under Construction	C. Torres	10/16/2012	n/a
2	RPD-195 / TT-5671M(3)	Ran Rancho Dennis Hardgrave 211 Village Commons Bl, Ste 15 Camarillo, CA 93012 (805) 484-8303	Northwest corner of US 101 and Springville Dr (Springville)	157-0-020-210 / 185 22.87 acres	Single family	0	158	Pending (GPA)	J. Lee	n/a	n/a
3	CUP-307M(2)	Hiji Investment Co Dennis Hardgrave 211 Village Commons Bl, Ste 15 Camarillo, CA 93012 (805) 484-8303	Between Village at the Park Dr and Westpark Ct (Village at the Park)	157-0-020-195 3.21 acres	Mixed use rental	0	10	Pending	J. Lee	n/a	n/a

RESIDENTIAL PROJECTS

MAP ID	CASE	DEVELOPER	LOCATION	APN / ACREAGE	DESCRIPTION	UNITS BUILT	TOTAL UNITS	STATUS	PLANNER	APPROVAL DATE	EXPIRATION DATE
4	RPD-188	Aldersgate Inv, LLC Park West Townhomes Matt Mansi 300 E. Esplanade Dr. Ste 1550 Oxnard, CA 93036 (805) 988-4114	350 Lewis Road, northeast of Lewis Road and Mike Loza Dr (Village Gateway Townhomes)	229-0-070-210 7.8 acres	Condominiums (includes 9 moderate income units)	0	87	Under Construction	J. Novi	11/7/2014	n/a
5	CUP-330	Aldersgate Inv, LLC Cedar Oak Jordan Marshall 300 E. Esplanade Dr, Suite 1550 Oxnard, CA 93036 (805) 988-4114	2024 Ventura Blvd between Cedar Drive and Oak Street	162-0-104-010, 162-0-135-050 & -060 0.59 acres	Mixed-Use rentals (1 low and 22 moderate income units)	0	23	Under Construction	D. Moe	11/5/2013	n/a
6	TT-5956 RPD-194	Comstock Homes Teso Robles Townhomes Harriet Rapista 2301 Rosecrans Avenue #1150 El Segundo, CA 90245 (310) 546-5781	North side of Hwy 101 between Camino Ruiz and Verdugo Way	160-0-091-055 / 065 / 105 / 125 8.66 acres	Townhomes (includes 13 moderate income units)	110	129	Under Construction	C. Torres	04/7/2015 - RPD & 8/26/2015 - Tract	n/a
7	LD-537 RPD-199	Jim Sandefer 5450 Ralston St Ventura, CA 93003 (805) 207-4894	Southerly terminus of Barcelona Street	162-0-200-015 3 acres	4 single family lots	0	4	Pending	C. Torres	n/a	n/a
8	RPD-189M(2)	Hiji Investment Co Dennis Hardgrave 211 Village Commons Bl, Ste 15 Camarillo, CA 93012 (805) 484-8303	West of Village at the Park Dr between Petit Street and Westpark Court (Village at the Park)	229-0-320-085, 095, 105 4.63 acres	Rental units	0	96	Approved	J. Novi	9/19/2017	9/19/2019
9	TT-5969 RPD-196	Camarillo Village Homes, LLC Gerald J. Marcil 43D Malaga Cove Plaza Palos Verdes Estates, CA 90274 (310) 791-2000	Northeast corner of Pleasant Valley and Lewis Road	229-0-070-240 19.88 acres	Townhomes (includes 29 moderate income units)	0	285	Approved	J. Novi	9/20/2016	RPD-196 - 9/20/2019 TT-5969 - 8/24/2019

RESIDENTIAL PROJECTS

MAP ID	CASE	DEVELOPER	LOCATION	APN / ACREAGE	DESCRIPTION	UNITS BUILT	TOTAL UNITS	STATUS	PLANNER	APPROVAL DATE	EXPIRATION DATE
9	CUP-369	Camarillo Village Homes, LLC Gerald J. Marcil 43D Malaga Cove Plaza Palos Verdes Estates, CA 90274 (310) 791-2000	Northeast corner of Pleasant Valley and Lewis Road	229-0-070-240 3.44 acres	Mixed Use Commercial and rental units (3 low income)	0	24	Approved	J. Novi	9/20/2016	9/20/2019
10	TT-5976 RPD-198	Shea Homes Kevin Harbison 2 Ada, Suite 200 Irvine, CA 92618 (310) 926-6363	Northeast corner of Somis and Upland Roads	163-0-017-275 and -185 83.1 acres	281 Senior Single-family, Cluster, and Townhome units	0	281	Grading	J. Novi	2/6/2018	TT-5976 10/25/2019 RPD-198 2/6/20
11	RPD-201	Camino Ruiz, LLC and ZDI, Inc. 16509 Saticoy Street Van Nuys, CA 91406 (310) 392-7899	Southeast corner of Camino Ruiz and Verdugo Way	160-0-093-195 13.79 acres of an overall 19.98-acre site	Rental apartments, mix of studio, one- and two-bedroom units	0	386	Pending (GPA)	J. Novi	n/a	n/a
12	RPD-202	Lustra Development, Inc Rick Town 99 South Glenn Street Camarillo, CA 93010 (818) 661-8931	Southeast corner of Glenn Drive and Chapel Drive	162-0-160-400 162-0-160-180 .34 acres	Rental town homes	0	6	Pending	C. Torres	n/a	n/a
12	CUP-391	Lustra Development, Inc Rick Town 99 South Glenn Street Camarillo, CA 93010 (818) 661-8931	99 South Glenn Drive	162-0-154-110 162-0-154-120 .24 acres	Mixed use, 12 apartments, 2 retail spaces	0	12	Pending	C. Torres	n/a	n/a
13	TT-6016	NUWI Camarillo, LLC Jason Han 1733 Ocean Avenue, Suite 350 Santa Monica, CA 90401 (310) 864-2427	791 Camarillo Spring Road	234-0-040-595 182 acres	300 Senior for-sale unts	0	300	Pending (GPA)	J. Lee	n/a	n/a

RESIDENTIAL PROJECTS

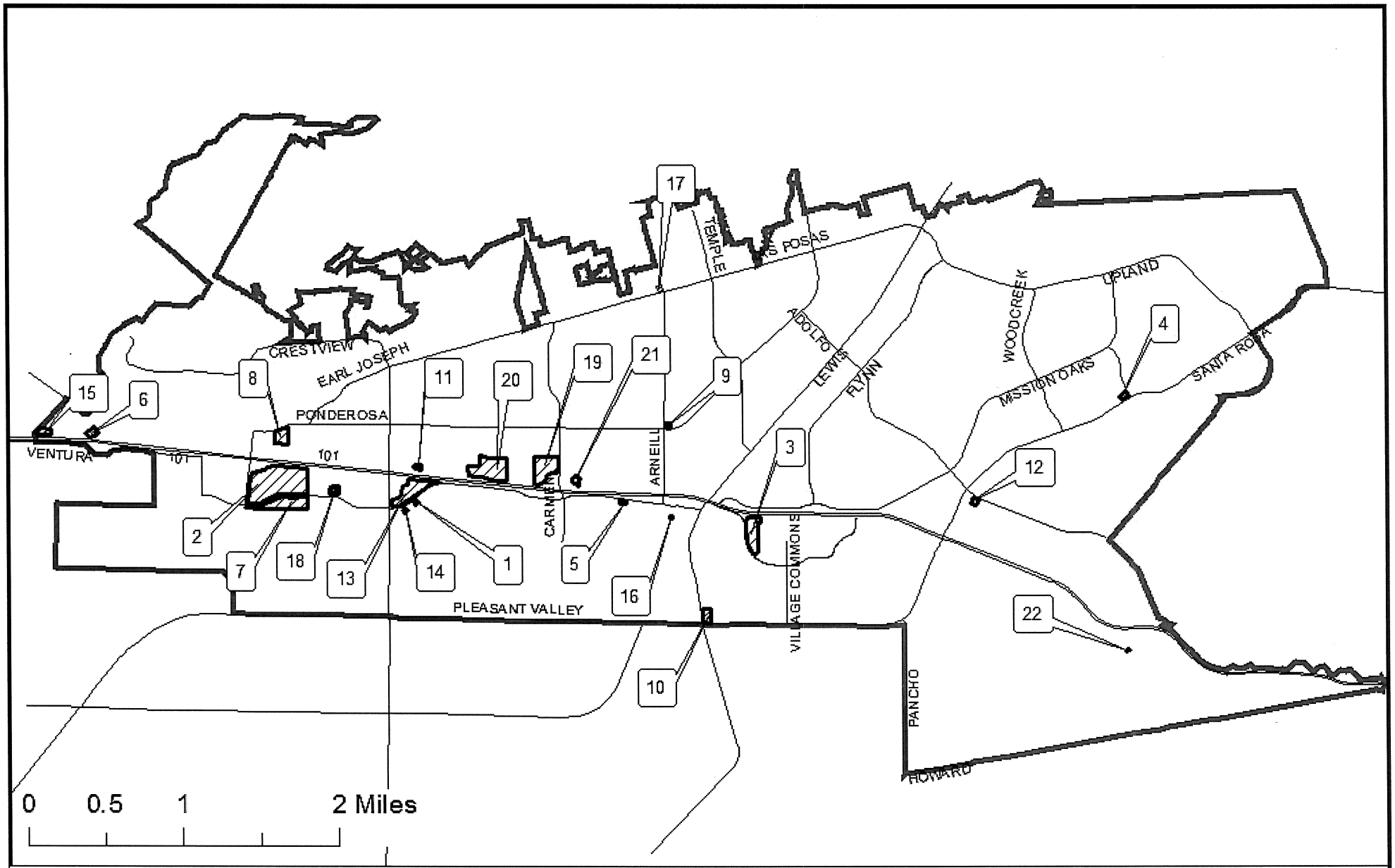
MAP ID	CASE	DEVELOPER	LOCATION	APN / ACREAGE	DESCRIPTION	UNITS BUILT	TOTAL UNITS	STATUS	PLANNER	APPROVAL DATE	EXPIRATION DATE
14	LD-544/RPD-203	Habitat for Humanity Darcy Taylor 1850 Eastman Avenue Oxnard, CA 93030 (805) 485-6065 x105	2521 Barry Street	162-0-014-120 8,012 s.f.	2 low-income units	0	2	Grading	O. Buck	11/20/2018	RPD-203 - 11/20/19 LD-544 - 11/20/20

MAP ID	GPA	DEVELOPER	UNITS	LOCATION	DESCRIPTION
2	2014-1	Rancho Associates	158	Springville Specific Plan	Public to Medium Density Residential
11	2017-1	Camino Ruiz LLC & ZDI Inc	386	5153 Camino Ruiz	Industrial to High Density Residential
13	2017-2	New Urban West, Inc	Up to 300	791 Camarillo Springs Rd	Re-designate 30 acres from the current Quasi-Public land use designation to Low-Medium Density Residential (10 dwelling units per acre maximum)

RESIDENTIAL ACTIVITY SUMMARY			
DWELLING UNIT PERMITS ISSUED IN JUNE	0	DWELLING UNIT PERMITS ISSUED IN 2019	49
DWELLING UNITS DEMOLISHED IN JUNE	0	DWELLING UNITS DEMOLISHED IN 2019	0
DWELLING UNITS FINALED IN JUNE	37	DWELLING UNITS FINALED IN 2019	100
TOTAL ESTIMATED DWELLING UNITS (JUNE 30, 2019)			26,948

RESIDENTIAL PROJECTS

PROJECT STATUS	UNITS	PROJECTS
PENDING (Excludes GPAs)	32	4
APPROVED/NOT BUILT	405	3
GRADING	283	2
UNDER CONSTRUCTION	681	7
TOTAL	**1,401**	**16**



Updated on 8/2/19

Department of
Community Development

City of Camarillo

City of Camarillo
Commercial Projects

N
W
E
S

COMMERCIAL PROJECTS

MAP ID	CASE	DEVELOPER	LOCATION	APN	DESCRIPTION	BLDG SF	ACRES	STATUS	PLANNER	APPROVAL DATE	EXPIRATION DATE
1	CPD-197M(13)	Red Rock Restaurant Constantino Papanicolaou 3301 Sturgis Rd Oxnard, CA 93030 (805) 604-0909	Southside of Ventura Blvd at the Promenade Outlets	Parcel B of LD-519A	Restaurant and brewery	10,990	0.46	Approved	C. Torres	11/16/2010	11/16/2019
2	CPD-226M(3)	Amara Shopping Center Springville Camarillo Owner Jessica Ramirez 201 S. Figueroa St, Suite 300 Los Angeles, CA 90012 (310) 652-1177	Northeast corner of W. Ventura Blvd and Springville Drive	230-0-020-230/240, 230-0-010-470/480	Commercial center	491,776	44.84	Approved	J. Vacca / J.Lee	4/19/2016	4/19/2020
3	CPD-236	Hiji Inv Co/TFR Inv Co Dennis Hardgrave 211 Village Commons Bl, Ste 15 Camarillo, CA 93012 (805) 484-9303	Between Village at the Park Drive and Westpark Court (Village at the Park)	219-0-150-125/315	Commercial mixed-use center	42,630	10.02	Approved	J. Lee	9/15/2009	9/15/2019
3	CPD-236M(1)	Hiji Inv Co/TFR Inv Co Dennis Hardgrave 211 Village Commons Bl, Ste 15 Camarillo, CA 93012 (805) 484-9303	Between Village at the Park Drive and Westpark Court (Village at the Park)	219-0-150-125 / 315	2 Commerical Pads	8,000	1.54	Pending	J. Lee	n/a	n/a
4	CPD-232M(2)	Carol D'Egido 17401 Gresham St Northridge, CA 91325 (310) 821-2725	Northwest corner of Santa Rosa Road and Oak Canyon Road	171-0-250-325	2 office/retail buildings	8,828	1.26	Approved	J. Lee	6/14/2016	6/14/2020
5	CUP-330	Aldersgate Inv. LLC Cedar Oak Jordan Marshall 300 E. Esplanade Dr, Suite 1550 Oxnard, CA 93036 (805) 988-4114	2024 Ventura Blvd between Cedar and Oak Streets (Old Town)	162-0-104-010, 162-0-135-050/060	Mixed use	6,100	0.58	Under Construction	D. Moe	11/5/2013	n/a

