

## 4.4 TRANSPORTATION AND CIRCULATION

This section describes the existing transportation and circulation on-site within the East Area 1 Specific Plan (project site) and in the project area, potential environmental impacts, recommended mitigation measures to help reduce or avoid identified impacts, and the level of significance of adverse impacts after mitigation. This section of the EIR is based on information contained within the *Traffic Impact Analysis for the East Area 1 Specific Plan* (Fehr & Peers/Kaku Associates, 2007) conducted for the proposed project (see Appendix D of this EIR). The traffic impacts analysis was prepared to evaluate potential traffic impacts and mitigation measures associated with the proposed project.

### 4.4.1 EXISTING CONDITIONS

This section describes the existing 2006 traffic conditions and road system in the study area which provides access to and from the project site.

#### 4.4.1.1 Existing Street System

On-site circulation within the property is achieved via a series of improved and unimproved roadways. The improved roads consist of Padre Lane (north/south access) and Loop Lane (west/northwest access). The un-improved (i.e., non-paved) roads are comprised of a series of roads used to access various agricultural parcels located on-site.

SR-126 connects U.S. 101 with Interstate 5 and is designated as the “Santa Paula Freeway.” SR-126 is the primary regional access to the project site. Ojai Road (SR-150)/10<sup>th</sup> Street and 12<sup>th</sup> Street/South Mountain Road which run in a north and south direction, respectively, provide secondary regional access to the project site. Immediately south of the project site is Telegraph Road. No other existing streets directly border the project site. The following is a description of the streets adjacent to the project site and those providing regional access to the project site.

- Telegraph Road/Main Street – Telegraph Road is an east-west street extending west from Hallock Drive to the intersection of Harvard Boulevard. Telegraph Road is south of the southern boundary of the site and is a two-lane road divided by a single dashed yellow line. On-street parking is available on both sides of the street and the speed limit is 35 miles per hour (mph). West of the Harvard Boulevard intersection, the road is designated as Main Street. Main Street continues as a two-lane road divided street with either a single dashed yellow line or a double yellow line. On-street parking is available on both sides of the street and the speed limit ranges from 25 mph to 35 mph.
- Hallock Drive – Hallock Drive is a north-south street between Telegraph Road and the Santa Paula Freeway (SR-126), providing site access from the SR-126. Hallock Drive is currently a four-lane road divided by a two-way left-turn lane. On-street parking is available on both sides of the street and the speed limit is 25 mph.
- SR-126 (Santa Paula Freeway/Telegraph Road) – SR-126 is an east-west highway providing access to Fillmore and Santa Clarita to the east and to Ventura and Oxnard to the west. SR-126 is a four-lane freeway (the Santa Paula Freeway) west of Hallock Drive with a speed limit of 65 mph; east of Hallock Drive, Telegraph Road is a four-lane highway generally divided by a two-way left-turn lane with a speed limit of 60 mph in rural areas.

- Ojai Road (SR-150)/10<sup>th</sup> Street – Ojai Road (SR-150) is a north-south road providing access to Ojai towards the north and through Santa Paula north of Santa Paula Street. Ojai Road is a two-lane road, generally divided by a double yellow line with varying on-street parking availability. The speed limit is 35 mph. South of Santa Paula Street, SR-150 continues as 10<sup>th</sup> Street. 10<sup>th</sup> Street is also a two-lane road providing access to the Santa Paula Freeway and divided by a double yellow line with a speed limit of 25 mph.
- 12th Street/South Mountain Road – 12<sup>th</sup> Street is a north-south road leading to South Mountain Road, which provides access to Moorpark to the south. 12<sup>th</sup> Street is a two-lane road with on-street parking available north of Harvard Boulevard with a speed limit of 25 mph. South of Harvard Boulevard, 12<sup>th</sup> Street leads to South Mountain Road, a rural two lane road with no on-street parking allowed and a speed limit of 25 mph.

Table 4.4-1 provides a brief summary of additional streets within the proposed project study area.

