APPENDIX I:
TRANSPORTATION ANALYSIS

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PROJECT 22-0237: 290 Maple Court

CEQA TRANSPORTATION IMPACT SCREENING CHECKLIST

This checklist can be used to screen land development projects to determine if they are presumed to have no significant CEQA transportation impacts or if they need to have a formal VMT traffic study. The VMT screening criteria are based on the State of California Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA.

Step 1: Check Project Type for Screening — Meet: NO

Certain project types may be presumed to have a less than significant impact. For instance, maintenance of existing facilities, installation of safety devices, installation of bicycle or pedestrian facilities, reducing existing vehicle lanes, modifications to on-street parking, adding alternative fuel charging infrastructure, local serving retail projects (less than 50,000 square feet) generally improve the convenience of shopping close to home and has the effect of reducing vehicle travel. This could be applied to individual businesses in a community-based shopping center. Similarly, adding local neighborhood-serving parks and schools can reduce vehicle travel from facilities located further away. The following types of uses could be presumed to have a less than significant impact as their uses are local serving in nature:

- Local-serving retail establishments (less than 50,000 sf each)
- Local-serving K-12 schools
- Local parks
- Day care centers
- Local-serving gas stations
- Local-serving banks
- Local-serving medical offices
- Local-serving community assembly uses (community organizations, places of worship, etc.)
- Local-serving restaurants
- Local-serving hotels (e.g. non-destination hotels)
- Student housing projects
- Local serving community colleges that are consistent with the assumptions in the Regional Transportation Plan and Sustainable Community Strategy

- Projects generating less than 110 daily vehicle trips. The City would estimate trip generation for a project that may fall in this area and compare it to the 110 daily trip limit criteria. This generally corresponds to the following "typical" development:
    - 11 single family housing units
    - 16 multi-family, condominiums, or townhouse housing units
    - 10,000 sq. ft. of office
    - 15,000 sq. ft. of light industrial
    - 63,000 sq. ft. of warehousing
    - 79,000 sq. ft. of high cube transload and short-term storage warehouse
- Other locally serving land uses as determined by the Public Works Director and Community Development Director or their designee.

Project land use: Residential Multi-Family Project size: 350 dwelling units

Comments:
Number of dwelling units is above the screening criteria.

Step 2: Check for Low VMT Area Screening Meet: Yes

Residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact. In addition, other employment-related and mixed-use land use projects may be screened if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area. Low VMT-generating areas are those that have VMT 15% lower than the baseline VMT. To develop these screening maps a travel forecasting model was used to measure VMT performance for individual traffic analysis zones (TAZs) based on land use type. TAZs are geographic polygons similar to census block groups used to represent areas of travel behavior. Home-based VMT per resident and home-based-work VMT per employee were estimated for each TAZ are shown on the VCTC Model website.

To identify if the project is in a low VMT-generating area, the City would review the map that corresponds to the land use type. If the project was within the low VMT-generated area it would be screened out. The City would need to identify that the project is consistent with the existing land uses within that TAZ and use professional judgement that there is nothing unique about the project that would otherwise be misrepresented utilizing the data from the travel demand model.

Comments:
The project is in a low VMT zone. Zone has a home based VMT/population of 5.3 and the screening criteria threshold is 14.01.

Step 3: Check for Transit Access Screening

Existing Transit Service

Combined Transit Services (GCT and VISTA) provide less than 15 min headway at the Ventura Bus Transfer Center, less than ½ mile away. The existing bus stop on Mills Road (550 ft away) is only serviced by GCT route 11, which does not have peak hour 15 min headway. However, the bus stops on Telegraph Road within ½ mile do have less than 15 min headway.

Transit Priority Area Screening **Meet: Yes**

Projects located within a specific proximity to an existing fixed route bus stop may be presumed to have a less than significant impact. For the purposes of this criteria, there are two transit services to consider: existing major transit stops and high-quality transit corridors to determine if the project is in a Transit Priority Area. Transit Priority Areas are defined as an area within ½ mile from an existing or planned Major Transit Stop or ½ mile from an existing High-Quality Transit Corridor stop. A major Transit Stop and High-Quality Transit Corridor are defined in the "Definitions" section at the end of this document.