COMMERCIAL PROJECTS

MAP ID	CASE	DEVELOPER	LOCATION	APN	DESCRIPTION	BLDG SF	ACRES	STATUS	PLANNER	APPROVAL DATE	EXPIRATION DATE
6	CPD-77M(5)	Fairfield Inn and Suites Jennifer Schamberger Plantation Bay Hotels, LLC 9271 Research Drive Irvine, CA 92618 (949) 336-8085	4444 Central Avenue	148-0-012-085	Hotel conversion / renovation / minor addition	1,175	1.9	Under Construction	J. Vacca/ C. Torres	1/20/2016	n/a
7	CUP-334	City of Camarillo 601 Carmen Dr Camarillo, CA 93010 (805) 388-5360	South of W. Ventura Blvd East of Springville Drive	230-0-020-220, 230-0-010-460	Bowling alley and 2-sheet ice rink	108,481	11.68	Pending	D. Moe	n/a	n/a
8	CUP-350	Fore Property Company Jonathan Cornelius 1004 Santa Barbara St Santa Barbara, CA 93101 (805) 456-8344	Southwest corner of Ponderosa Drive and Camino Tierra Santa (Springville)	157-0-020-195	Mixed Use	6,000	3.94	Under Construction	J. Lee	10/7/2014	n/a
9	CPD-6M(19)	Sphear Investments LLC C/O Investec, Dave Pintard 200 E. Carrillo St, Ste 200 Santa Barbara, CA 93101 (805) 962-8989	Northeast corner of Ponderosa Drive and Arneill Road	166-0-210-065	Commerical Bank Office	5,500	0.51	Approved	C. Torres	9/1/2015	9/1/2019
10	CUP-369	Camarillo Village Homes LLC Gerald J. Marcil 43D Malaga Cove Plaza Palos Verdes Estates, CA 90274 (310) 791-2000	Northeast corner of Pleasant Valley and Lewis Road	229-0-070-240	Mixed Use Commercial	12,000	2.82	Approved	J. Novi	9/20/2016	9/20/2019
11	CPD-245	Alism Camarillo, LLC Sam Siam 21241 Ventura Blvd Ste 181 Woodland Hills, CA 91364 (805) 807-6611	301 E. Daily Drive	164-0-132-095	Automated Carwash	5,000	0.88	Grading	O. Buck	1/16/2018	1/16/2020
12	CPD-99M(4)/ CUP-381	Mohammad Rad Raad Enterprises LP 4676 Adolfo Road Camarillo, CA 93012 (562) 434-2835	4676 Adolfo Road	160-0-201-075	Convert auto repair facility to convenience store	3,000	0.83	Under Construction	O. Buck	7/18/2017	n/a

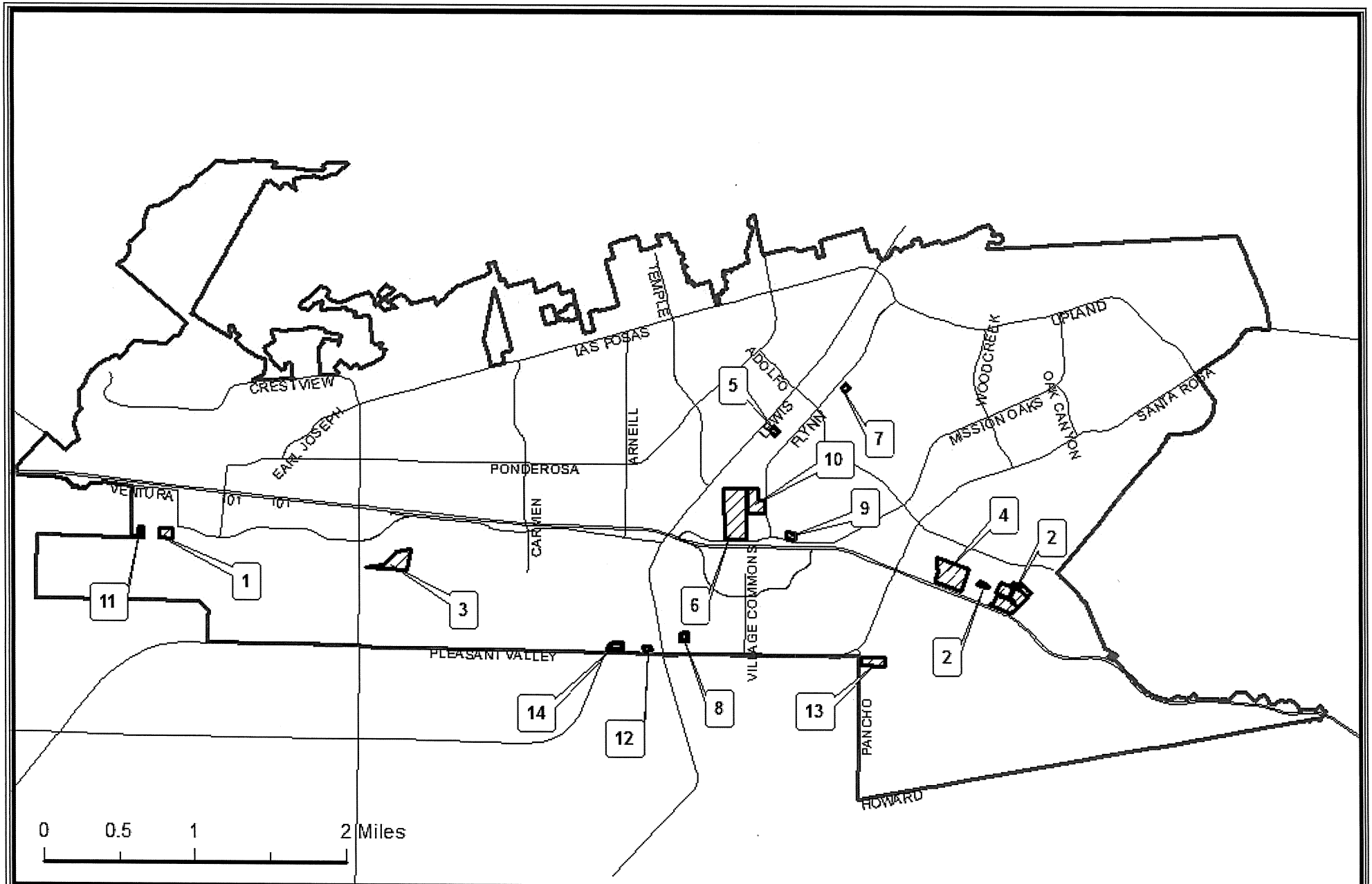
COMMERCIAL PROJECTS

MAP ID	CASE	DEVELOPER	LOCATION	APN	DESCRIPTION	BLDG SF	ACRES	STATUS	PLANNER	APPROVAL DATE	EXPIRATION DATE
13	CUP-384 / CPD-246	Mr. T.M. Mian Mian Development 831 Corte La Cienega Camarillo, CA 93010 (496) 688-9740	Northeast corner of Las Posas Road and Ventura Blvd	229-0-010-630, -110, -590, -610, -090, -100, -140, -150	Hotel and Conference Center	192,194	14	Approved	J. Lee	12/13/2017	12/13/2019
14	CPD-247	Lynn Vezina Cracker Barrel 307 Hartmann Dr Rancho Cordova, TN 37088 (615) 235-4086	Southside of Ventura Blvd at the Promenade Outlets	229-0-340-020	Restaurant	10,486	0.32	Grading	J. Novi	3/6/2018	3/6/2020
15	CPD-96M(2)/ CUP-388	Vishal Mirpuri Holiday Inn Express RV Heritage Investments 8925 Research Drive, Suite 100 Irvine, CA 92618 (703) 981-8814	1405 Del Norte Road	198-0-020-195	Façade renovation to existing hotel	59,000	2.09	Under Construction	J. Novi	3/6/2018	n/a
16	CUP-391	Lustra Development, Inc Rick Town 99 South Glenn Street Camarillo, CA 93010 (818) 661-8931	99 South Glenn Drive	162-0-154-110 162-0-154-120	Mixed use, 12 apartments, 2 retail spaces	1,400	0.16	Pending	C. Torres	n/a	n/a
17	CUP-392	Reliant Land Services Stella Smith 1745 W Orangewood Ave Orange, CA 92868 (714) 685-0123	2275 Las Posas Road	151-0-060-205	New stealth roof-mounted wirelss facility	0	0.62	Pending	C. Torres	n/a	n/a
18	CPD-178M(12)	Sphear Investments LLC Kenny Slaught 200 E. Carillo Street #200 Santa Barbara, CA 93101 (805) 962-8989	351 W. Ventura Blvd.	230-0-151-515	Modify an existing commercial building into 3 commercial spaces	55,000	1.36	Under Construction	J. Novi	10/16/2018	n/a
19	CPD-5M(27)	Brixmor Holdings 1 SPE, LLC Kyle Godat 1525 Faraday Ave, Suite 350 Carlsbad, CA 92008 (858) 202-1115	323 Carmen Drive	165-0-381-135	New drive-thru building	8,300	1.18	Pending	C. Torres	n/a	n/a

COMMERCIAL PROJECTS

MAP ID	CASE	DEVELOPER	LOCATION	APN	DESCRIPTION	BLDG SF	ACRES	STATUS	PLANNER	APPROVAL DATE	EXPIRATION DATE
20	CPD-94M(16)	M.F. Daily Corporation Timothy P. Wolfe P.O. Box 151 Camarillo, CA 93011 (805) 482-2761	711 & 751 Daily Drive and 760 & 770 Paseo Camarillo	164-0-240-035, 045, 075, & 105	Balcony Removal	n/a	n/a	Pending	C. Torres	n/a	n/a
21	CPD-2M(3)	Motel 6 Richard Gabaldon 6930 Destiny Drive Rocklin, CA 95677 (916) 303-4036	1641 Daily Drive	165-0-250-020	Façade remodel	10,000	1.37	Approved	C. Torres	5/14/2019	5/14/2020
22	CUP-371M(1)	Village Greens Market Patrick E. Panzarezlo 795 Camarillo Springs Rd., Ste F Camarillo, CA 93012 (818) 310-8589	795 Camarillo Springs Road, Suite F	234-0-220-105	Modification to conditions of approval	1,250	0.91	Pending	C. Torres	n/a	n/a

PROJECT STATUS	ACRES	BUILDING S.F.	PROJECTS
PENDING	16.09	127,431	7
APPROVED/NOT BUILT	75.28	773,918	8
GRADING	1.20	15,486	2
UNDER CONSTRUCTION	10.70	130,275	6
TOTAL	**103.27**	**1,047,110**	**23**



Updated on 8-2-19

Department of
Community Development

City of Camarillo

City of Camarillo
Industrial Projects

INDUSTRIAL PROJECTS

MAP ID	CASE	DEVELOPER	LOCATION	APN	DESCRIPTION	BLDG SF	ACRES	STATUS	PLANNER	APPROVAL DATE	EXPIRATION DATE
1	IPD-385M(1)	Zephyr Dev Company Robert Goetsch 617 North Catalina St. Burbank, CA 91505 (818) 433-7907	South side of Verdulera Street, 175' west of W. Ventura Blvd	130-0-160-095	Modify architecture and add 6,633 square feet	54,559	3.50	Under Construction	J. Lee	n/a	n/a
2	IPD-390	PEGH Inv LLC, Trilliad Dev Inc Valerie Draeger 4812 Lakeview Canyon Rd Westlake Village, CA 91361 (818) 991-7033	Northeast corner of Camino Carillo and Camino Ruiz	160-0-111-065/075/085	2 multi-tenant industrial	68,200	4.21	Approved	C. Torres	5/15/2012	5/15/2020
2	IPD-391	PEGH Inv LLC, Trilliad Dev Inc Valerie Draeger 4812 Lakeview Canyon Rd Westlake Village, CA 91361 (818) 991-7033	Southeast corner of Camino Carillo and Camino Ruiz	160-0-111-115/125/135	2 multi-tenant buildings	70,615	4.61	Approved	C. Torres	5/15/2012	5/15/2020
2	IPD-392	PEGH Inv LLC, Trilliad Dev Inc Valerie Draeger 4812 Lakeview Canyon Rd Westlake Village, CA 91361 (818) 991-7033	Southeasterly terminus of Camino Carillo west of Conejo Creek	160-0-111-105/115	2-unit building	56,450	3.93	Approved	C. Torres	5/15/2012	5/15/2020
2	IPD-393	PEGH Inv LLC, Trilliad Dev Inc Valerie Draeger 4812 Lakeview Canyon Rd Westlake Village, CA 91361 (818) 991-7033	Southerly terminus of Camino Carillo west of Conejo Creek	160-0-111-095/105	2-unit building	88,185	4.79	Approved	C. Torres	5/15/2012	5/15/2020
2	IPD-394	PEGH Inv LLC, Trilliad Dev Inc Valerie Draeger 4812 Lakeview Canyon Rd Westlake Village, CA 91361 (818) 991-7033	Southerly terminus of Balboa Circle, west of Conejo Creek	160-0-111-335	Single tenant industrial	20,832	1.86	Approved	C. Torres	9/6/2011	9/6/2019
2	IPD-395	PEGH Inv LLC, Trilliad Dev Inc Valerie Draeger 4812 Lakeview Canyon Rd Westlake Village, CA 91361 (818) 991-7033	West side of Balboa Circle at the end of the cul-de-sac	160-111-310/320	Multi-tenant	23,602	1.29	Approved	C. Torres	9/6/2011	9/6/2019

