TRANSPORTATION

SUMMARY

Implementation of the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Implementation of the proposed project would not conflict or be inconsistent with State CEQA Guidelines Section 15064.3(b) for the reduction of vehicle miles travelled.

Implementation of the proposed project would not substantially increase hazards due to a design feature or incompatible uses.

Implementation of the proposed project would not result in inadequate emergency access.

INTRODUCTION

The following analysis is based upon the *Camarillo Springs Golf Course Project - Final Traffic and Circulation Study* (Traffic and Circulation Study) prepared by Associated Transportation Engineers, September 3, 2020 and the *Vehicle Miles Travelled (VMT) Analysis for the Camarillo Springs Golf Course Project, City of Camarillo* (VMT Analysis) prepared by Associated Transportation Engineers, June 8, 2020. The City of Camarillo has independently reviewed and allowed for public review the information presented in the Traffic and Circulation Study and the VMT Analysis. A copy of the Traffic and Circulation Study is provided as Appendix T to this EIR and the VMT Analysis is provided as Appendix U.

The Traffic and Circulation Study was prepared using the guidelines set forth in the City of Camarillo guidelines for traffic impact studies. Existing and future traffic conditions have been analyzed to estimate the potential traffic and circulation impacts of the proposed project in the vicinity of the project site. The Traffic and Circulation Study evaluates the potential impacts to the following five study-area intersections, which were determined through consultations with the City of Camarillo Department of Public Works:

1. U.S. Highway 101 Westbound Ramps/Camarillo Springs Road

2. U.S. Highway 101 Eastbound Ramps/Camarillo Springs Road

3. Ridge View Street/Camarillo Springs Road

4. Adohr Lane/Pancho Road

5. Pleasant Valley Road/Pancho Road

The proposed project would be constructed over a period of about six years. Therefore, the traffic analysis focuses on the following traffic scenarios for project-specific traffic impacts:

- Existing conditions
- Existing + Project
- Existing + Approved Projects
- Existing + Approved Projects + Project
- General Plan Buildout

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 City's Intersection Capacity Utilization Methodology (ICU) was used and the results are shown as a volume-to-capacity ratio. Levels of service for unsignalized intersections were calculated using methodologies outlined in the Highway Capacity Manual (HCM) and the results are presented as seconds of delay. Table 5.14-1 lists the level of service grades for intersections.

TABLE 5.14-1 - 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.

LOS = Level of Service.
ICU = Intersection Capacity Utilization.

Source of table data: Associated Transportation Engineers, September 3, 2020.

ENVIRONMENTAL SETTING

Regulatory Setting

Senate Bill 743

Governor Brown signed Senate Bill (SB) 743 (Steinberg, 2013), which creates a process to change the way that transportation impacts are analyzed under CEQA. Specifically, SB 743 required the Governor's Office of Planning and Research to amend the State CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. Particularly within areas served by transit, those alternative criteria must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." (Public Resources Code Section 21099(b)(1).) Measurements of transportation impacts may include "vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated." SB 743 also amended congestion management law to allow cities and counties to opt out of LOS standards within certain infill areas. (See Government Code Sections 65088.1 and 65088.4.)

As of December 2018 when the State CEQA Guidelines were amended to include the new criteria as Section 15064.3, auto delay is no longer considered a significant environmental impact under CEQA. However, the provisions of Section 15064.3 do not apply statewide until July 1, 2020. Beginning July 1, 2020, environmental documents must comply with State CEQA Guidelines section 15064.3, which requires that transportation impacts be analyzed in terms of vehicle miles traveled (VMT), and lead agencies must consider whether a proposed project's VMT exceeds an applicable threshold.

City of Camarillo Traffic Policies

The City's General Plan Circulation Element 2014 policy is to maintain LOS C or better on all streets and intersections. Brief periods of LOS D during peak A.M. and P.M. traffic hours are permitted where improving to LOS C would be unreasonably costly.