**TABLE 4.4-1  
EXISTING SURFACE STREET CHARACTERISTICS**

SEGMENT	FROM	TO	LANES		MEDIAN TYPE	PARKING RESTRICTIONS		SPEED LIMIT	FUNC. CLASS
			NB/EB	SB/WB		NB/EB	SB/WB		
Santa Maria Street	Peck Rd	8th St	1	1	SDY	NSAT	PA	35	C
	8th St	10th St	1	1	UD	NSAT	NSAT	15	C
SR-126	Briggs Rd	Peck Rd	2	2	FWY	NPAT	NPAT	65	H
	Peck Rd	Palm Av	2	2	FWY	NPAT	NPAT	65	H
	Palm Av	10th St	2	2	FWY	NPAT	NPAT	65	H
	10th St	Hallock Dr	2	2	FWY	NPAT	NPAT	65	H
	Hallock Dr	Peres Ln	2	2	DY	NPAT	NPAT	60	H
Harvard Boulevard	Calavo Dr	Peck Rd	1	1	2LT	PA	PA	35	A
	Peck Rd	Laurie Ln	2	2	2LT	PA	PA	35	A
	Laurie Ln	Steckel Dr	2	2	2LT	NPAT	PA	35	A
	Steckel Dr	Palm Av	2	2	2LT	PA	PA	35	A
	Palm Av	8th St	2	2	2LT	PA	PA	35	A
	8th St	10th St	2	2	2LT	PA	NSAT	35	A
	10th St	12th St	1	1	2LT	PA	NSAT	35	A
Ventura Street	12th St	Telegraph Rd	2	2	2LT	PA	PA	35	A
	<west end>	7th St	1	1	UD	PA	PA	25	L
	7th St	8th St	1	1	DY	PA	PA	25	L
	8th St	Mill St	1	1	SDY	PA	PA	25	L
	Mill St	10th St	1	1	UD	DPA	PA	25	L
Main Street	10th St	Harvard Bl	1	1	UD	PA	PA	25	L
	Peck Rd	Lucada St	1	1	DY	NPAT	PA	35	A
	Lucada St	Steckel St	1	1	DY	NPAT	PA	35	A
	Steckel	4th St	1	1	DY	NPAT	PA	35	A
	4th St	7th St	1	1	DY	PA	PA	35	A
	7th St	8th St	1	1	DY	PA	DPA	25	A
	8th St	10th St	1	1	DY	DPA	DPA	25	A
	10th St	11th St	1	1	DY	PA	DPA	25	A
	11th St	12th St	1	1	SDY	PA	PA	25	A
12th St	Harvard Bl	1	1	SDY	PA	PA	35	A	
Telegraph Road	Harvard Bl	Hallock Dr	1	1	SDY	PA	PA	35	A
Santa Barbara Street	Dean Dr	12th St	1	1	SDY	PA	PA	30	C

**TABLE 4.4-1  
EXISTING SURFACE STREET CHARACTERISTICS**

SEGMENT	FROM	TO	LANES		MEDIAN TYPE	PARKING RESTRICTIONS		SPEED LIMIT	FUNC. CLASS
			NB/EB	SB/WB		NB/EB	SB/WB		
Santa Paula Street	<west end>	Peck Rd	1	1	SDY	No Parking	PA	35	C
	Peck Rd	Ojai Rd	1	1	SDY	PA	PA	35	C
	Ojai Rd	Grant Line St	1	1	SDY	PA	PA	35	C
Saticoy Street	Ojai Rd	12th St	1	1	SDY	PA	PA	25	L
	12th St	Grant Line St	1	1	UD	PA	PA	25	L
Orchard St	Ojai Rd	14th St	1	1	UD	PA	PA	25	L
Richmond Street	Ojai Rd	12th St	1	1	DY	PA	PA	25	L
	12th St	14th St	1	1	SDY	PA	PA	25	L
Peck Road	Foothill Rd	Richard Rd	1	1	DY	NSAT	NSAT	40	A
	Richard Rd	Santa Paula St	1	1	SDY	PA	NSAT	40	A
	Santa Paula St	Fillmore St	1	1	SDY	PA	NSAT	40	A
	Fillmore St	Harvard Bl	1	1	SDY	PA	PA	40	A
	Harvard Bl	Acacia Wy	1	1	DY	NPAT	NPAT	40	A
Steckel Drive	Richard Rd	Main St	1	1	UD	PA	PA	25	C
	Main St	Harvard Bl	1	1	DY	PA	NSAT	25	C
	Harvard Bl	Santa Anna St	1	1	UD	PA	PA	25	C
Palm Avenue	Pleasant	Main St	1	1	SDY	PA	PA	30	A
	Main St	Harvard Bl	1	1	SDY	PA	NSAT	30	A
	Harvard Bl	Santa Maria St	1	1	DY	NSAT	NSAT	30	A
6th Street	Virginia Ter	Santa Paula St	1	1	SDY	PA	PA	25	A
	Santa Paula St	Santa Barbara St	1	1	UD	PA	PA	25	A
8th Street	Virginia Ter	Railroad Av	1	1	SDY	PA	PA	30	C
	Railroad Av	Santa Barbara St	1	1	DY	PA	PA	30	C
	Santa Barbara St	Harvard Bl	1	1	SDY	PA	PA	30	C
	Harvard Bl	Santa Maria	1	1	DY	NPAT	NPAT	30	C
10th Street	Mckevett Rd	Virginia Ter	1	1	DY	NPAT	PA	25	L
	Virginia Ter	Santa Barbara St	1	1	DY	PA	PA	25	L
	Santa Barbara St	Ventura St	1	1	2LT	PA	PA	25	H
	Ventura St	Santa Maria St	1	1	DY	PA	PA	25	H
Ojai Road	<north end>	Orchard St	1	1	DY	PA	PA	35	H
	Orchard St	Saticoy St	1	1	2LT	NSAT	PA	35	H
	Saticoy St	10th St	1	1	DY	PA	PA	25	H

**TABLE 4.4-1  
EXISTING SURFACE STREET CHARACTERISTICS**

SEGMENT	FROM	TO	LANES		MEDIAN TYPE	PARKING RESTRICTIONS		SPEED LIMIT	FUNC. CLASS
			NB/EB	SB/WB		NB/EB	SB/WB		
12th Street	Richmond	Santa Paula St	1	1	SDY	PA	PA	25	C
	Santa Paula St	Main St	1	1	DY	PA	PA	25	A
	Main St	Harvard Bl	1	1	SDY	PA	PA	25	A
	Harvard Bl	South Mountain Rd	1	1	DY	NSAT	NSAT	25	A
Hallock Drive	Telegraph Rd	SR-126	2	2	2LT	NPAT	PA	25	C

Source: Fehr & Peers/Kaku Associates, 2007.