Major Transit Stop: **Yes**
HQTC Stop: **Yes**

This screening criteria does not apply if any of the following are true about the project:

- Has a floor area ratio (FAR) of less than 0.75
- Includes more parking for use by residents, customers, or employees than required by the City
- Is inconsistent with the SCAG Sustainable Communities Strategy
- Replaces affordable housing units with a smaller number of moderate or high-income housing units

FAR: 2.59 (using gross project square footage)
Parking:
Required = 551 (City Code Required)
Proposed = 500 (Project Plans)
(Through applied State Density Bonus Law, allowed parking may be as low as 415 spaces)
SCAG SCS Consistency: Consistent
Housing Replacement: Not replacing affordable housing

Comments:
Screens out due to proximity to the Bus Transfer Center.

Full VMT Analysis **Required: No**

Projects not screened through the steps above would then complete a VMT analysis and forecasting through the VCTC traffic model to determine the projected VMT from the development project. The VMT would then be compared to the following City's adopted threshold to determine if there is a significant impact or less than significant impact for CEQA compliance:

1. A significant transportation impact would occur for land use projects under one of the following conditions:
    a. For residential land use projects if the project generated home-based VMT exceeds 15% below the citywide baseline VMT per capita.
    b. For commercial or industrial land use projects if the project generated home-based work VMT exceeds 15% below the citywide baseline average VMT per employee.
    c. For regional retail land use projects if the project generates a net increase in total VMT in comparison to the citywide baseline VMT.
    d. For land use plans if the plan generates a net increase in total VMT in comparison to the citywide baseline average VMT per service population.
2. For mixed use projects each land use component will be evaluated separately using the criteria above.
3. For other types of land use projects City staff will determine the appropriate VMT metric depending on the project characteristics. A significant impact would occur if the project exceeds 15% below citywide baseline VMT or if the project results in a net increase in Total VMT
4. A significant transportation impact would occur for transportation projects if the project results in a net increase in total VMT in the City compared to baseline conditions.

If a project has a significant impact, Vehicle Miles Traveled reduction strategies would need to be built into the project to reduce the VMT below the threshold. The following key strategies have been identified as the most appropriate for Ventura depending on the location of the project. However, other options may be applicable and should be proposed by the development in consultation with the City.

- diversifying land use
- improving pedestrian networks
- implementing neighborhood traffic management infrastructure
- building bicycle network improvements
- installing workplace bike storage, locker, and shower facilities
- encouraging telecommuting and alternative work schedules
- providing commute-based ride-share programs such as carpooling and vanpooling
- providing local micro transit options such as shared bikes or scooters for short local trips
- subsidizing non-vehicle commute trips

Developments that needed to have mitigation measures would look at the available options for reducing their VMT impacts and the measures would be built into the development and the developer would be responsible for ensuring these measures remain in place. The City will have to develop a VMT mitigation

monitoring program to periodically review the mitigation measures and determine if they are being met or not. This would be additional work effort by City staff on an annual or bi-annual basis depending on the monitoring requirements set forth in the conditions of approval. Monitoring may consist of the following items:

- Confirming physical on-site requirements
- Confirming physical off-site requirements
- Reviewing program materials and participation
- Counting number of vehicle trips
- Reviewing subsidy payments

Comments:
VMT Analysis is not required because two screening criteria are met: Low VMT area and Transit Access.

Prepared by: Thomas Mericle
Date: 08/13/2024 (updated date)

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Date: **August 13, 2024**

To: **Shanna Farley, Planning**

From: **Jeff Hereford, Principal Transportation Engineer**

Subject: **PROJ- 22-0237 – 290 Maple Court Transit Service Determination for TPP**

This memo describes the transit service for the subject project to assist Community Development in determining whether it is a Transit Priority Project. From a transit service perspective, a Transit Priority Project is a project (among other land use items) is a project that is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop is as defined above, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. Full definitions for Major Transit Stop, High-Quality Transit Corridor, and Transit Priority Project are included on the next page.