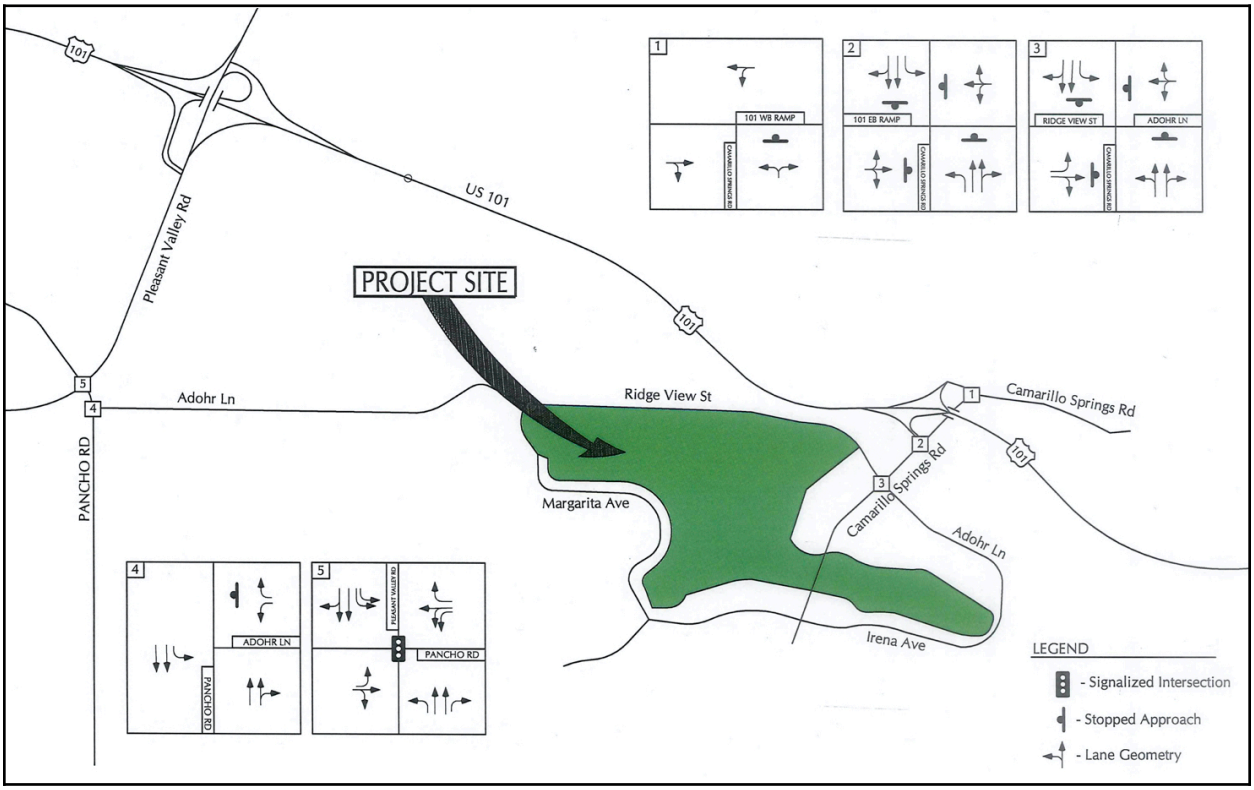
Existing Roadway Network

The proposed project site is served by a circulation system comprised of U.S. Highway 101 and a network of arterial streets, collector streets, and local streets. The following text briefly describes the key components of the study-area roadway network, which is illustrated in Figure 5.14-1.

U.S. Highway 101, located north of the project site, is a multi-lane freeway which serves as a major arterial for the City and is the principal intercity route along this portion of the Pacific Coast. Although U.S. Highway 101 is a north-south highway within California, it follows an east-west alignment in Camarillo. Project site access to U.S. Highway 101 is provided via the U.S. 101/Camarillo Springs Road interchange. U.S. Highway 101 provides four eastbound lanes and three westbound lanes at the U.S. 101/

Camarillo Springs Road interchange. Stop signs control the U.S. 101 ramp connections to Camarillo Springs Road.

FIGURE 5.14-1 - EXISTING ROADWAY NETWORK



Ridge View Street-Adohr Lane, located along the northern frontage of the project site, is a two-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 is a four-lane arterial street that extends south from the U.S. 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 U.S. Highway 101 as a two-lane road.

Pleasant Valley Road is a Primary Arterial that extends from Port Hueneme to U.S. Highway 101. Within the study-area, it is a four-lane roadway that extends east-west and provides access to the site from Port Hueneme and Oxnard.

U.S. Highway 101, Santa Rosa Road, and Pleasant Valley Road are also included in the Ventura County Congestion Management Plan (CMP) network.

Pancho Road, located west of the project site, is designated as an Industrial Collector and extends south from Pleasant Valley Road to its terminus south of Howard Road. Pancho Road provides a secondary access route to the project site via its connection from Pleasant Valley Road to Adohr Lane.

Existing Transit Facilities

At the present time, the City of Camarillo operates an intra-city public transit system consisting of 12 buses. The City owns the buses and has a contract with a private bus company to provide drivers and maintain the buses. The Camarillo Area Transit (CAT) intra-city transit system has one fixed bus route. The City also operates a free trolley service on a separate fixed route. The trolley stops at shopping centers on a 30-minute schedule. Dial-a-ride service providing curb-to-curb transportation is also available to the general public. The proposed project site is not located along the current CAT or trolley service fixed routes.