Notes:

MEDIAN TYPE: DY = Double Yellow Centerline  
 SDY = Single Dashed Yellow Centerline  
 2LT = Dual Left Turn Centerline  
 UD = Undivided Lane  
 FWY = Freeway  
 LANES: # = Number of Lanes

PARKING: PA = Parking Allowed  
 NSAT = No Stopping Anytime  
 DPA = Diagonal Parking  
 NPAT = No Parking Anytime  
 FUNC CLASS: A = Arterial  
 C = Collector  
 H = Highway  
 L = Local

The traffic study area was determined based on recommendations by the public, discussions with City staff and a review of previous traffic studies. The study area included 35 external intersections and five internal intersections. The study area was determined to be consistent with other study areas for large development projects previously proposed in the City.

4.4.1.2 Existing Traffic Volumes

New weekday peak period traffic counts were performed in early and mid-November and December 2006 for the study area during the A.M. (7:00 to 9:00 A.M.) and P.M. (4:00 to 6:00 P.M.) peak periods, representing existing (year 2006) conditions. The existing A.M. and P.M. peak hour volumes are summarized on Figure 4.4-1. Detailed traffic count information for existing traffic volumes in the study area is provided in the Traffic Impact Analysis in Appendix D of this EIR.

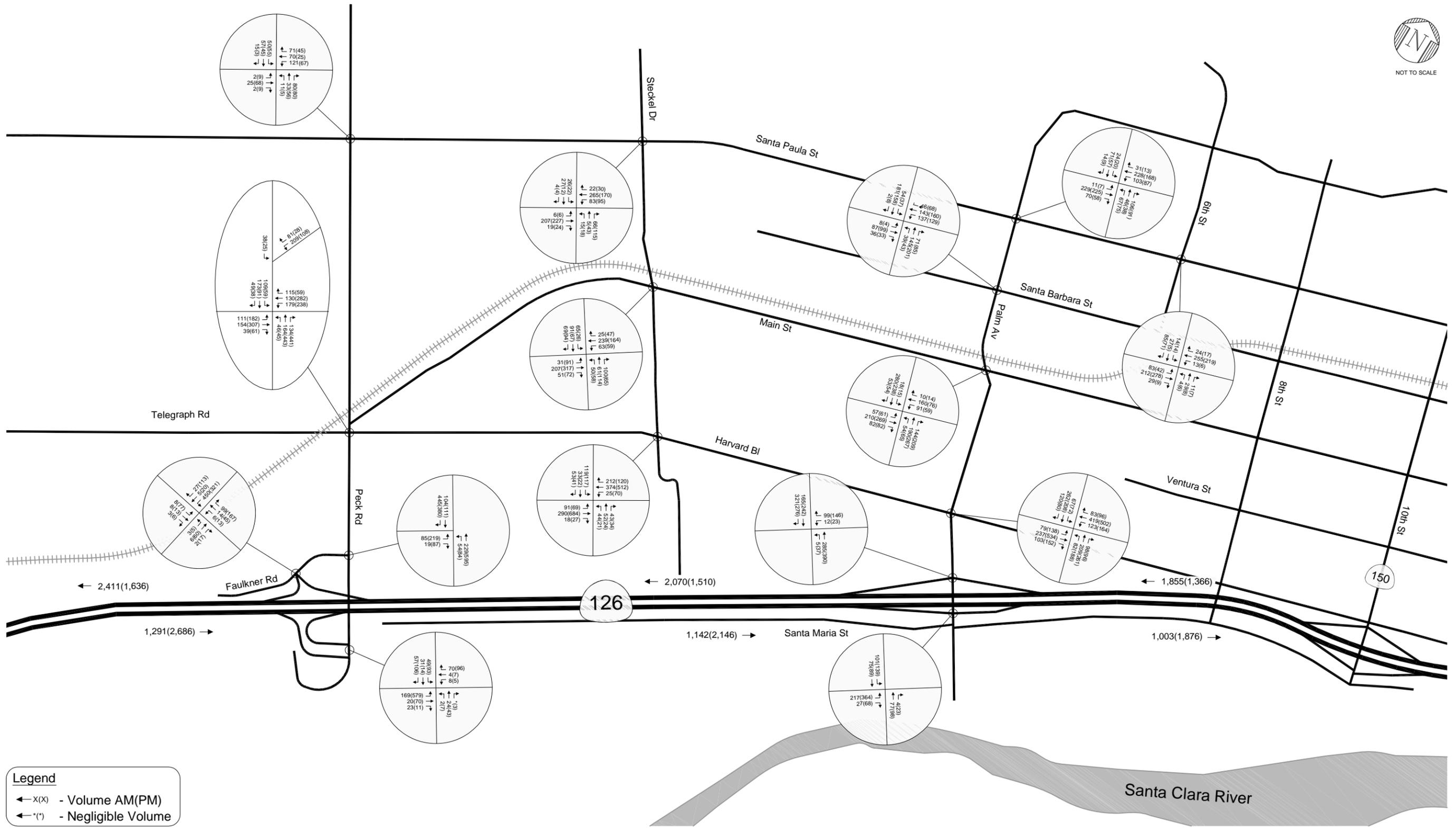
4.4.1.3 Existing Levels of Service

This section summarizes the existing level of service (LOS) for the signalized and unsignalized intersections, freeways, multilane highways, and ramps and ramp junctions within the study area. (See Section 4.4.3.1 for a description of LOS methodologies for each type of transportation facility.) Detailed LOS calculation worksheets are provided in the Traffic Impact Analysis, Appendix D of this EIR.