INDUSTRIAL PROJECTS

MAP ID	CASE	DEVELOPER	LOCATION	APN	DESCRIPTION	BLDG SF	ACRES	STATUS	PLANNER	APPROVAL DATE	EXPIRATION DATE
2	IPD-396	PEGH Inv LLC, Trilliad Dev Inc Valerie Draeger 4812 Lakeview Canyon Rd Westlake Village, CA 91361 (818) 991-7033	West side of Camino Carillo, approximately 230' south of Verdugo Way	160-0-093-265	Single tenant industrial	14,430	1.12	Approved	C. Torres	9/6/2011	9/6/2019
2	TT-5979	PEGH Inv LLC, Trilliad Dev Inc Valerie Draeger 4812 Lakeview Canyon Rd Westlake Village, CA 91361 (818) 991-7033	Terminus of Camino Carillo, west of Conejo Creek	160-0-111-065, 075, 085, 095, 105, 115, 125, 135	Tentative Tract Map for Lots 4-7	n/a	21.43	Approved	C. Torres	2/14/2018	2/14/2020
3	IPD-398 T-5890	Hiji Investment Co Dennis Hardgrave 211 Village Commons Bl, Ste 15 Camarillo, CA 93012 (805) 484-8303	South side of Camarillo Center Dr, between Las Posas Rd and Factory Stores Dr	229-0-010-660/400/430	4 Industrial condo buildings	129,016	10.78	Approved	C. Torres	9/14/2011 - TRACT & 8/2/2011 - IPD	9/14/2019 - TRACT & 8/2/2019 - IPD
4	LD-539	Camino Ruiz, LLC Lark Christensen ZDI, Inc. 16509 Saticoy St Van Nuys, CA 91406 (310) 392-7899	5151, 5153, 5155 Camino Ruiz	160-0-093-195	Land Division	n/a	19.98	Approved	J. Novi	5/15/2018	5/15/2020
5	CUP-383	Santa Monica Mountains Farmstead 1706 Maria Ave Thousand Oaks, CA 91310 (805) 907-8898	853 Via Alondra	160-0-030-085	Microbrewery with tasting room	11,836	1.34	Under Construction	J. Lee	7/18/2017	n/a
6	IPD-53M(6)	Bruce Herbkersman Rexford Industrial Realty, Inc 11620 Wilshire Blvd, Suite 1000 Los Angeles, CA 90025 (310) 966-3812 x112	3233 E. Mission Oaks Blvd	160-0-010-730	Parking lot with 65 parking spaces	n/a	31.89	Approved	C. Torres	5/20/2015	11/20/2019
6	IPD-53M(9)	Bruce Herbkersman Rexford Industrial Realty, Inc 11620 Wilshire Blvd, Suite 1000 Los Angeles, CA 90025 (310) 966-3812 x112	3233 E. Mission Oaks Blvd	160-0-010-730	Modify industrial building	4,800	31.89	Under Construction	C. Torres	9/19/2017	n/a

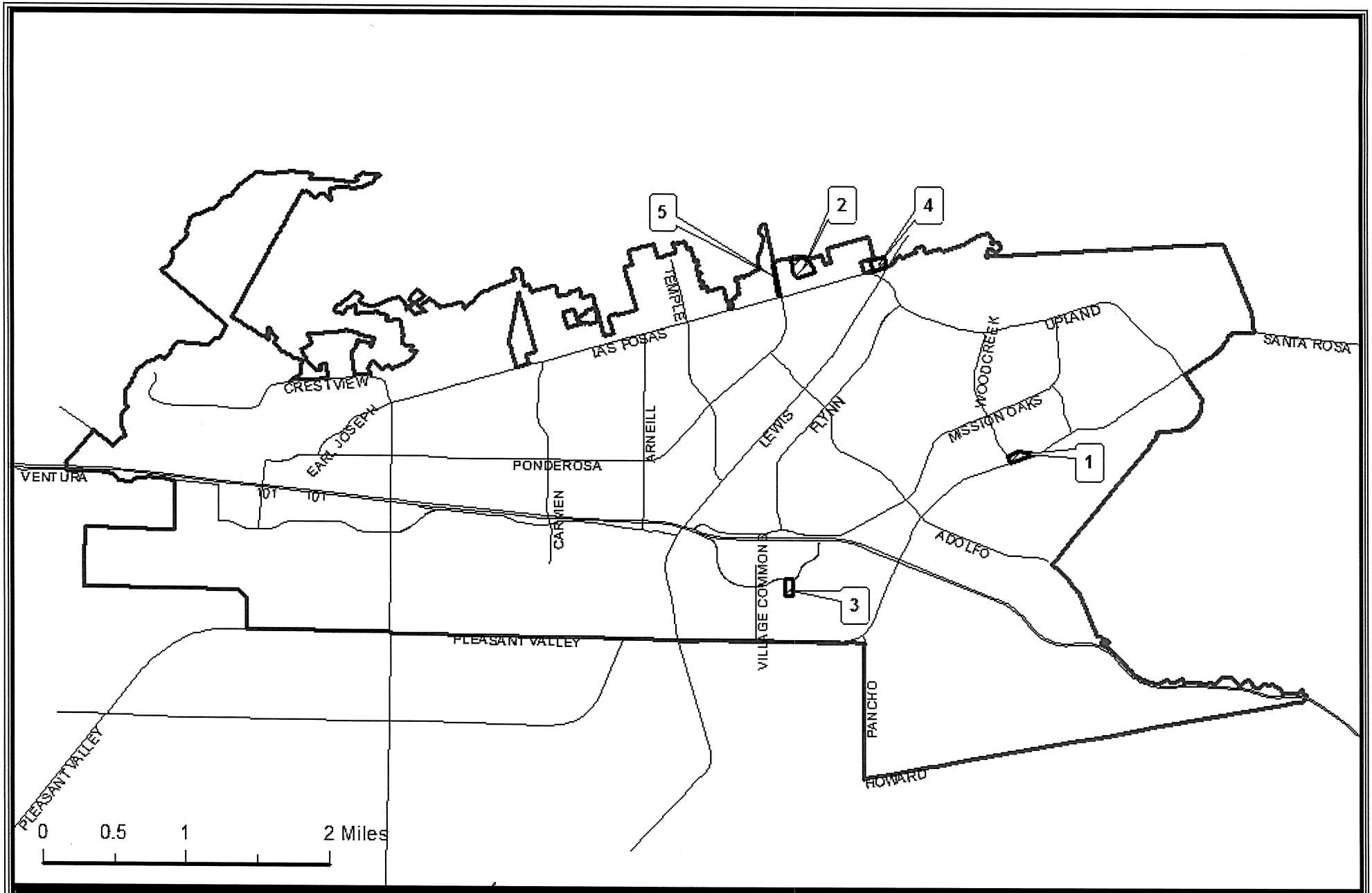
INDUSTRIAL PROJECTS

MAP ID	CASE	DEVELOPER	LOCATION	APN	DESCRIPTION	BLDG SF	ACRES	STATUS	PLANNER	APPROVAL DATE	EXPIRATION DATE
7	CUP-387	Jerry Ambrose Verizon Wireless 3905 State Street, Suite 7-188 Santa Barbara, CA 93105 (805) 637-7407	4053 Calle Tesoro	160-0-042-025	Wireless Facility	n/a	n/a	Pending	C. Torres	n/a	n/a
8	CUP-385	Verizon Wireless Eukon Group Elizabeth Brown 65 Post, Suite 1000 Irvine, CA 92618 (949) 413-9876	553 Constitution Avenue	229-0-070-115	New Wireless Facility	300	1.77	Pending	C. Torres	n/a	n/a
9	CUP-364M(1)	Roger Smith Institution Ale Company 3841 Mission Oaks Blvd Camarillo, CA 93012 (805) 482-3777	3841 Mission Oaks Blvd. Suite B	160-0-340-58	Expansion of existing brewery	24,102	1.9	Under Construction	C. Torres	3/20/2018	n/a
10	LD-545	Robert F. Goetsch 617 North Catalina Street Burbank, CA 91505 (805) 648-1234 ext 18	201 Flynn Road	160-0-140-145, 155, & 135	Subdivide parcel into two parcels	n/a	11.16	Pending	C. Torres	n/a	n/a
11	IPD-403	RGM Architects Rick Moraga 350 N. Lantana St, Suite 22 Camarillo, CA 93012 (805) 482-1836	950 W. Verdulera St.	230-0-131-035	New Industrial Building	17,506	1.19	Pending	C. Torres	n/a	n/a
12	IPD-5M(1)	Sidney Isagholian 7250 Coldwater Canyon Road North Hollywood, CA 91605 (818) 765-5448	575 Dawson Drive	229-0-051-075	Adding new elevator	21,360	1.12	Pending	C. Torres	n/a	n/a

INDUSTRIAL PROJECTS

MAP ID	CASE	DEVELOPER	LOCATION	APN	DESCRIPTION	BLDG SF	ACRES	STATUS	PLANNER	APPROVAL DATE	EXPIRATION DATE
13	IPD-23M(25) TT-6015	EFT Enterprises LTD John Mueller 1451-D North Rice Avenue Oxnard, CA 93030 (805) 983-7411	4530 Adohr Lane	234-0-161-015	Façade renovations and 8 new condo units	67,867	3.34	Pending	C. Torres	5/14/2019	IPD-23M(25) - 5/14/20 TT-6015 - 6/12/21
14	CUP-397	Paw Works Krystine Degrande 2255 Pleasant Valley Rd, Unit K Camarillo, CA 93010 (805) 799-3937	2255 Pleasant Valley Road, Unit K	230-0-111-080	Dog and cat rescue center	3,600	2.51	Pending	S. Dominguez	n/a	n/a

INDUSTRIAL ACTIVITY SUMMARY			
PROJECT STATUS	**ACRES**	**BUILDING S.F**	**# OF PROJECTS**
PENDING (includes Modifications)	21.09	110,633	7
APPROVED/NOT BUILT	105.89	471,330	11
GRADING	0.00	0	0
UNDER CONSTRUCTION	38.63	95,297	4
TOTAL	**165.61**	**677,260**	**22**



Updated on 6-21-19

Department of
Community Development

City of Camarillo

City of Camarillo
Institutional / Public Projects

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INSTITUTIONAL / PUBLIC PROJECTS

MAP ID	CASE	DEVELOPER	LOCATION	APN	DESCRIPTION	BLDG SF	ACRES	STATUS	PLANNER	APPROVAL DATE	EXPIRATION DATE
1	CUP-312	St. Demetrios Greek Church Keith Valle PO Box 1970 Camarillo, CA 93010 (805) 377-3919	5575 Santa Rosa Road	171-0-250-655	Church (total of 31,240 sf in 3 phases)	9,058	4.07	Under Construction	J. Lee	10/19/2010	n/a
2	SUP-14M(15)	Dignity Health 2309 Antonio Av Camarillo, CA 93010 (805) 389-5800	2309 Antonio Avenue	156-0-150-080	Acute Care and chapel addition	72,342	9.66	Under Construction	J. Lee	4/7/2015	n/a
3	RPD-200	Oakmont Senior Living EJM Development Co. Bill Mabry 9240 Old Redwood Hwy Ste 200 Windsor, CA 95492 (707) 535-3208	Southwest corner of Village at the Park Dr and Davenport Street	229-0-203-105	93-bed senior assisted living facility	87,287	3.12	Under Construction	C.Torres	5/16/2017	n/a
4	CUP-394	City of Camarillo Lucie McGovern 601 Carmen Drive Camarillo, CA 93010 (805) 388-5360	Northwest of the intersection of Las Posas and Lewis Roads	156-0-180-285	North Pleasant Valley Groundwater Treatment Facility	6,541	4.7	Approved	J. Lee	11/20/2018	11/20/2019
5	CUP-379	Jerry Doran Pleasant Valley Mutual Water Co 1863 Las Posas Rd Camarillo CA 93010 (805) 482-5061	2411 Ponderosa Drive	153-0-180-555	Desalter	1,600	1.64	Approved	O. Buck	11/20/2018	11/20/2019

INSTITUTIONAL / PUBLIC PROJECTS

GENERAL PLAN AMENDMENTS (GPAS)						
MAP ID	GPA	DEVELOPER	ACRES	LOCATION	STATUS	DESCRIPTION
4	2017-4	City of Camarillo	4.7	Northwest of the intersection of Las Posas and Lewis Roads	Approved	GPA 2017-4 - change the Land Use Element designation from Agriculture to Quasi-Public. A-113 - amend the City's Sphere of Influence boundary line, annex the 4.7-acre sight and adjacent 3.06-acre chruch property into the City limits, and reorganization of jurisdictional boudaries. CZ-324 - prezone the annexation area to the City's Rural Exclusive (RE) Zone.

INSTITUTIONAL ACTIVITY SUMMARY			
PROJECT STATUS	**ACRES**	**BUILDING S.F.**	**PROJECTS**
PENDING	0.00	0	0
APPROVED/NOT BUILT	6.34	8,141	2
GRADING	0.00	0	0
UNDER CONSTRUCTION	16.85	168,687	3
TOTAL	**23.19**	**176,828**	**5**

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

1. US 101 WB/Camarillo Springs Rd
2. US 101 EB/Camarillo Springs Rd
3. Ridge View St/Camarillo Springs Rd
4. Adohr Ln/Pancho Rd
5. Pleasant Valley Rd/Pancho Rd

HCS7 Two-Way Stop-Control Report

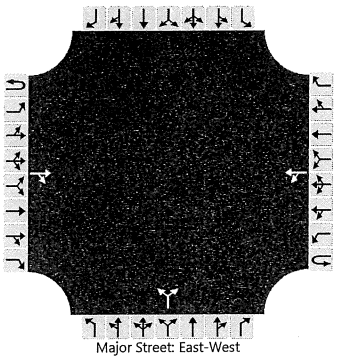
General Information

Analyst	DLD
Agency/Co.	ATE
Date Performed	9/17/2019
Analysis Year	
Time Analyzed	AM PEAK HOUR
Intersection Orientation	East-West
Project Description	EXISTING CONDITIONS

Site Information

Intersection	101 WB/CAMARILLO SPRINGS
Jurisdiction	CAMARILLO
East/West Street	US 101 WB RAMPS
North/South Street	CAMARILLO SPRINGS ROAD
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			1	84		3	4			126		8				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						3					134					
Capacity, c (veh/h)						1505					955					
v/c Ratio						0.00					0.14					
95% Queue Length, Q_{95} (veh)						0.0					0.5					
Control Delay (s/veh)						7.4					9.4					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)					3.2				9.4							
Approach LOS									A							

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AWD = 9.4 sec = LOS A

HCS7 Two-Way Stop-Control Report

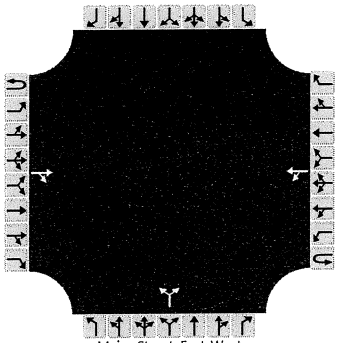
General Information

Analyst	DLD
Agency/Co.	ATE
Date Performed	9/17/2019
Analysis Year	
Time Analyzed	AM PEAK HOUR
Intersection Orientation	East-West
Project Description	EXISTING + PROJECT