The City also supports the Ventura Intercity Service Transit Authority (VISTA) bus system and participates with other agencies in coordination as well as financial aid. The VISTA system connects Camarillo with surrounding cities and, thereby, provides access to major employment, commercial, governmental, and recreation centers, as well as California State University, Channel Islands. The nearest VISTA stop to the project site is located at the Plaza at Mission Oaks shopping center along Pleasant Valley Road.

Existing Intersection Operations

AM and PM peak hour turning movement counts for the nine intersections included in the Traffic and Circulation Study were collected in September 2019. Levels of service for the study area intersections were calculated based on the existing peak hour traffic volumes, intersection geometry (i.e., the number and direction of lanes), and the level of service methodologies outlined above. The existing intersection levels of service are summarized in Table 5.14-2. Table 2 indicates that the study-area intersections currently operate at LOS A during the AM peak hour and the LOS A-B range during the PM peak hour, which meet the City's LOC C standard.

U.S. Highway 101

US Highway 101 connects Camarillo to regions north and south of 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.

TABLE 5.14-2 - EXISTING INTERSECTION PEAK HOUR LEVELS OF SERVICE

Intersection	Control	ICU/LOS	
		AM Peak Hour	PM Peak Hour
U.S. 101 WB/Camarillo Springs Road[1]	1-Way Stop	9.4 sec/LOS A	9.7 sec/LOSA
U.S. 101 EB/Camarillo Springs Road[1]	All-Way Stop	8.3 sec/LOS A	8.9 sec/LOS A
Ridge View St./Camarillo Springs Rd.[1]	All-Way Stop	8.4 sec/LOS A	8.9 sec/LOS A
Adohr Lane/Rancho Road[1]	1-Way Stop	9.0 sec/LOS A	10.6 sec/LOS B
Pleasant Valley Road/Pancho Road[2]	Signal	0.53/LOS A	0.53/LOS A

[1] Stop controlled intersection. LOS based on average delay per vehicle in seconds.

[2] Signalized intersection. LOS based on ICU.

Source of table data: Associated Transportation Engineers, September 3, 2020.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G to the State CEQA Guidelines, a project could have a potentially significant impact on transportation if it would:

- Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- Conflict or be inconsistent with State CEQA Guidelines Section 15064.3(b) for the reduction of vehicle miles travelled.
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves) or incompatible uses (e.g., farm equipment).
- Result in inadequate emergency access.

PROJECT IMPACTS AND MITIGATION MEASURES

Circulation System Programs, Plans, Ordinances, and Policies

Threshold: Would the proposed project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Impact: Implementation of the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Impact Analysis

City Policies

As discussed in the Land Use section of this EIR, the proposed project would be consistent with all applicable Camarillo General Plan Circulation Element 2014 policies for circulation patterns and design, and alternative modes of transportation (see Table 2 - Camarillo General Plan Consistency Evaluation). Addition information is provided below pursuant to Camarillo General Plan Circulation Element 2014 Policies 1.1.4, 1.2.5, and 1.2.6 regarding the project's effect on the local circulation system.

As discussed previously, auto delay and LOS is no longer to be considered a significant environmental impact under CEQA. However, the evaluation of project traffic impacts was initiated prior to July 1, 2020 when the provisions of Section 15064.3 were required to be applied statewide. Therefore, the following information is provided for informational purposes only and is not used to determine a traffic-related impact of the project, based on current CEQA regulations.

Outside of the CEQA review, the traffic study may still be used to determine if any conditions will be needed to be satisfied with the project.

Project Trip Generation

Trip generation estimates were calculated for the proposed project based on the rates contained in the 10th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual and the 2002 San Diego Association of Governments (SANDAG) Trip Generators publication. 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 six 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 (five studies). Those ITE rates are very low and produce trip estimates of less than five trips during the AM and PM peak hour periods for the public park component. The SANDAG publication has studies of City Parks which have rates that are more appropriate for the proposed public parks and were, therefore, used. Table 5.14-3 summarizes the trip generation estimates for the proposed project.

As shown in Table 5.14-3, the proposed project is expected to generate a net increase of 1,257 average daily trips (ADT), with 98 new trips occurring during the AM peak hour and 91 new trips occurring during the PM peak hour.

Project Trip Distribution

The traffic generated by the project was distributed to the study-area street network according to the percentages listed in Table 5.14-4. 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 5.14-2 illustrates the distribution and assignment of the project traffic at the study-area intersections.