Source: Fehr & Peers / Kaku Associates (2007).

**Figure 4.4-1**  
**Existing Intersection and Road Segment Peak Hour Traffic Volumes**



Source: Fehr & Peers / Kaku Associates (2007).

**Figure 4.4-1**  
**Existing Intersection and Road Segment Peak Hour Traffic Volumes (Continued)**

### Intersections

Weekday LOS analysis was performed for the existing A.M. and P.M. peak hours (35 intersections). As shown in Table 4.4-2, all 14 signalized intersections currently operate at acceptable LOS C or better during both A.M. and P.M. peak hours. All 21 stop-controlled intersections currently operate at acceptable LOS C or better during the A.M. peak hour. Eighteen of the stop-controlled intersections currently operate at acceptable<sup>1</sup> LOS C or better during the P.M. peak hour. Three of the stop-controlled intersections that operate at unacceptable LOS D or worse during the P.M. peak period are listed below:

- 17. 10<sup>th</sup> Street and SR-126 eastbound ramps
- 27. Palm Avenue and SR-126 eastbound ramps
- 34. Peck Road and SR-126 eastbound ramps

**TABLE 4.4-2  
EXTERNAL INTERSECTION LEVEL OF SERVICE ANALYSIS EXISTING (YEAR 2006) CONDITIONS**

INTERSECTIONS	PEAK HOUR	EXISTING YEAR 2006	
		V/C or Delay	LOS
1. Santa Paula Freeway (SR-126) & Hallock Drive	A.M.	0.476	A
	P.M.	0.584	A
2. Telegraph Road & Hallock Drive [a]	A.M.	13	B
	P.M.	16	C
3. Telegraph Road/Main Street & Harvard Boulevard [a]	A.M.	10	A
	P.M.	10	A
4. 12 <sup>th</sup> Street & Santa Paula Street [a]	A.M.	9	A
	P.M.	11	B
5. 12 <sup>th</sup> Street & Santa Barbara Street [a]	A.M.	12	B
	P.M.	14	B
6. 12 <sup>th</sup> Street & Main Street	A.M.	0.268	A
	P.M.	0.377	A
7. 12 <sup>th</sup> Street & Harvard Boulevard	A.M.	0.367	A
	P.M.	0.389	A
8. 12 <sup>th</sup> Street/South Mountain Road & Lemon Road [a]	A.M.	9	A
	P.M.	10	B
9. Ojai Road (SR-150) & Richmond Road [a]	A.M.	21	C
	P.M.	21	C
10. Ojai Road (SR-150) & Orchard Street [a]	A.M.	18	C
	P.M.	17	C
11. Ojai Road (SR-150) & Saticoy Street [a]	A.M.	20	C
	P.M.	23	C
12. Ojai Road (SR-150)/10 <sup>th</sup> Street & Santa Paula Street	A.M.	0.694	B
	P.M.	0.762	C
13. 10 <sup>th</sup> Street (SR-150) & Santa Barbara Street	A.M.	0.640	B
	P.M.	0.592	A
14. 10 <sup>th</sup> Street (SR-150) & Main Street	A.M.	0.575	A
	P.M.	0.549	A
15. 10 <sup>th</sup> Street (SR-150) & Harvard Boulevard	A.M.	0.762	C
	P.M.	0.723	C
16. 10 <sup>th</sup> Street (SR-150) & SR-126 WB ramps [a]	A.M.	11	B
	P.M.	14	B
17. 10 <sup>th</sup> Street (SR-150) & SR-126 EB ramps [a]	A.M.	14	B
	P.M.	77	F
18. 8 <sup>th</sup> Street & Santa Paula Street [a]	A.M.	11	B
	P.M.	10	B

<sup>1</sup> Note: LOS C is the minimum acceptable LOS for City streets and intersections. Source: City of Santa Paula General Plan, page CI-42, 1998.