Site Information

Intersection	101 WB/CAMARILLO SPRINGS
Jurisdiction	CAMARILLO
East/West Street	US 101 WB RAMPS
North/South Street	CAMARILLO SPRINGS ROAD
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			1	91		3	4			145		8				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						3					153					
Capacity, c (veh/h)						1496					950					
v/c Ratio						0.00					0.16					
95% Queue Length, Q_{95} (veh)						0.0					0.6					
Control Delay (s/veh)						7.4					9.5					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)					3.2				9.5							
Approach LOS									A							

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AWD = 9.5 SEC = LOS A

HCS7 Two-Way Stop-Control Report

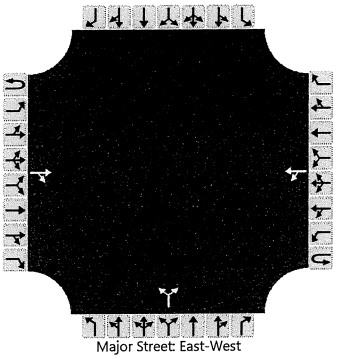
General Information

Analyst	DLD
Agency/Co.	ATE
Date Performed	10/9/19
Analysis Year	
Time Analyzed	AM PEAK HOUR
Intersection Orientation	East-West
Project Description	GP BUILDOUT

Site Information

Intersection	101 WB/CAMARILLO SPRINGS
Jurisdiction	CAMARILLO
East/West Street	US 101 WB RAMPS
North/South Street	CAMARILLO SPRINGS ROAD
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			0	272		5	0			116		11				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						5					127					
Capacity, c (veh/h)						1286					846					
v/c Ratio						0.00					0.15					
95% Queue Length, Q_{95} (veh)						0.0					0.5					
Control Delay (s/veh)						7.8					10.0					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					7.8				10.0							
Approach LOS									B							

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AWD = 9.9 sec = LOS A

HCS7 Two-Way Stop-Control Report

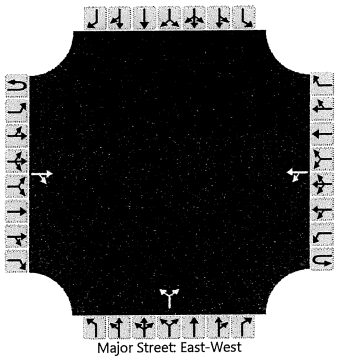
General Information

Analyst	DLD
Agency/Co.	ATE
Date Performed	10/9/19
Analysis Year	
Time Analyzed	AM PEAK HOUR
Intersection Orientation	East-West
Project Description	GP BUILDOUT + PROJECT

Site Information

Intersection	101 WB/CAMARILLO SPRINGS
Jurisdiction	CAMARILLO
East/West Street	US 101 WB RAMPS
North/South Street	CAMARILLO SPRINGS ROAD
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			0	279		5	0			135		11				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						5					146					
Capacity, c (veh/h)						1278					842					
v/c Ratio						0.00					0.17					
95% Queue Length, Q_{95} (veh)						0.0					0.6					
Control Delay (s/veh)						7.8					10.2					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					7.8				10.2							
Approach LOS					B											

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AWD = 10.1 SEC = LOS B

HCS7 Two-Way Stop-Control Report

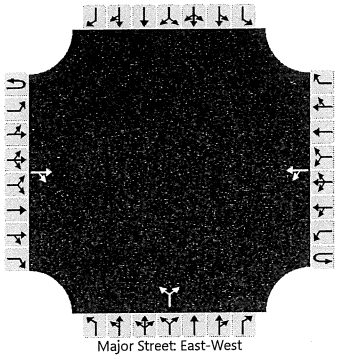
General Information

Analyst	DLD
Agency/Co.	ATE
Date Performed	9/17/2019
Analysis Year	
Time Analyzed	PM PEAK HOUR
Intersection Orientation	East-West
Project Description	EXISTING CONDITIONS

Site Information

Intersection	101 WB/CAMARILLO SPRINGS
Jurisdiction	CAMARILLO
East/West Street	US 101 WB RAMPS
North/South Street	CAMARILLO SPRINGS ROAD
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			3	177		2	6			116		11				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						2					127					
Capacity, c (veh/h)						1389					899					
v/c Ratio						0.00					0.14					
95% Queue Length, Q_{95} (veh)						0.0					0.5					
Control Delay (s/veh)						7.6					9.7					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)					1.9				9.7							
Approach LOS									A							

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AWD = 9.7 SEC = LOS A

HCS7 Two-Way Stop-Control Report

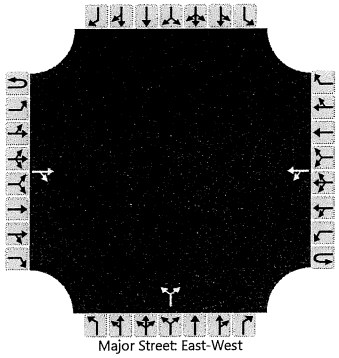
General Information

Analyst	DLD
Agency/Co.	ATE
Date Performed	9/17/2019
Analysis Year	
Time Analyzed	PM PEAK HOUR
Intersection Orientation	East-West
Project Description	EXISTING + PROJECT

Site Information

Intersection	101 WB/CAMARILLO SPRINGS
Jurisdiction	CAMARILLO
East/West Street	US 101 WB RAMPS
North/South Street	CAMARILLO SPRINGS ROAD
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			3	188		2	6			127		11				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						2					138					
Capacity, c (veh/h)						1377					892					
v/c Ratio						0.00					0.15					
95% Queue Length, Q_{95} (veh)						0.0					0.5					
Control Delay (s/veh)						7.6					9.8					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)					1.9				9.8							
Approach LOS									A							

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AWD = 9.8 Sec = LOS A

HCS7 Two-Way Stop-Control Report

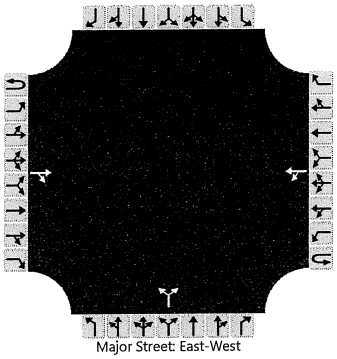
General Information

Analyst	DLD
Agency/Co.	ATE
Date Performed	10/9/19
Analysis Year	
Time Analyzed	PM PEAK HOUR
Intersection Orientation	East-West
Project Description	GP BUILDOUT

Site Information

Intersection	101 WB/CAMARILLO SPRINGS
Jurisdiction	CAMARILLO
East/West Street	US 101 WB RAMPS
North/South Street	CAMARILLO SPRINGS ROAD
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			1	286		26	11			134		13				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						26					147					
Capacity, c (veh/h)						1269					774					
v/c Ratio						0.02					0.19					
95% Queue Length, Q_{95} (veh)						0.1					0.7					
Control Delay (s/veh)						7.9					10.7					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					5.6				10.7							
Approach LOS									B							

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AWD = 10.3 SEC = LOS B

HCS7 Two-Way Stop-Control Report

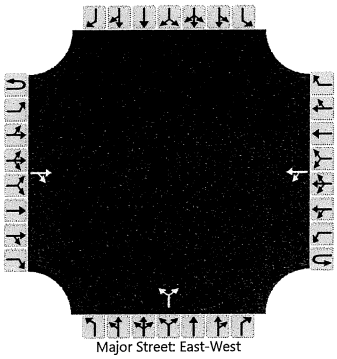
General Information

Analyst	DLD
Agency/Co.	ATE
Date Performed	10/9/19
Analysis Year	
Time Analyzed	PM PEAK HOUR
Intersection Orientation	East-West
Project Description	GP BUILDOUT + PROJECT

Site Information

Intersection	101 WB/CAMARILLO SPRINGS
Jurisdiction	CAMARILLO
East/West Street	US 101 WB RAMPS
North/South Street	CAMARILLO SPRINGS ROAD
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			1	297		26	11			145		13				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						26					158					
Capacity, c (veh/h)						1258					767					
v/c Ratio						0.02					0.21					
95% Queue Length, Q_{95} (veh)						0.1					0.8					
Control Delay (s/veh)						7.9					10.9					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					5.6				10.9							
Approach LOS									B							

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AWD = 10.5 SEC = LOS B

HCS7 All-Way Stop Control Report

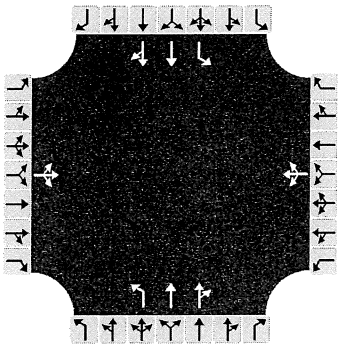
General Information

Analyst	DLD
Agency/Co.	ATE
Date Performed	9/17/2019
Analysis Year	
Analysis Time Period (hrs)	0.25
Time Analyzed	AM PEAK HOUR
Project Description	EXISTING CONDITIONS

Site Information

Intersection	101 EB/CAMARILLO SPRINGS
Jurisdiction	CAMARILLO
East/West Street	US 101 EB RAMPS
North/South Street	CAMARILLO SPRINGS ROAD
Peak Hour Factor	1.00

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	12	12	69	0	0	2	109	114	6	4	83	7
% Thrus in Shared Lane									50			50
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			L	T	TR	L	T	TR
Flow Rate, v (veh/h)	93			2			109	57	63	4	42	49
Percent Heavy Vehicles	2			2			2	2	2	2	2	2

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20	3.20	3.20	3.20	3.20	3.20
Initial Degree of Utilization, x	0.083			0.002			0.097	0.051	0.056	0.004	0.037	0.043
Final Departure Headway, hd (s)	4.84			4.69			5.37	4.87	4.80	5.50	5.00	4.89
Final Degree of Utilization, x	0.125			0.003			0.163	0.077	0.084	0.006	0.058	0.066
Move-Up Time, m (s)	2.3			2.3			2.3	2.3	2.3	2.3	2.3	2.3
Service Time, ts (s)	2.54			2.39			3.07	2.57	2.50	3.20	2.70	2.59

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	93			2			109	57	63	4	42	49
Capacity	744			767			670	739	750	655	721	736
95% Queue Length, Q_{95} (veh)	0.4			0.0			0.6	0.2	0.3	0.0	0.2	0.2
Control Delay (s/veh)	8.2			7.4			9.1	8.0	7.9	8.2	8.0	7.9
Level of Service, LOS	A			A			A	A	A	A	A	A
Approach Delay (s/veh)	8.2			7.4			8.5			8.0		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	8.3						A					

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HCS7 All-Way Stop Control Report

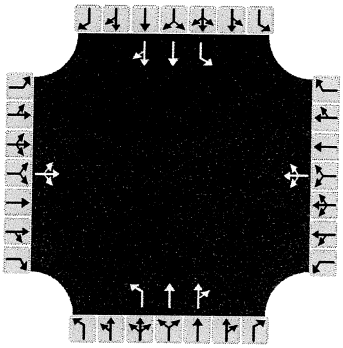
General Information

Analyst	DLD
Agency/Co.	ATE
Date Performed	9/17/2019
Analysis Year	
Analysis Time Period (hrs)	0.25
Time Analyzed	AM PEAK HOUR
Project Description	EXISTING + PROJECT

Site Information

Intersection	101 EB/CAMARILLO SPRINGS
Jurisdiction	CAMARILLO
East/West Street	US 101 EB RAMPS
North/South Street	CAMARILLO SPRINGS ROAD
Peak Hour Factor	1.00

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	12	12	80	0	0	2	121	133	6	4	90	7
% Thrus in Shared Lane									50			50
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			L	T	TR	L	T	TR
Flow Rate, v (veh/h)	104			2			121	67	73	4	45	52
Percent Heavy Vehicles	2			2			2	2	2	2	2	2

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20	3.20	3.20	3.20	3.20	3.20
Initial Degree of Utilization, x	0.092			0.002			0.108	0.059	0.064	0.004	0.040	0.046
Final Departure Headway, hd (s)	4.90			4.80			5.41	4.91	4.85	5.57	5.06	4.97
Final Degree of Utilization, x	0.141			0.003			0.182	0.091	0.098	0.006	0.063	0.072
Move-Up Time, m (s)	2.3			2.3			2.3	2.3	2.3	2.3	2.3	2.3
Service Time, ts (s)	2.60			2.50			3.11	2.61	2.55	3.27	2.76	2.67

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	104			2			121	67	73	4	45	52
Capacity	735			750			665	733	742	647	711	725
95% Queue Length, Q_{95} (veh)	0.5			0.0			0.7	0.3	0.3	0.0	0.2	0.2
Control Delay (s/veh)	8.4			7.5			9.3	8.1	8.1	8.3	8.1	8.1
Level of Service, LOS	A			A			A	A	A	A	A	A
Approach Delay (s/veh)	8.4			7.5			8.7			8.1		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	8.5						A					

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HCS7 All-Way Stop Control Report

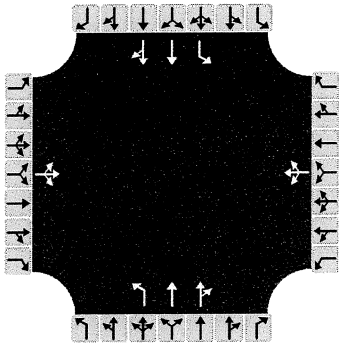
General Information

Analyst	DLD
Agency/Co.	ATE
Date Performed	10/9/19
Analysis Year	
Analysis Time Period (hrs)	0.25
Time Analyzed	AM PEAK HOUR
Project Description	GP BUILDOUT

Site Information

Intersection	101 EB/CAMARILLO SPRINGS
Jurisdiction	CAMARILLO
East/West Street	US 101 EB RAMPS
North/South Street	CAMARILLO SPRINGS ROAD
Peak Hour Factor	1.00

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	10	14	99	2	0	1	77	114	2	8	264	9
% Thrus in Shared Lane									50			50
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			L	T	TR	L	T	TR
Flow Rate, v (veh/h)	123			3			77	57	59	8	132	141
Percent Heavy Vehicles	2			2			2	2	2	2	2	2