TABLE 5.14-3 - ESTIMATED PROJECT TRIP GENERATION

Land Use	Size	ADT		AM Peak Hour		PM Peak Hour	
		Rate	Trips	Rate	Trips (In/Out)	Rate	Trips (In/Out)
Proposed							
Senior Housing	248 Units	4.27	1,059	0.24	60 (20/40)	0.30	74 (45/29)
Parks	7.6 Acres	50.00	380	6.5	49 (25/24)	4.50	34 (17/17)
Subtotal			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)
Total Net Trip Generation			1,257		98 (36/62)		91 (53/38)

Source of table data: Associated Transportation Engineers, September 3, 2020.

TABLE 5.14-4 - PROJECT TRIP DISTRIBUTION

Origin/Destination	Direction	Project Trip Distribution
U.S. Highway 101	East West	20% 30%
Ridge View Street	West	30%
Local	—	20%

Source of table data: Associated Transportation Engineers, September 3, 2020.

Existing + Project Conditions

Levels of service were calculated for the study-area intersections assuming the Existing + Project peak hour volumes. Table 5.14-5 compares the Existing and Existing + Project level of service forecasts. As shown, the study-area intersections are forecast to continue to operate at LOS A and LOS B during the AM and PM peak hours with Existing + Project traffic volumes. These conditions would continue to meet the City's LOS C standard consistent with Camarillo General Plan Circulation Element 2014 Policy 1.2.6.