**TABLE 4.4-2  
EXTERNAL INTERSECTION LEVEL OF SERVICE ANALYSIS EXISTING (YEAR 2006) CONDITIONS**

INTERSECTIONS	PEAK HOUR	EXISTING YEAR 2006	
		V/C or Delay	LOS
19. 8 <sup>th</sup> Street & Main Street	A.M.	0.289	A
	P.M.	0.386	A
20. 8 <sup>th</sup> Street & Harvard Boulevard	A.M.	0.244	A
	P.M.	0.360	A
21. 6 <sup>th</sup> Street & Santa Paula Street [a]	A.M.	16	C
	P.M.	14	B
22. Palm Avenue & Santa Paula Street [a]	A.M.	13	B
	P.M.	11	B
23. Palm Avenue & Santa Barbara Street [a]	A.M.	12	B
	P.M.	13	B
24. Palm Avenue & Main Street	A.M.	0.441	A
	P.M.	0.438	A
25. Palm Avenue & Harvard Boulevard	A.M.	0.496	A
	P.M.	0.615	B
26. Palm Avenue & SR-126 WB ramps [a]	A.M.	11	B
	P.M.	13	B
27. Palm Avenue & SR-126 EB ramps [a]	A.M.	14	B
	P.M.	25	D
28. Steckel Drive & Santa Paula Street	A.M.	10	B
	P.M.	10	B
29. Steckel Drive & Main Street [a]	A.M.	12	B
	P.M.	13	B
30. Steckel Drive & Harvard Boulevard	A.M.	0.401	A
	P.M.	0.392	A
31. Peck Road & Santa Paula Street [a]	A.M.	9	A
	P.M.	8	A
32. Peck Road & Main Street/Harvard Boulevard	A.M.	0.498	A
	P.M.	0.688	B
33. Peck Road & Faulkner Road	A.M.	0.312	A
	P.M.	0.509	A
34. Peck Road & SR-126 EB ramps [a]	A.M.	9	A
	P.M.	30	D
35. Faulkner Road & SR-126 WB ramps [a]	A.M.	16	C
	P.M.	12	B

Source: Fehr & Peers/Kaku Associates, 2007.

Note:

[a] Intersection is controlled by Stop signs. Average vehicular delay in seconds is reported rather than V/C ratio.

### Multilane Highway and Freeways

As shown in Table 4.4-3, the freeway segments currently operate at acceptable LOS C<sup>2</sup> or better in both directions during A.M. and P.M. peak hours. In addition, the multilane highway segment currently operates at acceptable LOS B or better in both directions during A.M. and P.M. peak hours.

<sup>2</sup> Note: LOS E is the minimum acceptable LOS for streets and highways on the Congestion Management Program Network. Source: Ventura County Transportation Commission, 2004/2005 Ventura County Congestion Management Program, 2005.

**TABLE 4.4-3  
EXISTING (2006) LEVEL OF SERVICE ANALYSIS – FREEWAY AND MULTILANE HIGHWAY  
SEGMENTS**

ROADWAY SEGMENT	PEAK HOUR	WESTBOUND		EASTBOUND	
		Density (pc/mi/ln)*	LOS	Density (pc/mi/ln)*	LOS
1. SR-126 – Sespe Ranch Road to Hallock Drive [a]	A.M.	13.3	B	7.5	A
	P.M.	9.5	A	15.0	B
2. SR-126 – Hallock Drive to 10 <sup>th</sup> Street (SR-150) [b]	A.M.	10.7	B	6.4	A
	P.M.	8.4	A	12.0	B
3. SR-126 – 10 <sup>th</sup> Street (SR-150) to Palm Avenue [b]	A.M.	15.0	B	8.1	A
	P.M.	10.9	A	15.1	B
4. SR-126 – Palm Avenue to Peck Road [b]	A.M.	16.7	B	9.2	A
	P.M.	12.2	B	17.3	B
5. SR-126 Peak Road to Briggs Road [b]	A.M.	19.5	C	10.4	A
	P.M.	13.2	B	21.8	C

Source: Fehr & Peers/Kaku Associates, 2007.

Notes:

\* pc/mi/ln denotes passenger cars per mile per lane

[a] Analyzed using Multilane Highway methodology from *Highway Capacity Manual*, Transportation Research Board, 2000.

[b] Analyzed using Freeway methodology from *Highway Capacity Manual*.

**Ramps and Ramp Junctions**

As shown in Table 4.4-4, each ramp currently operates at acceptable LOS D<sup>3</sup> or better during both A.M. and P.M. peak hours.

**TABLE 4.4-4  
EXISTING (2006) LEVEL OF SERVICE ANALYSIS – RAMP-FREEWAY JUNCTION AREAS OF  
INFLUENCE**

RAMP	EXISTING (2006) CONDITIONS			
	A.M. Peak Hour		P.M. Peak Hour	
	Density [a]	LOS	Density [a]	LOS
10th St westbound off-ramp	15.5	B	12.9	B
10th St westbound on-ramp	18.5	B	14.3	B
10th St eastbound off-ramp	12.9	B	21.1	C
10th St eastbound on-ramp	9.8	A	15.8	B
Palm Av westbound off-ramp	20.5	C	15.9	B
Palm Av westbound on-ramp	20.1	C	15.2	B
Palm Av eastbound off-ramp	14.2	B	23.6	C
Palm Av eastbound on-ramp	10.9	B	18.4	B
Peck Rd westbound off-ramp	22.2	C	16.9	B
Peck Rd westbound on-ramp	24.3	C	17.9	B
Peck Rd eastbound off-ramp	15.6	B	28.6	D
Peck Rd eastbound on-ramp	12.8	B	21.5	C

Source: Fehr & Peers/Kaku Associates, 2007.

[a] Basic freeway segments, ramp junctions, and weaving areas level of service are measured with density (passenger car per mile per lane or pc/mi/ln).

<sup>3</sup> Note: LOS E is the minimum acceptable LOS for ramps and ramp segments on the congestion Management Program Network. Source Ventura County Transportation Commission, *2004/2005 Ventura County Congestion Management Program*, 2005.