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20	3.20	3.20	3.20	3.20	3.20
Initial Degree of Utilization, x	0.109			0.003			0.068	0.051	0.052	0.007	0.117	0.125
Final Departure Headway, hd (s)	5.11			5.90			5.66	5.16	5.13	5.59	5.08	5.04
Final Degree of Utilization, x	0.175			0.005			0.121	0.082	0.084	0.012	0.186	0.197
Move-Up Time, m (s)	2.3			2.3			2.3	2.3	2.3	2.3	2.3	2.3
Service Time, ts (s)	2.81			3.60			3.36	2.86	2.83	3.29	2.78	2.74

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	123			3			77	57	59	8	132	141
Capacity	704			610			636	698	701	645	708	715
95% Queue Length, Q_{95} (veh)	0.6			0.0			0.4	0.3	0.3	0.0	0.7	0.7
Control Delay (s/veh)	8.9			8.6			9.1	8.3	8.3	8.4	8.9	9.0
Level of Service, LOS	A			A			A	A	A	A	A	A
Approach Delay (s/veh)	8.9			8.6			8.6			8.9		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	8.8						A					

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HCS7 All-Way Stop Control Report

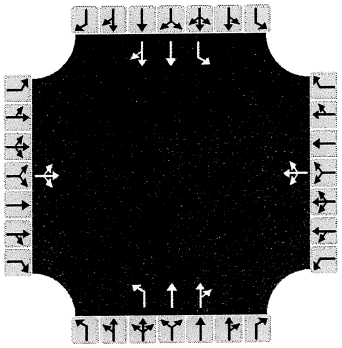
General Information

Analyst	DLD
Agency/Co.	ATE
Date Performed	10/9/19
Analysis Year	
Analysis Time Period (hrs)	0.25
Time Analyzed	AM PEAK HOUR
Project Description	GP BUILDOUT + PROJECT

Site Information

Intersection	101 EB/CAMARILLO SPRINGS
Jurisdiction	CAMARILLO
East/West Street	US 101 EB RAMPS
North/South Street	CAMARILLO SPRINGS ROAD
Peak Hour Factor	1.00

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	10	14	110	2	0	1	99	133	2	8	271	9
% Thrus in Shared Lane									50			50
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			L	T	TR	L	T	TR
Flow Rate, v (veh/h)	134			3			99	67	69	8	136	145
Percent Heavy Vehicles	2			2			2	2	2	2	2	2

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20	3.20	3.20	3.20	3.20	3.20
Initial Degree of Utilization, x	0.119			0.003			0.088	0.059	0.061	0.007	0.120	0.128
Final Departure Headway, hd (s)	5.21			6.05			5.72	5.21	5.19	5.67	5.17	5.13
Final Degree of Utilization, x	0.194			0.005			0.157	0.096	0.099	0.013	0.195	0.206
Move-Up Time, m (s)	2.3			2.3			2.3	2.3	2.3	2.3	2.3	2.3
Service Time, ts (s)	2.91			3.75			3.42	2.91	2.89	3.37	2.87	2.83

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	134			3			99	67	69	8	136	145
Capacity	691			596			630	691	693	635	696	702
95% Queue Length, Q_{95} (veh)	0.7			0.0			0.6	0.3	0.3	0.0	0.7	0.8
Control Delay (s/veh)	9.2			8.8			9.5	8.5	8.5	8.4	9.1	9.1
Level of Service, LOS	A			A			A	A	A	A	A	A
Approach Delay (s/veh)	9.2			8.8			8.9			9.1		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	9.0						A					

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HCS7 All-Way Stop Control Report

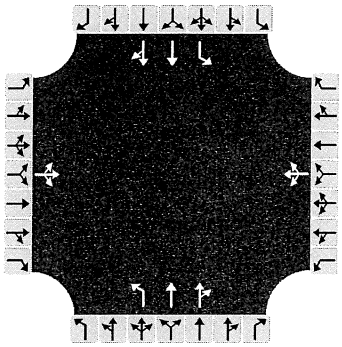
General Information

Analyst	DLD
Agency/Co.	ATE
Date Performed	9/17/2019
Analysis Year	
Analysis Time Period (hrs)	0.25
Time Analyzed	PM PEAK HOUR
Project Description	EXISTING CONDITIONS

Site Information

Intersection	101 EB/CAMARILLO SPRINGS
Jurisdiction	CAMARILLO
East/West Street	US 101 EB RAMPS
North/South Street	CAMARILLO SPRINGS ROAD
Peak Hour Factor	1.00

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	9	64	123	6	0	6	63	91	20	20	140	11
% Thrus in Shared Lane									50			50
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			L	T	TR	L	T	TR
Flow Rate, v (veh/h)	196			12			63	46	66	20	70	81
Percent Heavy Vehicles	2			2			2	2	2	2	2	2

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20	3.20	3.20	3.20	3.20	3.20
Initial Degree of Utilization, x	0.174			0.011			0.056	0.040	0.058	0.018	0.062	0.072
Final Departure Headway, hd (s)	4.97			5.51			5.80	5.29	5.08	5.80	5.30	5.20
Final Degree of Utilization, x	0.271			0.018			0.101	0.067	0.092	0.032	0.103	0.117
Move-Up Time, m (s)	2.3			2.3			2.3	2.3	2.3	2.3	2.3	2.3
Service Time, ts (s)	2.67			3.21			3.50	2.99	2.78	3.50	3.00	2.90

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	196			12			63	46	66	20	70	81
Capacity	724			653			621	680	709	620	679	692
95% Queue Length, Q_{95} (veh)	1.1			0.1			0.3	0.2	0.3	0.1	0.3	0.4
Control Delay (s/veh)	9.5			8.3			9.2	8.4	8.3	8.7	8.6	8.6
Level of Service, LOS	A			A			A	A	A	A	A	A
Approach Delay (s/veh)	9.5			8.3			8.6			8.6		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	8.9						A					

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HCS7 All-Way Stop Control Report

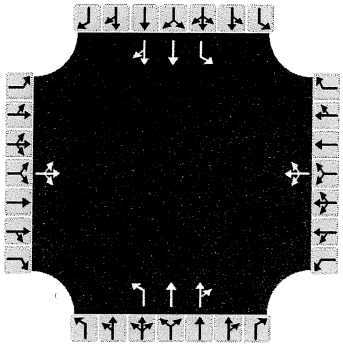
General Information

Analyst	DLD
Agency/Co.	ATE
Date Performed	9/17/2019
Analysis Year	
Analysis Time Period (hrs)	0.25
Time Analyzed	PM PEAK HOUR
Project Description	EXISTING + PROJECT

Site Information

Intersection	101 EB/CAMARILLO SPRINGS
Jurisdiction	CAMARILLO
East/West Street	US 101 EB RAMPS
North/South Street	CAMARILLO SPRINGS ROAD
Peak Hour Factor	1.00

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	9	64	139	6	0	6	71	102	20	20	151	11
% Thrus in Shared Lane									50			50
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			L	T	TR	L	T	TR
Flow Rate, v (veh/h)	212			12			71	51	71	20	76	87
Percent Heavy Vehicles	2			2			2	2	2	2	2	2

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20	3.20	3.20	3.20	3.20	3.20
Initial Degree of Utilization, x	0.188			0.011			0.063	0.045	0.063	0.018	0.067	0.077
Final Departure Headway, hd (s)	5.03			5.62			5.87	5.36	5.16	5.88	5.38	5.29
Final Degree of Utilization, x	0.296			0.019			0.116	0.076	0.102	0.033	0.113	0.127
Move-Up Time, m (s)	2.3			2.3			2.3	2.3	2.3	2.3	2.3	2.3
Service Time, ts (s)	2.73			3.32			3.57	3.06	2.86	3.58	3.08	2.99

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	212			12			71	51	71	20	76	87
Capacity	715			640			613	671	697	612	669	681
95% Queue Length, Q_{95} (veh)	1.2			0.1			0.4	0.2	0.3	0.1	0.4	0.4
Control Delay (s/veh)	9.8			8.4			9.3	8.5	8.4	8.8	8.8	8.8
Level of Service, LOS	A			A			A	A	A	A	A	A
Approach Delay (s/veh)	9.8			8.4			8.8			8.8		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	9.1						A					

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HCS7 All-Way Stop Control Report

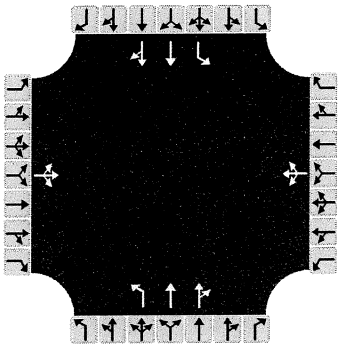
General Information

Analyst	DLD
Agency/Co.	ATE
Date Performed	10/9/19
Analysis Year	
Analysis Time Period (hrs)	0.25
Time Analyzed	PM PEAK HOUR
Project Description	GP BUILDOUT

Site Information

Intersection	101 EB/CAMARILLO SPRINGS
Jurisdiction	CAMARILLO
East/West Street	US 101 EB RAMPS
North/South Street	CAMARILLO SPRINGS ROAD
Peak Hour Factor	1.00

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	5	15	133	9	7	3	336	139	11	1	291	15
% Thrus in Shared Lane									50			50
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			L	T	TR	L	T	TR
Flow Rate, v (veh/h)	153			19			336	70	81	1	146	161
Percent Heavy Vehicles	2			2			2	2	2	2	2	2

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20	3.20	3.20	3.20	3.20	3.20
Initial Degree of Utilization, x	0.136			0.017			0.299	0.062	0.072	0.001	0.129	0.143
Final Departure Headway, hd (s)	5.89			6.90			5.97	5.46	5.37	6.19	5.69	5.62
Final Degree of Utilization, x	0.250			0.036			0.557	0.105	0.120	0.002	0.230	0.251
Move-Up Time, m (s)	2.3			2.3			2.3	2.3	2.3	2.3	2.3	2.3
Service Time, ts (s)	3.59			4.60			3.67	3.16	3.07	3.89	3.39	3.32

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	153			19			336	70	81	1	146	161
Capacity	612			522			603	659	671	581	633	640
95% Queue Length, Q_{95} (veh)	1.0			0.1			3.4	0.4	0.4	0.0	0.9	1.0
Control Delay (s/veh)	10.5			9.9			15.9	8.8	8.8	8.9	10.1	10.2
Level of Service, LOS	B			A			C	A	A	A	B	B
Approach Delay (s/veh)	10.5			9.9			13.7			10.1		
Approach LOS	B			A			B			B		
Intersection Delay, s/veh | LOS	12.0						B					

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HCS7 All-Way Stop Control Report

General Information

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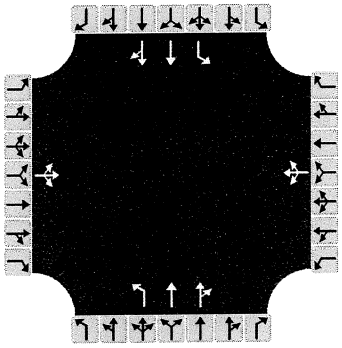
Analysis Time Period (hrs)	0.25
Time Analyzed	PM PEAK HOUR
Project Description	GP BUILDOUT + PROJECT

Site Information

Intersection	101 EB/CAMARILLO SPRINGS
Jurisdiction	CAMARILLO
East/West Street	US 101 EB RAMPS
North/South Street	CAMARILLO SPRINGS ROAD
Peak Hour Factor	1.00

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	5	15	149	9	7	3	344	150	11	1	302	15
% Thrus in Shared Lane									50			50
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			L	T	TR	L	T	TR
Flow Rate, v (veh/h)	169			19			344	75	86	1	151	166
Percent Heavy Vehicles	2			2			2	2	2	2	2	2

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20	3.20	3.20	3.20	3.20	3.20
Initial Degree of Utilization, x	0.150			0.017			0.306	0.067	0.076	0.001	0.134	0.148
Final Departure Headway, hd (s)	5.95			7.02			6.05	5.55	5.46	6.30	5.79	5.73
Final Degree of Utilization, x	0.279			0.037			0.578	0.116	0.130	0.002	0.243	0.264
Move-Up Time, m (s)	2.3			2.3			2.3	2.3	2.3	2.3	2.3	2.3
Service Time, ts (s)	3.65			4.72			3.75	3.25	3.16	4.00	3.49	3.43

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	169			19			344	75	86	1	151	166
Capacity	605			513			595	649	660	572	622	629
95% Queue Length, Q_{95} (veh)	1.1			0.1			3.7	0.4	0.4	0.0	0.9	1.1
Control Delay (s/veh)	10.9			10.0			16.7	9.0	9.0	9.0	10.3	10.5
Level of Service, LOS	B			A			C	A	A	A	B	B
Approach Delay (s/veh)	10.9			10.0			14.3			10.4		
Approach LOS	B			A			B			B		
Intersection Delay, s/veh | LOS	12.4						B					

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HCS7 All-Way Stop Control Report

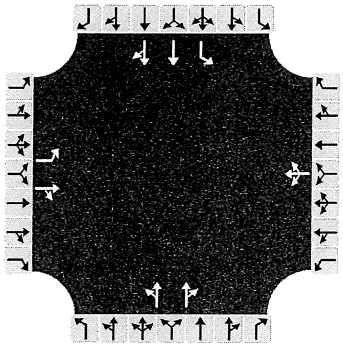
General Information

Analyst	DLD
Agency/Co.	ATE
Date Performed	9/17/2019
Analysis Year	
Analysis Time Period (hrs)	0.25
Time Analyzed	AM PEAK HOUR
Project Description	EXISTING CONDITIONS

Site Information

Intersection	RIDGEVIEW/CAMARILLO SPRGS
Jurisdiction	CAMARILLO
East/West Street	RIDGE VIEW STREET
North/South Street	CAMARILLO SPRINGS ROAD
Peak Hour Factor	1.00

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	17	10	11	1	23	136	10	79	0	24	36	47
% Thrus in Shared Lane							50		50			50
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	TR		LTR			LT	TR		L	T	TR
Flow Rate, v (veh/h)	17	21		160			50	40		24	18	65
Percent Heavy Vehicles	2	2		2			2	2		2	2	2

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20	3.20		3.20			3.20	3.20		3.20	3.20	3.20
Initial Degree of Utilization, x	0.015	0.019		0.142			0.044	0.035		0.021	0.016	0.058
Final Departure Headway, hd (s)	5.91	5.04		4.59			5.42	5.32		5.79	5.29	4.78
Final Degree of Utilization, x	0.028	0.029		0.204			0.075	0.058		0.039	0.026	0.086
Move-Up Time, m (s)	2.3	2.3		2.3			2.3	2.3		2.3	2.3	2.3
Service Time, ts (s)	3.61	2.74		2.29			3.12	3.02		3.49	2.99	2.48