Existing Transit Service Determination

Proximity to Major Transit Stop: The Ventura Bus Transfer Center has at least two or more major bus routes combined (GCT and VISTA) that provide less than 15 min headway at the Ventura Bus Transfer Center. The entire proposed project is within the ½ mile distance to the Ventura Bus Transfer Center. Therefore, this project meets the proximity requirement to a major transit stop.

Proximity and Service Level for Transit Stop: The closest bus stop on Mills Road (550 ft away) is only serviced by GCT route 11, which does not have peak hour 15 min headway or less. The bus stops on Telegraph Road are serviced by GCT Routes 6, 10, and 21 and provide less than 15 minutes headway. Two stops on Telegraph Road (at College and Ashwood) are within ½ mile of the project site. Therefore, this project meets the proximity requirement to a High-Quality Transit Corridor.

Definitions:

Major Transit Stop

"Major Transit Stop" means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service or the intersection of two or more major bus routes with frequencies of service intervals of 15 minutes or less during the morning and afternoon peak commute periods. For the purposes of this criteria, an "existing major transit stop" may include a planned and funded stop that is included in an adopted regional transportation improvement program.

High-Quality Transit Corridor

"High-quality transit corridor" means an existing corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. For the purposes of this criteria, an "existing stop along a high-quality transit corridor" may include a planned and funded stop that is included in an adopted regional transportation improvement program.

Transit Priority Project

"Transit Priority Project" is defined as a project that: (1) contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75; (2) provide a minimum net density of at least 20 dwelling units per acre; and (3) be within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop is as defined above, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. A project shall be considered to be within one-half mile of a major transit stop or high-quality transit corridor if all parcels within the project have no more than 25 percent of their area farther than one-half mile from the stop or corridor and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project, are farther than one-half mile from the stop or corridor.

Definitions:

Major Transit Stop

"Major Transit Stop" means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service or the intersection of two or more major bus routes with frequencies of service intervals of 15 minutes or less during the morning and afternoon peak commute periods. For the purposes of this criteria, an "existing major transit stop" may include a planned and funded stop that is included in an adopted regional transportation improvement program.