#### 4.4.1.4 Existing Transit Service

The Ventura Intercity Service Transit Authority (VISTA) currently provides transit service in the City of Santa Paula. No existing transit service is provided directly to the project site, as it is currently undeveloped. The following is a description of the existing transit service in the City:

- Dial-A-Ride – Dial-A-Ride is a demand responsive service system that provides citywide coverage.
- Santa Paula Commuter Bus – The Commuter Bus is service-oriented for local students, which operates only on school days. The route provides service to city schools and operates once in the morning and three times in the afternoons on school days.
- Vista Highway 126 – This is a commuter-oriented line that provides service between the Cities of Fillmore and Ventura. During the A.M. peak period, the line primarily travels west from the City of Fillmore to the City of Ventura. During the P.M. peak period, the line primarily travels east from the City of Ventura to the City of Fillmore. The line operates Monday through Friday on approximately 60-minute headways during the peak periods.

#### 4.4.1.5 Existing Bicycle Facilities

There are currently three miles of designated bicycle facilities within the City of Santa Paula, approximately two miles of which are on Santa Paula Street. There are no existing bicycle facilities within the project site.

#### 4.4.2 THRESHOLDS OF SIGNIFICANCE

Based upon the thresholds contained in Appendix G of the CEQA Guidelines, the proposed project would have a significant impact on the environment if it would:

- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections);
- Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways;
- Result in a change in air traffic patterns, including either an increase in traffic levels or change in location that results in substantial safety risks;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access;
- Result in inadequate parking;
- Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)

In addition, the proposed project would result in a significant impact if it resulted in any of the following:

- As adopted in the Circulation Element of the City of Santa Paula *General Plan*, the proposed project would result in a significant adverse impact on traffic and circulation if it were to cause an intersection to operate at LOS D or worse with the addition of the proposed project.
- As described in the *2004/2005 Ventura County Congestion Management Program (VCCMP)* (Ventura County Transportation Commission (VCTC), 2005), the minimum desirable LOS on the analyzed CMP roads is LOS E. Therefore, the proposed project would result in a significant adverse impact on traffic and circulation if it were to cause or worsen a VCCMP road to LOS F.

#### 4.4.3 METHODOLOGY RELATED TO TRANSPORTATION AND CIRCULATION

##### 4.4.3.1 Level of Service Methodology

LOS is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. Tables 4.4-5 and 4.4-6 provide LOS definitions for signalized and stop-controlled intersections, respectively. Table 4.4-7 provides LOS definitions for freeways and multilane highways. Table 4.4-8 provides LOS definitions for ramps and ramp junctions.

**TABLE 4.4-5  
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS**

LEVEL OF SERVICE	VOLUME/CAPACITY RATIO	DEFINITION
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	>0.600 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat what restricted within groups of vehicles.
C	>0.700 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	>0.800 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	>0.900 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: *Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, Transportation Research Board, 1980.

**TABLE 4.4-6  
LEVEL OF SERVICE DEFINITIONS FOR STOP-CONTROLLED  
INTERSECTIONS**

LEVEL OF SERVICE	AVERAGE VEHICLE DELAY (SECONDS)
A	0 to 10
B	>10 to 15
C	>15 to 25
D	>25 to 35
E	>35 to 50
F	> 50

Source: Highway Capacity Manual, Transportation Research Board, 2000.

**TABLE 4.4-7  
LEVEL OF SERVICE DEFINITIONS FOR FREEWAY MAINLINE  
AND MULTILANE HIGHWAY SEGMENT ANALYSES**

LEVEL OF SERVICE	DENSITY RANGE (pc/mi/ln)*
<b>LOS Criteria for Freeway Segments [1]</b>	
A	0-11
B	>11-18
C	>18-26
D	>26-35
E	>35-45
F	>45
<b>LOS Criteria for Multilane Highway Segments [2]</b>	
A	≤ 11
B	≤ 18
C	≤ 26
D	≤ 35
E	≤ 40
F	> 40

Sources:

1. *Highway Capacity Manual*, Exhibit 23-3, Transportation Research Board, 2000.
2. *Highway Capacity Manual*, Exhibit 21-2.

Note:

\* pc/mi/ln denotes passenger cars per mile per lane

**TABLE 4.4-8  
LEVEL OF SERVICE DEFINITIONS FOR FREEWAY RAMPS  
AND RAMP JUNCTIONS**

LEVEL OF SERVICE	DENSITY RANGE (PC/MI/LN) [A]
<b>LOS Criteria for Merge and Diverge Areas</b>	
A	≤ 10
B	>10-20
C	>20-28
D	>28-35
E	>35
F	Demand exceeds capacity [b]

Source: Highway Capacity Manual, Exhibit 25-4.

- [a] Basic freeway segments, ramp junctions, and weaving areas level of service are measured with density (passenger car per mile per lane or pc/mi/ln).
- [b] LOS F exists when the total flow departing from the merge area exceeds the capacity of the downstream freeway segments. No density will be predicted for such cases - Exhibit 25-4, HCM 2000.

The Intersection Capacity Utilization method of intersection analysis was used to determine the intersection volume-to-capacity (V/C) ratio and corresponding LOS for the turning movements and intersection characteristics at the signalized intersections. Based on the calculation methodology described in the VCCMP, the lane capacity at signalized intersections is assumed to be 1,600 vehicles per lane per hour.

The *Highway Capacity Manual* (HCM) (Transportation Research Board, 2000) methodologies were used to analyze the stop-controlled intersections; the controlled vehicular delay in seconds is reported rather than V/C ratio.