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	17	21		160			50	40		24	18	65
Capacity	609	714		784			664	677		622	681	753
95% Queue Length, Q_{95} (veh)	0.1	0.1		0.8			0.2	0.2		0.1	0.1	0.3
Control Delay (s/veh)	8.8	7.9		8.5			8.6	8.3		8.7	8.1	7.9
Level of Service, LOS	A	A		A			A	A		A	A	A
Approach Delay (s/veh)	8.3			8.5			8.5			8.1		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	8.4						A					

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General Information

Analyst	DLD
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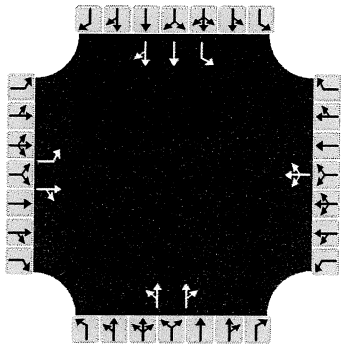
Date Performed	9/17/2019
Analysis Year	
Analysis Time Period (hrs)	0.25
Time Analyzed	AM PEAK HOUR
Project Description	EXISTING + PROJECT

Site Information

Intersection	RIDGEVIEW/CAMARILLO SPRGS
Jurisdiction	CAMARILLO
East/West Street	RIDGE VIEW STREET
North/South Street	CAMARILLO SPRINGS ROAD
Peak Hour Factor	1.00

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	33	10	11	1	23	136	10	103	0	24	51	54
% Thrus in Shared Lane							50		50			50
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	TR		LTR			LT	TR		L	T	TR
Flow Rate, v (veh/h)	33	21		160			62	52		24	26	80
Percent Heavy Vehicles	2	2		2			2	2		2	2	2

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20	3.20		3.20			3.20	3.20		3.20	3.20	3.20
Initial Degree of Utilization, x	0.029	0.019		0.142			0.055	0.046		0.021	0.023	0.071
Final Departure Headway, hd (s)	6.06	5.19		4.77			5.52	5.44		5.92	5.42	4.94
Final Degree of Utilization, x	0.056	0.030		0.212			0.094	0.078		0.039	0.038	0.109
Move-Up Time, m (s)	2.3	2.3		2.3			2.3	2.3		2.3	2.3	2.3
Service Time, ts (s)	3.76	2.89		2.47			3.22	3.14		3.62	3.12	2.64

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	33	21		160			62	52		24	26	80
Capacity	594	693		755			652	661		608	665	729
95% Queue Length, Q_{95} (veh)	0.2	0.1		0.8			0.3	0.3		0.1	0.1	0.4
Control Delay (s/veh)	9.1	8.1		8.7			8.8	8.6		8.9	8.3	8.2
Level of Service, LOS	A	A		A			A	A		A	A	A
Approach Delay (s/veh)	8.7			8.7			8.7			8.4		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	8.6						A					

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HCS7 All-Way Stop Control Report

General Information

Analyst	DLD
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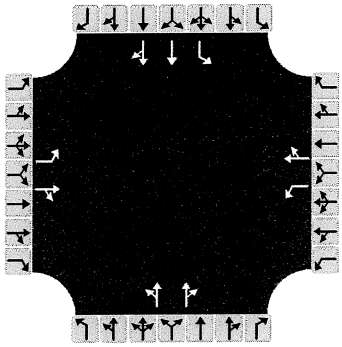
Date Performed	10/9/19
Analysis Year	
Analysis Time Period (hrs)	0.25
Time Analyzed	AM PEAK HOUR
Project Description	GP BUILDOUT

Site Information

Intersection	RIDGEVIEW/CAMARILLO SPRGS
Jurisdiction	CAMARILLO
East/West Street	RIDGE VIEW STREET
North/South Street	CAMARILLO SPRINGS ROAD
Peak Hour Factor	1.00

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	48	10	6	2	39	121	15	46	0	35	56	305
% Thrus in Shared Lane							50		50			50
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	TR		L	TR		LT	TR		L	T	TR
Flow Rate, v (veh/h)	48	16		2	160		38	23		35	28	333
Percent Heavy Vehicles	2	2		2	2		2	2		2	2	2

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20	3.20		3.20	3.20		3.20	3.20		3.20	3.20	3.20
Initial Degree of Utilization, x	0.043	0.014		0.002	0.142		0.034	0.020		0.031	0.025	0.296
Final Departure Headway, hd (s)	6.64	5.88		6.44	5.41		6.25	6.05		5.93	5.42	4.78
Final Degree of Utilization, x	0.089	0.026		0.004	0.240		0.066	0.039		0.058	0.042	0.442
Move-Up Time, m (s)	2.3	2.3		2.3	2.3		2.3	2.3		2.3	2.3	2.3
Service Time, ts (s)	4.34	3.58		4.14	3.11		3.95	3.75		3.63	3.12	2.48

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	48	16		2	160		38	23		35	28	333
Capacity	542	613		559	666		576	595		607	664	753
95% Queue Length, Q_{95} (veh)	0.3	0.1		0.0	0.9		0.2	0.1		0.2	0.1	2.3
Control Delay (s/veh)	10.0	8.7		9.2	9.8		9.4	9.0		9.0	8.4	11.2
Level of Service, LOS	A	A		A	A		A	A		A	A	B
Approach Delay (s/veh)	9.7			9.8			9.2			10.8		
Approach LOS	A			A			A			B		
Intersection Delay, s/veh | LOS	10.3						B					

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General Information

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Date Performed	10/9/19
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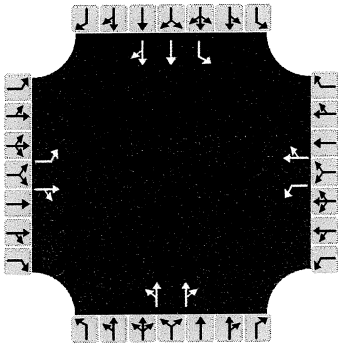
Analysis Time Period (hrs)	0.25
Time Analyzed	AM PEAK HOUR
Project Description	GP BUILDOUT + PROJECT

Site Information

Intersection	RIDGEVIEW/CAMARILLO SPRGS
Jurisdiction	CAMARILLO
East/West Street	RIDGE VIEW STREET
North/South Street	CAMARILLO SPRINGS ROAD
Peak Hour Factor	1.00

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	64	10	6	2	39	121	15	70	0	35	71	312
% Thrus in Shared Lane							50		50			50
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	TR		L	TR		LT	TR		L	T	TR
Flow Rate, v (veh/h)	64	16		2	160		50	35		35	36	348
Percent Heavy Vehicles	2	2		2	2		2	2		2	2	2

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20	3.20		3.20	3.20		3.20	3.20		3.20	3.20	3.20
Initial Degree of Utilization, x	0.057	0.014		0.002	0.142		0.044	0.031		0.031	0.032	0.309
Final Departure Headway, hd (s)	6.85	6.08		6.68	5.64		6.38	6.23		6.09	5.59	4.96
Final Degree of Utilization, x	0.122	0.027		0.004	0.251		0.089	0.061		0.059	0.055	0.479
Move-Up Time, m (s)	2.3	2.3		2.3	2.3		2.3	2.3		2.3	2.3	2.3
Service Time, ts (s)	4.55	3.78		4.38	3.34		4.08	3.93		3.79	3.29	2.66

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	64	16		2	160		50	35		35	36	348
Capacity	525	592		539	638		564	578		591	644	726
95% Queue Length, Q_{95} (veh)	0.4	0.1		0.0	1.0		0.3	0.2		0.2	0.2	2.6
Control Delay (s/veh)	10.5	9.0		9.4	10.2		9.7	9.3		9.2	8.6	12.1
Level of Service, LOS	B	A		A	B		A	A		A	A	B
Approach Delay (s/veh)	10.2			10.2			9.6			11.6		
Approach LOS	B			B			A			B		
Intersection Delay, s/veh | LOS	10.9						B					

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General Information

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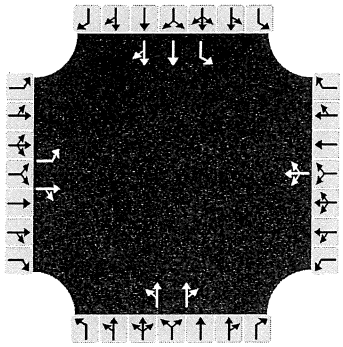
Analysis Time Period (hrs)	0.25
Time Analyzed	PM PEAK HOUR
Project Description	EXISTING CONDITIONS

Site Information

Intersection	RIDGEVIEW/CAMARILLO SPRGS
Jurisdiction	CAMARILLO
East/West Street	RIDGE VIEW STREET
North/South Street	CAMARILLO SPRINGS ROAD
Peak Hour Factor	1.00

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	37	29	16	3	10	69	16	48	2	130	88	98
% Thrus in Shared Lane							50		50			50
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	TR		LTR			LT	TR		L	T	TR
Flow Rate, v (veh/h)	37	45		82			40	26		130	44	142
Percent Heavy Vehicles	2	2		2			2	2		2	2	2

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20	3.20		3.20			3.20	3.20		3.20	3.20	3.20
Initial Degree of Utilization, x	0.033	0.040		0.073			0.036	0.023		0.116	0.039	0.126
Final Departure Headway, hd (s)	6.26	5.51		5.21			5.91	5.65		5.72	5.22	4.73
Final Degree of Utilization, x	0.064	0.069		0.119			0.066	0.041		0.207	0.064	0.187
Move-Up Time, m (s)	2.3	2.3		2.3			2.3	2.3		2.3	2.3	2.3
Service Time, ts (s)	3.96	3.21		2.91			3.61	3.35		3.42	2.92	2.43

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	37	45		82			40	26		130	44	142
Capacity	575	653		691			610	637		629	690	761
95% Queue Length, Q_{95} (veh)	0.2	0.2		0.4			0.2	0.1		0.8	0.2	0.7
Control Delay (s/veh)	9.4	8.6		8.6			9.0	8.6		9.9	8.3	8.5
Level of Service, LOS	A	A		A			A	A		A	A	A
Approach Delay (s/veh)	9.0			8.6			8.9			9.1		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	8.9						A					

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HCS7 All-Way Stop Control Report

General Information

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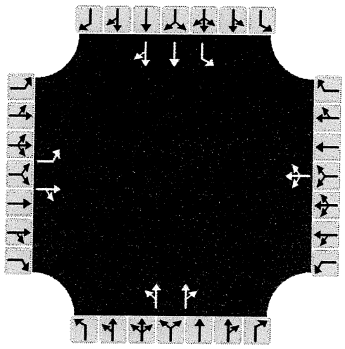
Analysis Year	
Analysis Time Period (hrs)	0.25
Time Analyzed	PM PEAK HOUR
Project Description	EXISTING + PROJECT

Site Information

Intersection	RIDGEVIEW/CAMARILLO SPRGS
Jurisdiction	CAMARILLO
East/West Street	RIDGE VIEW STREET
North/South Street	CAMARILLO SPRINGS ROAD
Peak Hour Factor	1.00

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	46	29	16	3	10	69	16	62	2	130	107	111
% Thrus in Shared Lane							50		50			50
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	TR		LTR			LT	TR		L	T	TR
Flow Rate, v (veh/h)	46	45		82			47	33		130	54	165
Percent Heavy Vehicles	2	2		2			2	2		2	2	2

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20	3.20		3.20			3.20	3.20		3.20	3.20	3.20
Initial Degree of Utilization, x	0.041	0.040		0.073			0.042	0.029		0.116	0.048	0.146
Final Departure Headway, hd (s)	6.40	5.64		5.36			5.99	5.77		5.80	5.30	4.82
Final Degree of Utilization, x	0.082	0.071		0.122			0.078	0.053		0.209	0.079	0.220
Move-Up Time, m (s)	2.3	2.3		2.3			2.3	2.3		2.3	2.3	2.3
Service Time, ts (s)	4.10	3.34		3.06			3.69	3.47		3.50	3.00	2.52

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	46	45		82			47	33		130	54	165
Capacity	563	638		671			601	624		621	680	747
95% Queue Length, Q_{95} (veh)	0.3	0.2		0.4			0.3	0.2		0.8	0.3	0.8
Control Delay (s/veh)	9.7	8.8		8.8			9.2	8.8		10.0	8.4	8.9
Level of Service, LOS	A	A		A			A	A		B	A	A
Approach Delay (s/veh)	9.2			8.8			9.0			9.2		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	9.2						A					

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HCS7 All-Way Stop Control Report

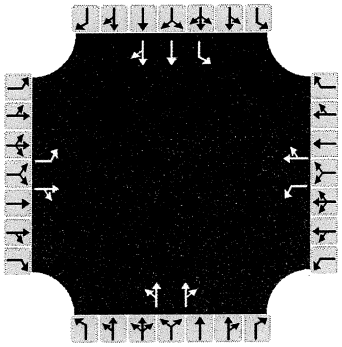
General Information

Analyst	DLD
Agency/Co.	ATE
Date Performed	10/9/19
Analysis Year	
Analysis Time Period (hrs)	0.25
Time Analyzed	PM PEAK HOUR
Project Description	GP BUILDOUT

Site Information

Intersection	RIDGEVIEW/CAMARILLO SPRGS
Jurisdiction	CAMARILLO
East/West Street	RIDGE VIEW STREET
North/South Street	CAMARILLO SPRINGS ROAD
Peak Hour Factor	1.00

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	353	69	28	1	9	65	18	81	0	85	61	285
% Thrus in Shared Lane							50		50			50
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	TR		L	TR		LT	TR		L	T	TR
Flow Rate, v (veh/h)	353	97		1	74		59	41		85	31	316
Percent Heavy Vehicles	2	2		2	2		2	2		2	2	2

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20	3.20		3.20	3.20		3.20	3.20		3.20	3.20	3.20
Initial Degree of Utilization, x	0.314	0.086		0.001	0.066		0.052	0.036		0.076	0.027	0.280
Final Departure Headway, hd (s)	7.01	6.30		8.06	6.93		7.69	7.53		7.26	6.75	6.11
Final Degree of Utilization, x	0.687	0.170		0.002	0.142		0.125	0.085		0.171	0.057	0.535
Move-Up Time, m (s)	2.3	2.3		2.3	2.3		2.3	2.3		2.3	2.3	2.3
Service Time, ts (s)	4.71	4.00		5.76	4.63		5.39	5.23		4.96	4.45	3.81