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Michael Baker INTERNATIONAL

We Make a Difference

TECHNICAL MEMORANDUM

To: Kim Zuppiger, City of Ventura

From: Carla Dietrich, Michael Baker International

CC: Jessica Ditto, Michael Baker International

Date: November 30, 2023

Subject: Maple Court Mixed Use Project Trip Generation

Introduction

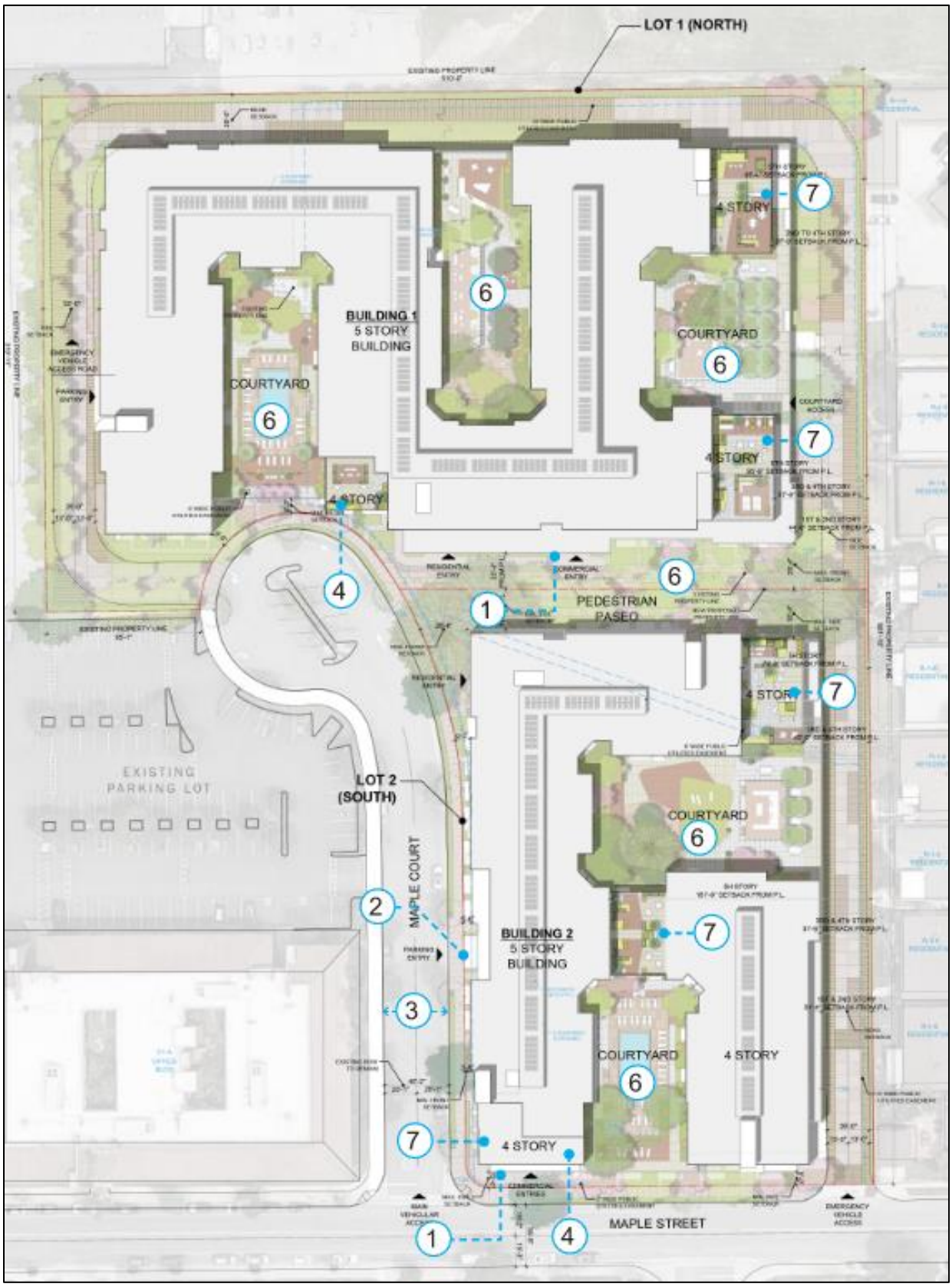
The purpose of this memorandum is to document the trip generation analysis for the Maple Court Mixed Use Project (Project) proposed in the City of Ventura, in Ventura County, California. The trip generation analysis results will be utilized in the upcoming Local Roadway Assessment which will evaluate traffic operations near the Project site. **Table 1** summarizes key project information and **Exhibit 1** shows the conceptual site plan.

Table 1: Project Information

Item	Description
Project Title	Maple Court Mixed Use Project
Project Location	255-290 Maple Court located with the City of Ventura
Accessor's Parcel Numbers (APN)	079-0101-425 / 079-0101-445 / 079-0101-455
Existing Uses	Three existing office buildings on approximately 5.75 acres, to be demolished; buildings are currently operational
Existing Zoning	C-1A (Intermediate Commercial)
Existing Nearby Land Uses	Multifamily and single-family uses to the south, single family residential to the east, Anacapa Middle School to the north and commercial uses along South Mills Road to the west
Proposed Use	Two mixed-use buildings with a total of 350 DU and 4,850 SF of commercial space is proposed. • Building 1 would contain 216 DU on a 3.55-acre lot and 2,600 SF of commercial space. • Building 2 would contain 134 DU on a 2.20-acre lot and 2,250 SF of commercial space. Anticipated commercial uses include small retail, café, office or other neighborhood-oriented uses. The buildings would have a maximum height of 5 stories.
Opening Year	2029
Other Features	Site is located within a future High Quality Transit Area
Access	Primary vehicular access is and will continue to be provided via Maple Court

Notes: DU = Dwelling Units; SF = Square Feet.