The Freeway and Multilane Highway methodologies as described in the HCM were used to determine the vehicle density (passenger cars per mile per lane) on each analyzed segment by direction and the corresponding LOS.

The Ramps and Ramps Junctions methodologies as described in the HCM were used to determine the vehicle density (passenger cars per mile per lane) of each ramp junction by direction and the corresponding LOS.

The Circulation Element of the City of Santa Paula General Plan defines LOS C as the minimum desirable LOS for intersection operations. The VCCMP indicates that LOS E is the minimum desirable LOS along highway and freeway segments.

For the interim analysis year 2015, LOS for the study intersections was determined based on the estimated V/C ratio or delay. The estimated V/C ratio or delay for the Interim Base scenario was calculated by adding the following two V/C ratios or delays:

- V/C ratio or delay for the Existing Conditions (year 2006) scenario
- incremental change in the V/C ratio or delay from the Existing Conditions (year 2006) scenario to the Cumulative Base (year 2020) scenario because of the increase in background and cumulative traffic

The estimated V/C ratio or delay for the Interim Plus Project scenario was calculated by adding the following two V/C ratios or delays:

- V/C ratio or delay for the Interim Base (year 2015) scenario
- incremental change in the V/C ratio or delay from the Cumulative Base (year 2020) scenario to the Cumulative Plus Project (year 2020) scenario because of the increase in the proposed project traffic

The estimated incremental change in the background and cumulative projects traffic volumes for interim year 2015 was approximately 64 percent (= 9 years / 14 years). The estimated incremental change in the proposed project traffic for interim year 2015 was approximately 20 percent of the total A.M. peak hour trip generation and approximately 25 percent of the total P.M. peak hour trip generation based on the preliminary project phasing schedule.

#### 4.4.3.2 Background Traffic Volumes

The Cumulative Base scenario traffic projections for year 2020 normally reflect the changes to existing traffic conditions that can be expected from two sources. The first source is the ambient growth in traffic,

which reflects increases in traffic due to regional growth and development. The second source is traffic generated by specific development projects located within, or in the vicinity of, the study area.

The year 2020 future traffic projections were developed using the City's Transportation Model. The Transportation Model incorporates regional growth projections developed by the Southern California Association of Governments (SCAG) and are reviewed by local agencies throughout the SCAG region. Additional information on cumulative projects within the City was obtained from the City of Santa Paula Planning Department. These developments are assumed to be in place by the year 2020 and are included in the model forecasts. The City identified 20 cumulative projects for inclusion in the Transportation Model. A detailed discussion of the Transportation Model calibration and validation and list of cumulative projects is presented in the Traffic Impact Analysis, Appendix D of this DEIR.

#### 4.4.3.3 Project Traffic Volumes

Development of the traffic generation estimates for the proposed project involved a three-step process including traffic generation, trip distribution and traffic assignment.

##### Traffic Generation

Trip generation rates and equations from *Trip Generation, 7<sup>th</sup> Edition* (Institute of Transportation Engineers (ITE), 2003) were used to develop trip generation estimates for the proposed project. Table 4.4-9 summarizes the trip generation estimates for each of the proposed land uses in year 2020. The proposed project was estimated to generate approximately 30,329 daily internal and external trips on weekdays with approximately 2,775 internal and external trips during the A.M. peak hour and 2,662 internal and external trips during the P.M. peak hour. The proposed project was estimated to generate approximately 25,848 daily external trips on weekday with approximately 2,244 trips during the A.M. peak hour and 2,229 trips during the P.M. peak hour.

The proposed live/work residential use does not have a readily applicable trip generation rate. For the purposes of this study, the trip generation rate for this land use was assumed to be similar to that of an apartment. Given the description of this land use in the draft Specific Plan and its primary function as living quarters, the apartment trip rates, which are higher than the rates for residential condominiums, offer a conservative estimate of trip generation for the proposed live/work units.

Internal capture credits were applied to several of the project land uses. Internal credits reflect the tendency of users of one land use to visit other land uses within the proposed project site. For example, project residents may be employed at the office space or industrial uses on-site. The retail space in East Area 1 may draw employees of the on-site offices as well as residents. Service areas also factored into the application of the trip credits; the estimated enrollment areas for both the elementary and high schools and the community college were considered in addition to the civic facilities. The assumptions regarding internal capture for the project were developed in conjunction with City staff and the development team.

Pass-by trip reduction credits were not taken for the project's commercial components. Pass-by credits account for trips that would have been passing by the project site regardless of the project, primarily along SR-126, and would therefore not contribute to external project traffic impacts beyond the access routes used between the project and the freeway. Although this is a suggested practice as part of the use of the ITE data, these credits were not applied in this analysis to ensure that the traffic generation was not underestimated, resulting in inadequate future road capacities.