FIGURE 5.14-2 - PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

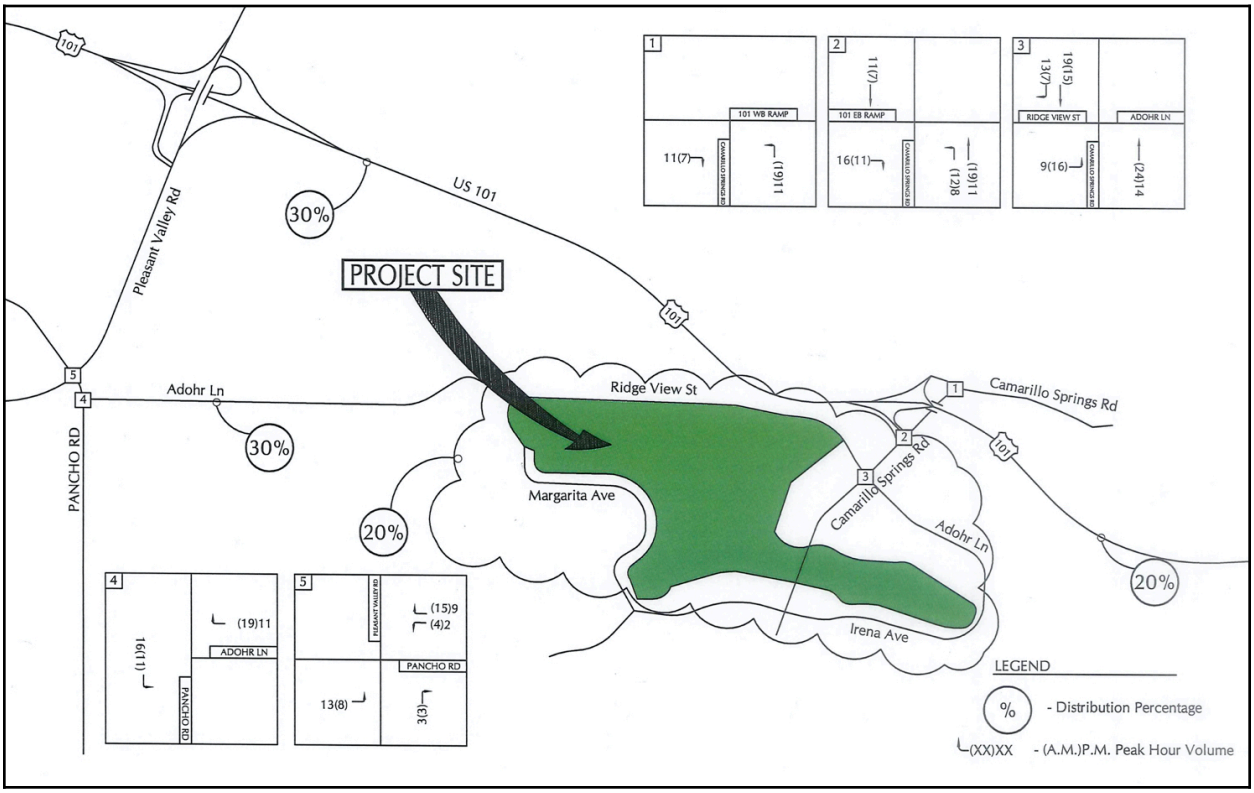


TABLE 5.14-5 - EXISTING + PROJECT INTERSECTION PEAK HOUR LEVELS OF SERVICE

Intersection	ICU/LOS			
	AM Peak Hour		PM Peak Hour	
	Existing	Existing + Project	Existing	Existing + Project
U.S. 101 WB/Camarillo Springs Road[1]	9.4 sec/LOS A	9.5 sec/LOS A	9.7 sec/LOS A	9.8 sec/LOS A
U.S. 101 EB/Camarillo Springs Road[1]	8.3 sec/LOS A	8.5 sec/LOS A	8.9 sec/LOS A	9.1 sec/LOS A
Ridge View St./Camarillo Springs Rd.[1]	8.4 sec/LOS A	8.6 sec/LOS A	8.9 sec/LOS A	9.2 sec/LOS A
Adohr Lane/Rancho Road[1]	9.0 sec/LOS A	9.0 sec/LOS A	10.6 sec/LOS B	10.6 sec/LOS B
Pleasant Valley Road/Pancho Road[2]	0.53/LOS A	0.53/LOS A	0.53/LOS A	0.53/LOS A

[1] Stop controlled intersection. LOS based on average delay per vehicle in seconds.

[2] Signalized intersection. LOS based on ICU.

Source of table data: Associated Transportation Engineers, September 3, 2020.

Existing + Approved Projects + Project Conditions

This scenario analyzes future traffic conditions 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. There are no approved development projects within the Camarillo Springs community and thus no additional traffic is expected to affect the U.S. Highway 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. Traffic that would be generated by the project was then layered onto the Existing + Approved forecasts to analyze potential impacts for this scenario.

Levels of service were calculated for the study-area intersections assuming the Existing + Approved and Existing + Approved + Project traffic forecast. The resulting levels of service are listed in Table 5.14-6. As shown, the study-area intersections are forecast to continue to operate at LOS A and LOS B during the AM and PM peak hours with Existing + Approved + Project traffic volumes. These conditions would continue to meet the City's LOS C standard consistent with Camarillo General Plan Circulation Element 2014 Policy 1.2.6.

TABLE 5.14-6 - EXISTING + APPROVED + PROJECT INTERSECTION PEAK HOUR LEVELS OF SERVICE

Intersection	ICU/LOS			
	AM Peak Hour		PM Peak Hour	
	Existing + Approved	Existing + Approved + Project	Existing + Approved	Existing + Approved + Project
U.S. 101 WB/Camarillo Springs Road[1]	9.4 sec/LOS A	9.5 sec/LOS A	9.7 sec/LOS A	9.8 sec/LOS A
U.S. 101 EB/Camarillo Springs Road[1]	8.3 sec/LOS A	8.5 sec/LOS A	8.9 sec/LOS A	9.1 sec/LOS A
Ridge View St./Camarillo Springs Rd.[1]	8.4 sec/LOS A	8.6 sec/LOS A	8.9 sec/LOS A	9.2 sec/LOS A
Adohr Lane/Rancho Road[1]	9.2 sec/LOS A	9.2 sec/LOS A	10.8 sec/LOS B	10.8 sec/LOS B
Pleasant Valley Road/Pancho Road[2]	0.55/LOS A	0.56/LOS A	0.55/LOS A	0.56/LOS A

[1] Stop controlled intersection. LOS based on average delay per vehicle in seconds.

[2] Signalized intersection. LOS based on ICU.

Source of table data: Associated Transportation Engineers, September 3, 2020.

General Plan Buildout Conditions

Traffic analyses of General Plan Buildout is provided in conjunction with the City's Circulation Element 2014. The Circulation Element 2014 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. 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.

Intersection Operations

Levels of service were calculated for the study-area intersections assuming the General Plan Buildout and General Plan Buildout + Project traffic forecast. The resulting levels of service are listed in Table 5.14-7. As shown, the study-area intersections are forecast to operate at LOS C or better during the AM and PM peak hours with General Plan Buildout + Project traffic. These conditions would continue to meet the City's LOS C standard consistent with Camarillo General Plan Circulation Element 2014 Policy 1.2.6.