Exhibit 1: Conceptual Site Plan



Source: KTGY Architecture + Planning.

Note: Blue circled values are not relevant in this version of the site plan.

Trip Credits

Potential vehicular trip credit/reduction types and their applicability to the Project were evaluated as discussed below.

1) **Existing Active Land Use** – The Project will replace three (3) existing active office buildings; therefore, application of a trip credit is appropriate.
2) **Internal Trip Reduction** – While some internal trip reductions may occur given the mixed-use development, internal capture reductions were not applied per direction of City staff.
3) **Pass-by Trip Reduction** – Given the type of land use and the nature of the proposed development, pass-by reductions were not applied.

Trip Generation Analysis

Project trip generation estimates were conducted using vehicle trip data obtained from the City's travel demand model. **Table 2** summarizes the initial trip generation calculations for the proposed Project. The total estimated Project trips include 2,578 daily trips, 185 AM Peak Hour trips (32 inbound / 153 outbound), and 240 PM Peak Hour trips (158 inbound / 82 outbound) before a trip credit is applied for the existing office buildings. After the initial trip credit is applied, the total estimated Project trips include 1,530 daily trips, 37 AM Peak Hour trips (-98 inbound / 135 outbound), and 98 PM Peak Hour trips (134 inbound / -36 outbound). The negative trips indicate that with the trip credit, fewer trips than existing are anticipated in the noted direction of travel during times of the day.

Table 2: Project Trip Generation (Preliminary)

Land Use	Land Use Size		Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
				Volume	In	Out	Volume	In	Out
Proposed Uses									
Multifamily Housing (Apartments)	350	DU	2,321	179	28	151	217	147	70
Commercial Retail (Medium Retail)	4.85	KSF	257	6	4	2	23	11	12
Subtotal (Proposed Uses)			*2,578*	*185*	*32*	*153*	*240*	*158*	*82*
Existing Uses (Trip Credits)									
Office	*95.22*	*KSF*	*1,048*	*148*	*130*	*18*	*142*	*24*	*118*
Total Trips (Proposed Without Trip Credit)			**2,578**	**185**	**32**	**153**	**240**	**158**	**82**
Total Net Trips (Proposed With Trip Credit)			**1,530**	**37**	**-98**	**135**	**98**	**134**	**-36**

Source: City of Ventura Travel Demand Model output provided 10/5/2023.
Notes: 1) DU = Dwelling Units; KSF = Thousand square feet.

Further trip generation analysis was conducted after traffic count data was collected. Isolating the existing count data for the buildings to be demolished is not feasible given the multiple buildings and driveways in the area, however, the reasonableness of the trip credit was compared to count data at the two main driveways and refined as needed. The buildings to be demolished as part of the Project are most likely to be accessed by the two site driveways shown with red circles in **Exhibit 2.** These are the locations where traffic counts were collected. **Table 2** summarizes the count data collected at those two locations. The comparison in **Table 2** shows that the estimated trip credit based on the regional

travel demand model is substantially higher than the existing count data. It should also be noted that the count data also includes trips to/from other area buildings that will not be demolished as part of the Project.

Exhibit 2: Existing Development Access Points

Table 3: Existing Count Site Trips

Location	Source	AM Peak Hour			PM Peak Hour		
		Volume	In	Out	Volume	In	Out
Int 9 - East driveway on Maple Street	Count Data	8	6	2	13	1	12
Int 10 - Maple Street @ Maple Court (west driveway)	Count Data	74	61	13	78	26	52
Total (Existing Counts at Two Main Access Points)		82	67	15	91	27	64
Estimated Office Credit w/ 95.22 KSF (Travel Demand Model)		*148*	*130*	*18*	*142*	*24*	*118*
Difference (Existing Counts minus Estimated Office Credit w/ 95.22 KSF)		-66	-63	-3	-51	3	-54

Notes: 1) These site driveways (red circles in Exhibit 2) likely accommodate the majority, if not all, of the trips entering/exiting buildings to be demolished as part of the Project. Traffic at Intersection #10 (west driveway) also accommodates traffic attributed to other existing buildings that will remain.
2) Count data collected Tuesday, November 14, 2023.