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	353	97		1	74		59	41		85	31	316
Capacity	514	571		446	520		468	478		496	533	589
95% Queue Length, Q_{95} (veh)	5.2	0.6		0.0	0.5		0.4	0.3		0.6	0.2	3.2
Control Delay (s/veh)	23.7	10.3		10.8	10.8		11.5	10.9		11.5	9.9	15.6
Level of Service, LOS	C	B		B	B		B	B		B	A	C
Approach Delay (s/veh)	20.8			10.8			11.3			14.4		
Approach LOS	C			B			B			B		
Intersection Delay, s/veh | LOS	16.6						C					

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HCS7 All-Way Stop Control Report

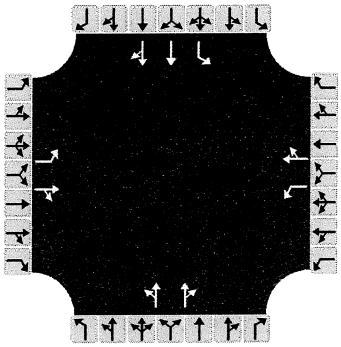
General Information

Analyst	DLD
Agency/Co.	ATE
Date Performed	10/9/19
Analysis Year	
Analysis Time Period (hrs)	0.25
Time Analyzed	PM PEAK HOUR
Project Description	GP BUILDOUT + PROJECT

Site Information

Intersection	RIDGEVIEW/CAMARILLO SPRGS
Jurisdiction	CAMARILLO
East/West Street	RIDGE VIEW STREET
North/South Street	CAMARILLO SPRINGS ROAD
Peak Hour Factor	1.00

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	362	69	28	1	9	65	18	95	0	85	80	298
% Thrus in Shared Lane							50		50			50
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	TR		L	TR		LT	TR		L	T	TR
Flow Rate, v (veh/h)	362	97		1	74		66	48		85	40	338
Percent Heavy Vehicles	2	2		2	2		2	2		2	2	2

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20	3.20		3.20	3.20		3.20	3.20		3.20	3.20	3.20
Initial Degree of Utilization, x	0.322	0.086		0.001	0.066		0.058	0.042		0.076	0.036	0.300
Final Departure Headway, hd (s)	7.19	6.49		8.30	7.17		7.85	7.71		7.39	6.89	6.26
Final Degree of Utilization, x	0.723	0.175		0.002	0.147		0.143	0.102		0.175	0.077	0.588
Move-Up Time, m (s)	2.3	2.3		2.3	2.3		2.3	2.3		2.3	2.3	2.3
Service Time, ts (s)	4.89	4.19		6.00	4.87		5.55	5.41		5.09	4.59	3.96

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	362	97		1	74		66	48		85	40	338
Capacity	500	555		433	502		459	467		487	523	575
95% Queue Length, Q_{95} (veh)	5.9	0.6		0.0	0.5		0.5	0.3		0.6	0.2	3.8
Control Delay (s/veh)	26.5	10.6		11.0	11.1		11.9	11.3		11.7	10.2	17.5
Level of Service, LOS	D	B		B	B		B	B		B	B	C
Approach Delay (s/veh)	23.1			11.1			11.6			15.8		
Approach LOS	C			B			B			C		
Intersection Delay, s/veh | LOS	18.1						C					

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HCS7 Two-Way Stop-Control Report

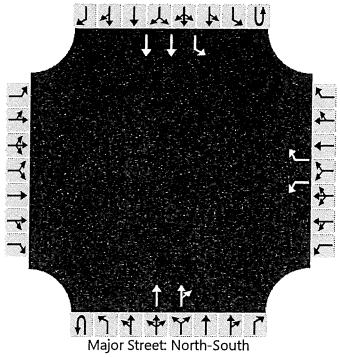
General Information

Analyst	DLD
Agency/Co.	ATE
Date Performed	9/17/2019
Analysis Year	
Time Analyzed	AM PEAK HOUR
Intersection Orientation	North-South
Project Description	EXISTING CONDITIONS

Site Information

Intersection	PANCHO/ADOHR
Jurisdiction	CAMARILLO
East/West Street	ADOHR LANE
North/South Street	PANCHO ROAD
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	2	0	0	1	2	0
Configuration						L		R			T	TR		L	T	
Volume (veh/h)						37		49			93	1	0	74	349	
Percent Heavy Vehicles (%)						3		3					3	3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.86		6.96						4.16		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						37		49						74		
Capacity, c (veh/h)						534		1009						1491		
v/c Ratio						0.07		0.05						0.05		
95% Queue Length, Q_{95} (veh)						0.2		0.2						0.2		
Control Delay (s/veh)						12.2		8.8						7.5		
Level of Service (LOS)						B		A						A		
Approach Delay (s/veh)						10.3								1.3		
Approach LOS						B										

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AWD = 9.0 SEC = LOS A

HCS7 Two-Way Stop-Control Report

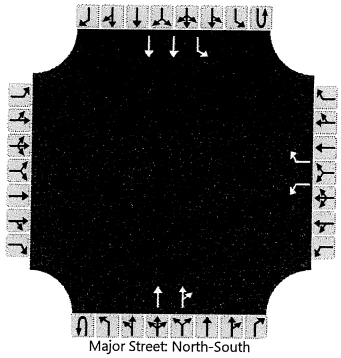
General Information

Analyst	DLD
Agency/Co.	ATE
Date Performed	9/17/2019
Analysis Year	
Time Analyzed	AM PEAK HOUR
Intersection Orientation	North-South
Project Description	EXISTING + PROJECT

Site Information

Intersection	PANCHO/ADOHR
Jurisdiction	CAMARILLO
East/West Street	ADOHR LANE
North/South Street	PANCHO ROAD
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	2	0	0	1	2	0
Configuration						L		R			T	TR		L	T	
Volume (veh/h)						37		68			93	1	0	85	349	
Percent Heavy Vehicles (%)						3		3					3	3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.86		6.96						4.16		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						37		68						85		
Capacity, c (veh/h)						513		1009						1491		
v/c Ratio						0.07		0.07						0.06		
95% Queue Length, Q_{95} (veh)						0.2		0.2						0.2		
Control Delay (s/veh)						12.6		8.8						7.6		
Level of Service (LOS)						B		A						A		
Approach Delay (s/veh)						10.1							1.5			
Approach LOS						B										

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AWD = 9.0 SEC = LOS A

HCS7 Two-Way Stop-Control Report

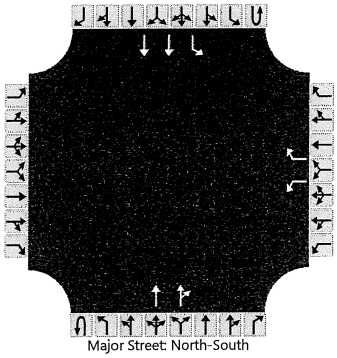
General Information

Analyst	DLD
Agency/Co.	ATE
Date Performed	12/19/19
Analysis Year	
Time Analyzed	AM PEAK HOUR
Intersection Orientation	North-South
Project Description	EXISTING + APPROVED

Site Information

Intersection	PANCHO/ADOHR
Jurisdiction	CAMARILLO
East/West Street	ADOHR LANE
North/South Street	PANCHO ROAD
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	2	0	0	1	2	0
Configuration						L		R			T	TR		L	T	
Volume (veh/h)						37		49			138	1	0	74	363	
Percent Heavy Vehicles (%)						3		3					3	3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.86		6.96						4.16		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						37		49						74		
Capacity, c (veh/h)						494		976						1435		
v/c Ratio						0.07		0.05						0.05		
95% Queue Length, Q_{95} (veh)						0.2		0.2						0.2		
Control Delay (s/veh)						12.9		8.9						7.6		
Level of Service (LOS)						B		A						A		
Approach Delay (s/veh)						10.6							1.3			
Approach LOS						B										

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AWD = 9.2 SEC = LOS A

HCS7 Two-Way Stop-Control Report

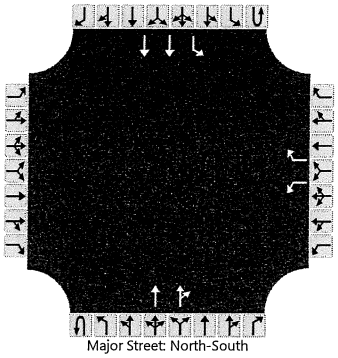
General Information

Analyst	DLD
Agency/Co.	ATE
Date Performed	12/19/19
Analysis Year	
Time Analyzed	AM PEAK HOUR
Intersection Orientation	North-South
Project Description	EXISTING + APPROVED + PROJECT

Site Information

Intersection	PANCHO/ADOHR
Jurisdiction	CAMARILLO
East/West Street	ADOHR LANE
North/South Street	PANCHO ROAD
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	2	0	0	1	2	0
Configuration						L		R			T	TR		L	T	
Volume (veh/h)						37		68			138	1	0	85	363	
Percent Heavy Vehicles (%)						3		3					3	3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.86		6.96						4.16		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						37		68						85		
Capacity, c (veh/h)						475		976						1435		
v/c Ratio						0.08		0.07						0.06		
95% Queue Length, Q_{95} (veh)						0.3		0.2						0.2		
Control Delay (s/veh)						13.2		9.0						7.7		
Level of Service (LOS)						B		A						A		
Approach Delay (s/veh)						10.5								1.5		
Approach LOS						B										

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AWD = 9.2 SEC = LOS A

HCS7 Two-Way Stop-Control Report

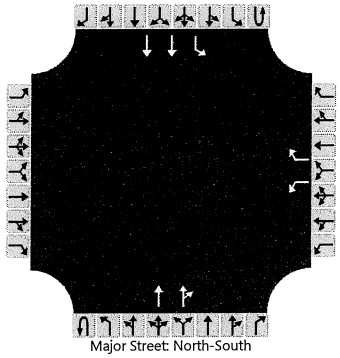
General Information

Analyst	DLD
Agency/Co.	ATE
Date Performed	10/9/19
Analysis Year	
Time Analyzed	AM PEAK HOUR
Intersection Orientation	North-South
Project Description	GP BUILDOUT

Site Information

Intersection	PANCHO/ADOHR
Jurisdiction	CAMARILLO
East/West Street	ADOHR LANE
North/South Street	PANCHO ROAD
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	2	0	0	1	2	0
Configuration						L		R			T	TR		L	T	
Volume (veh/h)						47		79			151	3	0	115	545	
Percent Heavy Vehicles (%)						3		3					3	3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.86		6.96						4.16		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						47		79						115		
Capacity, c (veh/h)						365		965						1417		
v/c Ratio						0.13		0.08						0.08		
95% Queue Length, Q_{95} (veh)						0.4		0.3						0.3		
Control Delay (s/veh)						16.3		9.1						7.8		
Level of Service (LOS)						C		A						A		
Approach Delay (s/veh)						11.8							1.4			
Approach LOS						B										

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AWD = 9.9 SEC = LOS A

HCS7 Two-Way Stop-Control Report

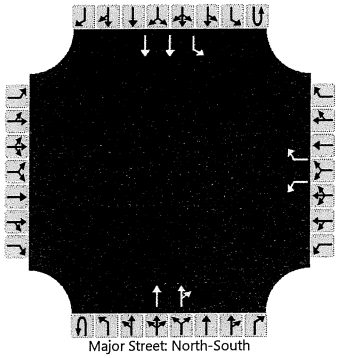
General Information

Analyst	DLD
Agency/Co.	ATE
Date Performed	10/9/19
Analysis Year	
Time Analyzed	AM PEAK HOUR
Intersection Orientation	North-South
Project Description	GP BUILDOUT + PROJECT

Site Information

Intersection	PANCHO/ADOHR
Jurisdiction	CAMARILLO
East/West Street	ADOHR LANE
North/South Street	PANCHO ROAD
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	2	0	0	1	2	0
Configuration						L		R			T	TR		L	T	
Volume (veh/h)						47		98			151	3	0	126	545	
Percent Heavy Vehicles (%)						3		3					3	3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.86		6.96						4.16		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						47		98						126		
Capacity, c (veh/h)						350		965						1417		
v/c Ratio						0.13		0.10						0.09		
95% Queue Length, Q_{95} (veh)						0.5		0.3						0.3		
Control Delay (s/veh)						16.9		9.2						7.8		
Level of Service (LOS)						C		A						A		
Approach Delay (s/veh)						11.7								1.5		
Approach LOS						B										

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AWD = 9.9 SEC = LOS A

HCS7 Two-Way Stop-Control Report

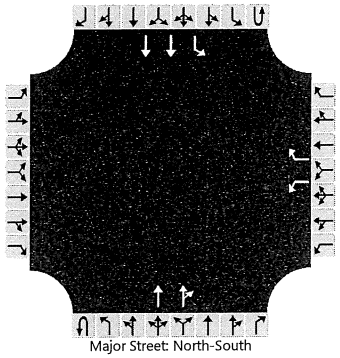
General Information

Analyst	DLD
Agency/Co.	ATE
Date Performed	9/17/2019
Analysis Year	
Time Analyzed	PM PEAK HOUR
Intersection Orientation	North-South
Project Description	EXISTING CONDITIONS

Site Information

Intersection	PANCHO/ADOHR
Jurisdiction	CAMARILLO
East/West Street	ADOHR LANE
North/South Street	PANCHO ROAD
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	2	0	0	1	2	0
Configuration						L		R			T	TR		L	T	
Volume (veh/h)						10		154			499	12	0	62	77	
Percent Heavy Vehicles (%)						3		3					3	3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.86		6.96						4.16		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						10		154						62		
Capacity, c (veh/h)						366		741						1043		
v/c Ratio						0.03		0.21						0.06		
95% Queue Length, Q_{95} (veh)						0.1		0.8						0.2		
Control Delay (s/veh)						15.1		11.1						8.7		
Level of Service (LOS)						C		B						A		
Approach Delay (s/veh)						11.4								3.9		
Approach LOS						B										