TABLE 5.14-7 - GENERAL PLAN BUILDOUT INTERSECTION LEVELS OF SERVICE

Intersection	ICU/LOS			
	AM Peak Hour		PM Peak Hour	
	General Plan Buildout	GP Buildout + Project	General Plan Buildout	GP Buildout + Project
U.S. 101 WB/Camarillo Springs Road[1]	9.7 sec/LOS A	10.0 sec/LOS B	10.3 sec/LOS B	10.5 sec/LOS B
U.S. 101 EB/Camarillo Springs Road[1]	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.[1]	10.3 sec/LOS B	10.9 sec/LOS B	16.6 sec/LOS C	18.1 sec/LOS C
Adohr Lane/Rancho Road[1]	9.9 sec/LOS A	9.9 sec/LOS A	12.4 sec/LOS B	12.5 sec/LOS B
Pleasant Valley Road/Pancho Road[2]	0.60/LOS B	0.61/LOS B	0.63/LOS B	0.64/LOS B

[1] Stop controlled intersection. LOS based on average delay per vehicle in seconds.

[2] Signalized intersection. LOS based on ICU.

Source of table data: Associated Transportation Engineers, September 3, 2020.

Site Access

Vehicular access to the project site is proposed via two access connections to the existing street network. The access on Camarillo Springs Road is the existing access that serves the Camarillo Springs Golf Course. The access on Ridge View Drive is a new connection. Although both access points to the residential area would be gated, the general public would have open access to the parking areas designated for the public parks.

The segment of Margarita Avenue within the property would be improved and the existing gate at Ridge View Street would be removed. Access to the residential development from Margarita Avenue would be provided by way of a County of Ventura Knox Box entry system along 'Street D.' No vehicles would be able to enter the site from the west without the Ventura County Fire Department operating the gate. Project residents would not have a key, fob, or controller to activate the entry function. Vehicles would be able to exit the residential development from this gate at any time by activating a sensor pad in the pavement. The Fire Department requested this so that residents would have an available emergency exit path of travel. The existing gate at the property boundary with the Camarillo Springs Country Club Village mobile home community would continue to remain closed with no mobile home access through the golf course property.

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 driveway are also forecast at LOS A. The secondary access connection that links the project site to Ridge View Drive via the improved segment of Margarita Avenue is forecast to be used by about 10 vehicles during the AM and PM peak hours. Operations at this connection are also forecast at LOS A. In summary, access to/from the project site would be accommodate by the planned access connections and would operate at LOS A.

Regional Policies

Potential impacts to U.S. Highway 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 U.S. Highway 101. Potential impacts to U.S. Highway 101 in Camarillo were, therefore, evaluated using the numerical impact criteria adopted by the congestion management agency for Los Angeles County, which is also a SCAG member agency. These criteria have been generally accepted and used by the City of Camarillo for assessing potential impacts to U.S. Highway 101 by development projects proposed in Camarillo.

The Los Angeles County Congestion Management Program guidelines require that freeway monitoring locations be examined if a proposed project would add 150 peak hour trips or more in either direction

during the AM or PM peak hours. If a project is forecast to add 150 AM or PM peak hour trips (or more) in either direction, the impact is considered significant if the proposed project increases traffic demands by 2% of capacity (V/C ≥ 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).

Table 5.14-8 lists the project's traffic additions to the segments of U.S. Highway 101 north and south of the Camarillo Springs Road interchange. The project would add less than 20 trips to the eastbound and westbound segments of U.S. Highway 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 U.S. Highway 101 in the Camarillo area.

TABLE 5.14-8 - PROJECT TRAFFIC ADDITIONS TO U.S. HIGHWAY 101

U.S. Highway 101 Segment	Project Added Trips				Impact?
	AM Peak Hour		PM Peak Hour		
	Eastbound	Westbound	Eastbound	Westbound	
East of Camarillo Springs Rd.	12	7	8	11	No
West of Camarillo Springs Rd.	11	19	16	11	No

Source of table data: Associated Transportation Engineers, September 3, 2020.

Pedestrian and Bicycle Access

Gated access to the residential development is proposed via Ridge View Street and Camarillo Springs Road to internal private streets and drive aisles. The internal private streets and drive aisles of the proposed residential area would meet City standards for appearance, access, lighting, and safety for pedestrians and bicyclists. Most of the public who would use the public park and dog park are expected to be from the surrounding neighborhoods and would be able to walk to the parks.

Conclusion

Based on this information, the impact of the project would be less than significant.

Reduction of VMT

Threshold: Would the proposed project conflict or be inconsistent with State CEQA Guidelines Section 15064.3(b) for the reduction of vehicle miles travelled?

Impact: Implementation of the proposed project would not conflict or be inconsistent with State CEQA Guidelines Section 15064.3(b) for the reduction of vehicle miles travelled.