A revised trip credit was developed to address this discrepancy. The following process was utilized to estimate the updated trip credits that are shown in **Table 4**:

- Step 1 (Peak Hour Volumes) – Assume that 100% of trips entering/exiting at intersection #9 (east driveway on Maple Street) can be attributed to the buildings that will be demolished as part of the Project.

- Step 2 (Peak Hour Volumes) – Conservatively assume that only 50% of the trips entering/exiting at intersection #10 (Maple Street @ Maple Court cul-de-sac driveway is attributed to the buildings that will be demolished as part of the Project.
- Step 3 (Daily Volumes) – Assume that the daily trip ratio is the same as the Peak Hour-to-Daily ratio under the initial Office trip credit volumes to estimate the revised daily trip credit.

Table 4: Updated Office Trip Credit Estimate

Location	Estimated Credit Percentage	Daily Ratio	Daily Trips	AM Peak Hour			PM Peak Hour		
				Volume	In	Out	Volume	In	Out
Int 9 - East driveway on Maple Street	100%	0.278	76	8	6	2	13	1	12
Int 10 - Maple Street @ Maple Court (west driveway)	50%	0.278	277	38	31	7	39	13	26
Total			353	46	37	9	52	14	38

Note: 1) Estimated credit percentage is the percentage of entering/exiting traffic at the study intersection that is attributed to the existing buildings that will be demolished as part of this Project.

Table 5 shows the updated trip generation values using the combination of the City of Ventura Travel Demand Model output for the residential development and the information obtained from the traffic counts for the existing building trip credits. **This table represents the recommended trip generation for use in the upcoming analysis.**

Table 5: Project Trip Generation (Recommended)

Land Use	Land Use Size		Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
				Volume	In	Out	Volume	In	Out
Proposed Uses									
Multifamily Housing (Apartments)	350	DU	2,321	179	28	151	217	147	70
Commercial Retail (Medium Retail)	4.85	KSF	257	6	4	2	23	11	12
Subtotal (Proposed Uses)			*2,578*	*185*	*32*	*153*	*240*	*158*	*82*
Existing Uses (Trip Credits)									
Office			*353*	*46*	*37*	*9*	*52*	*14*	*38*
Total Net Trips (Proposed With Trip Credit)			**2,225**	**139**	**-5**	**144**	**188**	**144**	**44**

Source: Residential – City of Ventura Travel Demand Model output provided 10/5/2023; Office – Count data

Notes: 1) DU = Dwelling Units; KSF = Thousand square feet.

Summary

A trip generation analysis for the proposed project was conducted using the City of Ventura Travel Demand Model output and existing traffic count data. Key assumptions, findings, and traffic task next steps are summarized below.

Key Assumptions:

- The specific type of commercial development is currently unknown. Trips for two commercial spaces were estimated as "Medium Retail".
- A trip credit for the existing office spaces was applied. Isolating the existing count data for the buildings to be demolished is not feasible given the multiple buildings and driveways in the area, however, the reasonableness of the trip credit was compared to count data and refined as appropriate.

Key Findings:

- The total estimated Project trips include 2,578 daily trips, 185 AM Peak Hour trips (32 inbound / 153 outbound), and 240 PM Peak Hour trips (158 inbound / 82 outbound) before a trip credit is applied for the existing office buildings.
- After the trip credit is applied, the total estimated Project trips include 2,225 daily trips, 139 AM Peak Hour trips (-5 inbound / 144 outbound), and 188 PM Peak Hour trips (144 inbound / 44 outbound).

Traffic Task Next Steps:

- Upon approval of the Trip Generation Memorandum and Traffic Study Scoping Memorandum (separate document), Michael Baker will prepare the Local Roadway Assessment report.