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AWD = 10.6 SEC = LOS B

HCS7 Two-Way Stop-Control Report

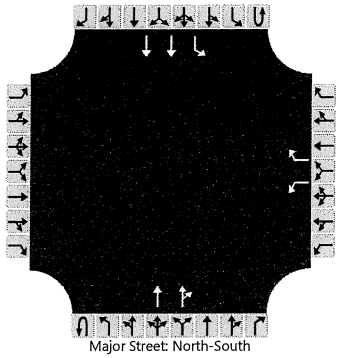
General Information

Analyst	DLD
Agency/Co.	ATE
Date Performed	9/17/2019
Analysis Year	
Time Analyzed	PM PEAK HOUR
Intersection Orientation	North-South
Project Description	EXISTING + PROJECT

Site Information

Intersection	PANCHO/ADOHR
Jurisdiction	CAMARILLO
East/West Street	ADOHR LANE
North/South Street	PANCHO ROAD
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	2	0	0	1	2	0
Configuration						L		R			T	TR		L	T	
Volume (veh/h)						10		165			499	12	0	78	77	
Percent Heavy Vehicles (%)						3		3					3	3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.86		6.96						4.16		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						10		165						78		
Capacity, c (veh/h)						344		741						1043		
v/c Ratio						0.03		0.22						0.07		
95% Queue Length, Q_{95} (veh)						0.1		0.8						0.2		
Control Delay (s/veh)						15.8		11.2						8.7		
Level of Service (LOS)						C		B						A		
Approach Delay (s/veh)						11.5							4.4			
Approach LOS						B										

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AWD = 10.6 SEC = LOS B

HCS7 Two-Way Stop-Control Report

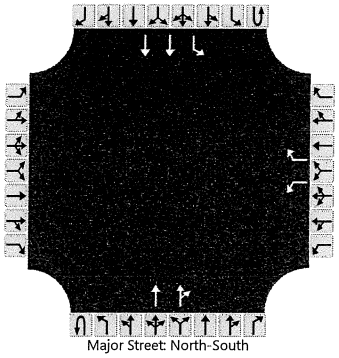
General Information

Analyst	DLD
Agency/Co.	ATE
Date Performed	9/17/2019
Analysis Year	
Time Analyzed	PM PEAK HOUR
Intersection Orientation	North-South
Project Description	EXISTING + APPROVED

Site Information

Intersection	PANCHO/ADOHR
Jurisdiction	CAMARILLO
East/West Street	ADOHR LANE
North/South Street	PANCHO ROAD
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	2	0	0	1	2	0
Configuration						L		R			T	TR		L	T	
Volume (veh/h)						10		154			526	12	0	62	122	
Percent Heavy Vehicles (%)						3		3					3	3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.86		6.96						4.16		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						10		154						62		
Capacity, c (veh/h)						340		726						1019		
v/c Ratio						0.03		0.21						0.06		
95% Queue Length, Q_{95} (veh)						0.1		0.8						0.2		
Control Delay (s/veh)						15.9		11.3						8.8		
Level of Service (LOS)						C		B						A		
Approach Delay (s/veh)						11.6							3.0			
Approach LOS						B										

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AWD = 10.8 SEC = LOS B

HCS7 Two-Way Stop-Control Report

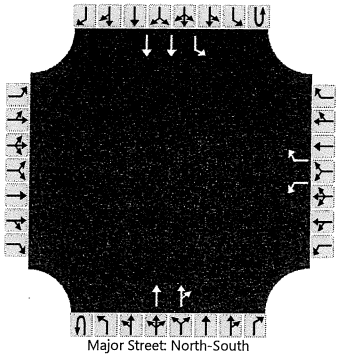
General Information

Analyst	DLD
Agency/Co.	ATE
Date Performed	9/17/2019
Analysis Year	
Time Analyzed	PM PEAK HOUR
Intersection Orientation	North-South
Project Description	EXISTING + APPROVED + PROJECT

Site Information

Intersection	PANCHO/ADOHR
Jurisdiction	CAMARILLO
East/West Street	ADOHR LANE
North/South Street	PANCHO ROAD
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	2	0	0	1	2	0
Configuration						L		R			T	TR		L	T	
Volume (veh/h)						10		165			526	12	0	78	122	
Percent Heavy Vehicles (%)						3		3					3	3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.86		6.96						4.16		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						10		165						78		
Capacity, c (veh/h)						319		726						1019		
v/c Ratio						0.03		0.23						0.08		
95% Queue Length, Q_{95} (veh)						0.1		0.9						0.2		
Control Delay (s/veh)						16.6		11.4						8.8		
Level of Service (LOS)						C		B						A		
Approach Delay (s/veh)						11.7								3.4		
Approach LOS						B										

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AWD = 10.8 SEC = LOS B

HCS7 Two-Way Stop-Control Report

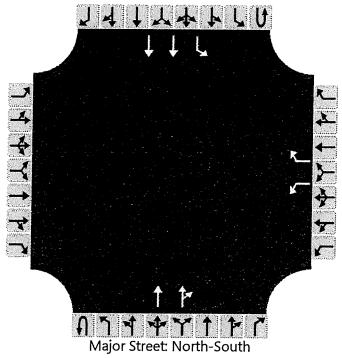
General Information

Analyst	DLD
Agency/Co.	ATE
Date Performed	10/9/19
Analysis Year	
Time Analyzed	PM PEAK HOUR
Intersection Orientation	North-South
Project Description	GP BUILDOUT

Site Information

Intersection	PANCHO/ADOHR
Jurisdiction	CAMARILLO
East/West Street	ADOHR LANE
North/South Street	PANCHO ROAD
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	2	0	0	1	2	0
Configuration						L		R			T	TR		L	T	
Volume (veh/h)						15		206			668	16	0	109	136	
Percent Heavy Vehicles (%)						3		3					3	3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.86		6.96						4.16		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						15		206						109		
Capacity, c (veh/h)						221		651						898		
v/c Ratio						0.07		0.32						0.12		
95% Queue Length, Q_{95} (veh)						0.2		1.4						0.4		
Control Delay (s/veh)						22.4		13.1						9.6		
Level of Service (LOS)						C		B						A		
Approach Delay (s/veh)						13.7								4.3		
Approach LOS						B										

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AWD = 12.4 SEC = LOS B

HCS7 Two-Way Stop-Control Report

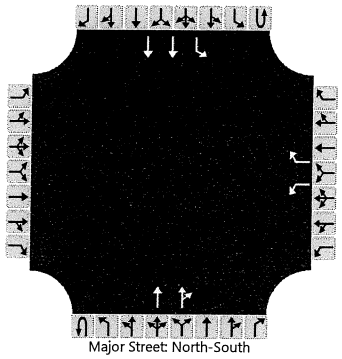
General Information

Analyst	DLD
Agency/Co.	ATE
Date Performed	10/9/19
Analysis Year	
Time Analyzed	PM PEAK HOUR
Intersection Orientation	North-South
Project Description	GP BUILDOUT + PROJECT

Site Information

Intersection	PANCHO/ADOHR
Jurisdiction	CAMARILLO
East/West Street	ADOHR LANE
North/South Street	PANCHO ROAD
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	2	0	0	1	2	0
Configuration						L		R			T	TR		L	T	
Volume (veh/h)						15		217			668	16	0	125	136	
Percent Heavy Vehicles (%)						3		3					3	3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.86		6.96						4.16		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						15		217						125		
Capacity, c (veh/h)						207		651						898		
v/c Ratio						0.07		0.33						0.14		
95% Queue Length, Q_{95} (veh)						0.2		1.5						0.5		
Control Delay (s/veh)						23.8		13.3						9.7		
Level of Service (LOS)						C		B						A		
Approach Delay (s/veh)						13.9								4.6		
Approach LOS						B										

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AWD = 12.5 SEC = LOS B

#19048 - CAMARILLO SPRINGS GOLF COURSE PROJECT **REF:** 05_AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *9/4/2019*

TIME PERIOD: *AM PEAK HOUR*

N/S STREET: *PLEASANT VALLEY ROAD*

E/W STREET: *PANCHO ROAD (SPLIT PHASED)*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	13	886	163	249	877	8	25	4	50	74	2	63
(B) PROJECT-ADDED:	0	0	3	8	0	0	0	0	0	4	0	15
(C) APPROVED:	0	67	2	12	20	0	0	0	0	7	0	38

GEOMETRICS

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

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	13	13	13	13	0.008	0.008	0.008	0.008
NBT	2	3200	886	886	953	953	0.309 *	0.310 *	0.330 *	0.331 *
NBR *(a)*	0	0	103	105	104	106	-	-	-	-
SBL	2	3200	249	257	261	269	0.078 *	0.080 *	0.082 *	0.084 *
SBT	2	3200	877	877	897	897	0.277	0.277	0.283	0.283
SBR *(b)*	0	0	8	8	8	8	-	-	-	-
EBL	1	1600	25	25	25	25	0.016 *	0.016 *	0.016 *	0.016 *
EBT	1	1600	4	4	4	4	0.013	0.013	0.013	0.013
EBR *(c)*	0	0	17	17	17	17	-	-	-	-
WBL	0	0	74	78	81	85	-	-	-	-
WBT	2	3200	2	2	2	2	0.024 *	0.025 *	0.026 *	0.027 *
WBR *(d)*	1	1600	10	12	16	19	0.006	0.008	0.010	0.012
					LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
					TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.527**	**0.531**	**0.554**	**0.558**
					SCENARIO LEVEL OF SERVICE:		A	A	A	A

NOTES:

RTOR: *(a) 27%*
(b) 0%
(c) 66%
(d) 84%

Printed: 10/14/19

#19048 - CAMARILLO SPRINGS GOLF COURSE PROJECT REF: 05_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***9/4/2019***

TIME PERIOD: ***PM PEAK HOUR***

N/S STREET: ***PLEASANT VALLEY ROAD***

E/W STREET: ***PANCHO ROAD (SPLIT PHASED)***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
VOLUMES	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	**21**	**878**	**53**	**88**	**949**	**23**	**14**	**0**	**24**	**332**	**2**	**272**
(B) PROJECT-ADDED:	**0**	**0**	**3**	**13**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**9**
(C) APPROVED:	**0**	**28**	**7**	**38**	**64**	**0**	**0**	**0**	**0**	**4**	**0**	**23**

GEOMETRICS

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

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	21	21	21	21	0.013 *	0.013	0.013	0.013
NBT	2	3200	878	878	906	906	0.287	0.288 *	0.298 *	0.298 *
NBR *(a)*	0	0	41	43	46	49	-	-	-	-
SBL	2	3200	88	101	126	139	0.028	0.032 *	0.039 *	0.043 *
SBT	2	3200	949	949	1013	1013	0.303 *	0.303	0.323	0.323
SBR *(b)*	0	0	20	20	20	20	-	-	-	-
EBL	1	1600	14	14	14	14	0.009 *	0.009 *	0.009 *	0.009 *
EBT	1	1600	0	0	0	0	0.001	0.001	0.001	0.001
EBR *(c)*	0	0	2	2	2	2	-	-	-	-
WBL	0	0	332	334	336	338	-	-	-	-
WBT	2	3200	2	2	2	2	0.104 *	0.105 *	0.106 *	0.106 *
WBR *(d)*	1	1600	155	160	168	173	0.097	0.100	0.105	0.108
					LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
					TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.529**	**0.534**	**0.552**	**0.556**
					SCENARIO LEVEL OF SERVICE:		A	A	A	A

NOTES:

RTOR: *(a) 23%*
(b) 13%
(c) 92%
(d) 43%

Printed: 10/14/19

#19048 - CAMARILLO SPRINGS GOLF COURSE PROJECT REF: 05_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *9/4/2019*

TIME PERIOD: *PM PEAK HOUR*

N/S STREET: *PLEASANT VALLEY ROAD*

E/W STREET: *PANCHO ROAD (SPLIT PHASED)*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) GP BUILDOUT:	**34**	**870**	**163**	**80**	**741**	**17**	**14**	**4**	**19**	**467**	**6**	**354**
(B) PROJECT-ADDED:	**0**	**0**	**3**	**13**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**9**

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1: GP BUILDOUT

SCENARIO 2: GP BUILDOUT + PROJECT

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2
NBL	1	1600	34	34	0.021	0.021
NBT	2	3200	870	870	0.272 *	0.272 *
NBR *(a)*	1	1600	163	166	0.102	0.104
SBL	2	3200	80	93	0.025 *	0.029 *
SBT	2	3200	741	741	0.237	0.237
SBR *(b)*	0	0	17	17	-	-
EBL	1	1600	14	14	0.009 *	0.009 *
EBT	1	1600	4	4	0.014	0.014
EBR *(c)*	0	0	19	19	-	-
WBL	0	0	467	469	-	-
WBT	2	3200	6	6	0.148	0.148
WBR *(d)*	1	1600	354	363	0.221 *	0.227 *
			LOST TIME:		0.100 *	0.100 *
			TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.627**	**0.637**
			SCENARIO LEVEL OF SERVICE:		**B**	**B**

NOTES:

RTOR:

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#19048 - CAMARILLO SPRINGS GOLF COURSE PROJECT REF: 05_AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***9/4/2019***

TIME PERIOD: ***AM PEAK HOUR***

N/S STREET: ***PLEASANT VALLEY ROAD***

E/W STREET: ***PANCHO ROAD (SPLIT PHASED)***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) GP BUILDOUT:	**17**	**900**	**275**	**376**	**807**	**9**	**32**	**2**	**46**	**119**	**1**	**106**
(B) PROJECT-ADDED:	**0**	**0**	**3**	**8**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**15**

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1: GP BUILDOUT

SCENARIO 2: GP BUILDOUT + PROJECT

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2
NBL	1	1600	17	17	0.011	0.011
NBT	2	3200	900	900	0.281 *	0.281 *
NBR *(a)*	1	1600	275	278	0.172	0.174
SBL	2	3200	376	384	0.118 *	0.120 *
SBT	2	3200	807	807	0.255	0.255
SBR *(b)*	0	0	9	9	-	-
EBL	1	1600	32	32	0.020	0.020
EBT	1	1600	2	2	0.030 *	0.030 *
EBR *(c)*	0	0	46	46	-	-
WBL	0	0	119	123	-	-
WBT	2	3200	1	1	0.038	0.039
WBR *(d)*	1	1600	106	121	0.066 *	0.076 *
			LOST TIME:		0.100 *	0.100 *
			TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.595**	**0.607**
			SCENARIO LEVEL OF SERVICE:		**A**	**B**

NOTES:

RTOR:

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