Impact Analysis

The California Governor's Office of Planning and Research (OPR) published a technical advisory that includes recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures.[1] The recommended VMT impact threshold for residential projects is as follows:

> Recommended threshold for residential projects: A proposed project exceeding a level of 15 percent below existing VMT per capita may indicate a significant transportation impact. Existing VMT per capita may be measured as regional VMT per capita or as city VMT per capita. Proposed development referencing a threshold based on city VMT per capita (rather than regional VMT per capita) should not cumulatively exceed the number of units specified in the SCS (Sustainable Community Strategy) for that city, and should be consistent with the SCS.
>
> Residential development that would generate vehicle travel that is 15 or more percent below the existing residential VMT per capita, measured against the region or city, may indicate a less-than significant transportation impact. In MPO areas, development measured against city VMT per capita (rather than regional VMT per capita) should not cumulatively exceed the population or number of units specified in the SCS for that city because greater-than-planned amounts of development in areas above the region-based threshold would undermine the VMT containment needed to achieve regional targets under SB 375.
>
> For residential projects in unincorporated county areas, the local agency can compare a residential project's VMT to (1) the region's VMT per capita, or (2) the aggregate population-weighted VMT per capita of all cities in the region. In MPO areas, development in unincorporated areas measured against aggregate city VMT per capita (rather than regional VMT per capita) should not cumulatively exceed the population or number of units specified in the SCS for that city because greater-than-planned amounts of development in areas above the regional threshold would undermine achievement of regional targets under SB 375.

The California Emissions Estimator Model (CalEEMod v. 2016.3.2) and the trip generation data from the project Traffic and Circulation Study was therefore utilized to develop VMT estimates for proposed senior housing units and the existing golf course use that will be removed. Table 5.14-9 presents the results of the CalEEMod VMT calculations.

[1] *Technical Advisory on Evaluating Transportation Impacts in CEQA*, Governor's Office of Planning and Research, December 2018.

TABLE 5.14-9 - PROJECT CALEEMOD VMT CALCULATIONS

Land Use	Size	Yearly VMT	Daily VMT
Senior Housing	248 Units	1,564,310	4,286
Golf Course	-6 Holes	-400,999	-1,099
Net Increase		1,163,311	3,187

Source of table data: Associated Transportation Engineers, June 8, 2020.

In order to determine the VMT per capita for the project, estimates of household size were developed using US Census data for the census blocks located adjacent to the project site (census data attached). The data showed an average of 2.05 persons per household in the adjacent residences. The VMT analysis uses a more conservative rate of 2.00 persons per household to account for the age-restricted units. Based on this factor, the project would have a total population of approximately 496 residents which yields 6.43 VMT per capita. This information is presented in Table 5.14-10.

TABLE 5.14-10 - PROJECT PER CAPITA VMT ESTIMATES

Land Use	Units	Persons Per Unit	Total Population	Daily VMT	VMT per Capita
Senior Housing	248 Units	2.0	496	3,187	6.43

Source of table data: Associated Transportation Engineers, June 8, 2020.

Given that the City of Camarillo has not established VMT per capita thresholds at this time, the VMT per capita standards published by Ventura County were used to evaluate the potential impacts of the proposed project. The Transportation and Traffic Section of the Draft EIR for the Ventura County 2040 General Plan indicates that the per capita VMT in the County is 9.66 miles. The proposed project's estimated per capita VMT of 6.43 is about 33% less than the County average. Based on this analysis, the project's VMT generation would be less than significant since it is not less than 15% below existing regional per capita VMT. Table 5.14-11 summarizes the VMT data.

TABLE 5.14-11 - PROJECT VMT COMPARISON TO COUNTY AVERAGE

Project VMT Estimate	Ventura County Average	Percent Less Than Average
Senior Housing	248 Units	1564310
Golf Course	-6 Holes	-400999
Net Increase		1163311

Source of table data: Associated Transportation Engineers, June 8, 2020.

The proposed senior housing development would also generate significantly lower traffic volumes compared to standard single-family residences and multi-family housing units, and thus would have lower VMT than other residential types. A comparison of the residential trip generation rates contained in the ITE Trip Generation Manual is provided in Table 5.14-12.

TABLE 5.14-12 - RESIDENTIAL TRIP GENERATION RATE COMPARISON

Land Use	Daily Trip Rate	Senior Housing Rate	Percentage Less
Single Family	9.44/Unit	4.27/Unit	55% Less
Multi-Family	7.32/Unit	4.27/Unit	42% Less

Source of table data: Associated Transportation Engineers, June 8, 2020.

The data presented in Table 5.14-12 show that the proposed residential uses would generate 55% less daily traffic than single family homes and 42% less traffic than multi-family developments further indicating that the project would generate less VMT per capita than other residential developments in the City and the County. Therefore, the proposed project would not conflict or be inconsistent with State CEQA Guidelines Section 15064.3(b) for the reduction of VMT. The impact of he project would be less than significant.

Roadway Hazards

Threshold: Would the proposed project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Impact: Implementation of the proposed project would not substantially increase hazards due to a design feature or incompatible uses.

Impact Analysis

Gated access to the residential development is proposed via Ridge View Street and Camarillo Springs Road to internal private streets and drive aisles. The internal private streets and drive aisles of the proposed residential area would meet City standards for appearance, access, lighting, and safety for pedestrians, bicyclists, and vehicles. No uses are proposed that are incompatible with the proposed residential uses, reconfigured golf course, or existing uses in the vicinity of the site. Therefore, the impact of the project would be less than significant.

The City also requested a safety review of the U.S. Highway 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.

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 plus higher-than-average rates (lower + higher = average). If the accident rate experienced at a facility is higher than the statewide average, the Caltrans significance test is performed if the number of accidents that occurred at 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 5.14-13 lists the accident rates for the U.S. Highway 101/Camarillo Springs Road interchange. As shown, the rates of accidents on the U.S. Highway 101 off-ramp is higher than the California statewide average for similar facilities. There were no reported accidents on the U.S. Highway 101 northbound and southbound on-ramps during the reported three-year period.

TABLE 5.14-13 - U.S. HIGHWAY 101/CAMARILLO SPRINGS ROAD INTERCHANGE

U.S. Highway 101 Ramp	Accident Rate[1]	Statewide Average Rate[2]
U.S. Highway 101 NB Off-Ramp	2.38	0.50
U.S. Highway 101 NB On-Ramp	0.00	0.60
U.S. Highway 101 SB Off-Ramp	1.61	0.5
U.S. Highway 101 SB On-Ramp	0.00	0.67

[1] Actual rate of accidents per million miles traveled.

[2] California statewide average for similar facilities.

Source of table data: Associated Transportation Engineers, September 3, 2020.

U.S. Highway 101 Northbound Off-Ramp. Three accidents occurred on the U.S. Highway 101 Northbound Off-Ramp during the three-year reporting period. All three 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 at the ramp. The Caltrans significance test was performed to determine if the number of accidents is significant. The results show that the number of accidents required to be statistically significant is four accidents within a three-year period. Therefore, further investigation is not warranted since the number of accidents that occurred is less than the Caltrans significance criteria.

U.S. Highway 101 Southbound Off-Ramp. Three accidents occurred on the U.S. Highway 101 Southbound Off-Ramp during the three-year reporting period. All three 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 at the ramp. The Caltrans significance test was performed to determine if the number of accidents is significant. The results show that the number of accidents required to be statistically significant is five accidents within a three-year period. Therefore, further investigation is not warranted since the number of accidents that occurred is less than the Caltrans significance criteria.

Emergency Evacuation

Threshold: Would the proposed project result in inadequate emergency access?

Impact: Implementation of the proposed project would not result in inadequate emergency access.

Impact Analysis

General vehicular access to the project site is proposed via two access connections to the existing street network and one emergency access from the improved segment of Margarita Avenue. The access on Camarillo Springs Road is the existing access that serves the Camarillo Springs Golf Course. The access on Ridge View Drive is a new connection. The segment of Margarita Avenue within the property would be improved and the existing gate at Ridge View Street would be removed. Access to the residential development from Margarita Avenue would be provided by way of a County of Ventura Knox Box entry system along 'Street D.' No vehicles would be able to enter the site from the west without the Ventura County Fire Department operating the gate. Project residents would not have a key, fob, or controller to activate the entry function. Vehicles would be able to exit the residential development from this gate at any time by activating a sensor pad in the pavement. The Fire Department requested this so that residents would have an available emergency exit path of travel. The existing gate at the property boundary with the Camarillo Springs Country Club Village mobile home community would continue to remain closed with no mobile home access through the golf course property. Although each of the access points to the residential area would be gated, emergency vehicles and personnel would have access to the residential community well as access to the parking areas designated for the public parks. By providing two access connections to the project, emergency vehicles and personnel would have access to the residential community even in the event that one of the access connections is blocked. Therefore, the impact of the project would be less than significant.

CUMULATIVE IMPACTS

As discussed previously, the proposed project would generate less VMT than the existing City and County average. In addition, the intersections win the vicinity of the project site would continue to meet the City's LOS C standard under the cumulative conditions of "Existing + Approved + Project" traffic volumes and General Plan Buildout traffic volumes. Therefore, the cumulative transportation impacts in the vicinity of the project site would be less than significant.

UNAVOIDABLE SIGNIFICANT IMPACTS

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

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