**TABLE 4.4-9  
PROJECT TRIP GENERATION ESTIMATES FOR YEAR 2020**

LAND USE [a]	ITE CODE	SIZE	UNITS	DAILY TRIPS	WEEKDAY					
					A.M. Peak Hour			P.M. Peak Hour		
					In	Out	Total	In	Out	Total
<b>A – Santa Paula Creek Neighborhood</b>										
Residential - Single Family	210	306	DU	2,928	58	172	230	195	114	309
Residential - Apartment (assume 50% MF)	220	20	DU	134	2	8	10	8	4	12
Open Space [b]	412	19.4	Acre	44	0	0	0	0	1	1
<b>B – Foothill Neighborhood</b>										
Residential – Single Family	210	359	DU	3,436	67	202	269	229	134	363
Open Space [b]	412	131.5	Acre	300	1	0	1	3	5	8
<b>C – Santa Paula Creek Civic District</b>										
High School	530	110,400	SF	1,423	240	98	338	58	49	107
<b>(75% internal capture)</b>				(1,067)	(180)	(74)	(254)	(44)	(37)	(80)
Community College	540	165,000	SF	4,536	365	128	493	243	176	419
<b>(5% internal capture)</b>				(227)	(18)	(6)	(25)	(12)	(9)	(21)
Civic Facilities	730	65,000	SF	4,480	321	61	382	24	55	79
<b>(5% internal capture)</b>				(224)	(16)	(3)	(19)	(1)	(3)	(4)
Open Space – Park	412	12.0	Acre	27	0	0	0	0	1	1
<b>D – Haun Creek Neighborhood</b>										
Residential – Single Family	210	208	DU	1,991	39	117	156	132	78	210
Residential – Condominium	230	268	DU	1,570	20	98	118	93	46	139
Residential – Apartment	220	269	DU	1,808	27	110	137	109	58	167
Assisted Living (Assume one bed per 500 SF)	254	150	Bed	399	14	7	21	15	18	33
Shopping Center	820	75,000	SF	3,221	47	30	77	135	146	281
<b>(65% internal capture)</b>				(2,093)	(31)	(20)	(50)	(88)	(95)	(183)
Office	710	75,000	SF	826	102	14	116	19	93	112
<b>(65% internal capture)</b>				(537)	(66)	(9)	(75)	(12)	(60)	(73)
Elementary School	520	35,400	SF	513	90	76	166	48	63	111
<b>(65% internal capture)</b>				(333)	(59)	(49)	(108)	(31)	(41)	(72)
Open Space [b]	412	58.3	Acre	133	1	0	1	1	2	3

**TABLE 4.4-9  
PROJECT TRIP GENERATION ESTIMATES FOR YEAR 2020**

LAND USE [a]	ITE CODE	SIZE	UNITS	DAILY TRIPS	WEEKDAY					
					A.M. Peak Hour			P.M. Peak Hour		
					In	Out	Total	In	Out	Total
<b>E – East Santa Paula Railroad District</b>										
Residential – Live/Work	220	70	DU	470	7	29	36	28	15	43
Commercial (Assume 20%)	820	12,000	SF	515	7	5	12	22	23	45
Office (Assume 80%)	710	48,000	SF	528	65	9	74	12	60	72
Light Industrial	110	150,000	SF	1,046	121	17	138	18	129	147
<b>TOTAL INTERNAL AND EXTERNAL TRIPS</b>				30,329	1,594	1,181	2,775	1,392	1,270	2,662
<b>TOTAL EXTERNAL TRIPS</b>				<b>25,848</b>	<b>1,224</b>	<b>1,020</b>	<b>2,244</b>	<b>1,204</b>	<b>1,025</b>	<b>2,229</b>

Source: Fehr & Peers/Kaku Associates, 2007.

Trip generation estimates based on Trip Generation, 7th Edition.

Notes:

DU = dwelling unit

SF = square foot

[a] The proposed land use components analyzed in the traffic analysis were different than the proposed land uses described in Section 3.1 (Land Use Plan) of the EIR. The traffic analysis in the EIR provided a worst-case scenario because the trip generation used in the traffic analysis was greater than the trip generation based on the proposed land uses in Section 3.1 (Land Use Plan) of the EIR.

[b] includes park and preserve land

Transit trip reduction credits were also not applied to any of the proposed land uses within the project site. Transit credits account for those project-related trips that may be made by public transportation and the resulting reduction in vehicle trips. Although limited transit service is currently available in the City, no transit lines currently service the project site. The project allows for the introduction of public transit to the site. Transit service to East Area 1 should be considered as the City and transit agencies continue to plan for future public transit service in the City.

Based on the preliminary phasing schedule, Table 4.4-10 summarizes the trip generation estimates for interim year 2015. The proposed project was estimated to generate approximately 6,319 daily internal and external trips on weekdays with approximately 520 internal and external trips during the A.M. peak hour and 640 internal and external trips during the P.M. peak hour. The proposed project was estimated to generate approximately 5,363 daily external trips on weekday with approximately 435 trips during the A.M. peak hour and 531 trips during the P.M. peak hour. Approximately 21 percent of the total external daily trips, approximately 19 percent of the total A.M. peak hour trips and approximately 24 percent of the total P.M. peak hour trips would occur by year 2015.

#### Trip Distribution

The geographic distribution of traffic generated by the proposed project depends on several factors, including the nature of the proposed land uses, the location of site access points in relation to the surrounding street system, the geographic distribution of existing and future population centers, existing travel patterns and topographic constraints. The estimated distribution of trips generated by the proposed project was developed with the aid of City's Transportation Model.

#### Traffic Assignment

The estimated traffic assignments generated by the proposed project were developed with the aid of City's Transportation Model. Figure 4.4-2 shows the project traffic volumes based on the results of the three-step process described above.

#### 4.4.3.4 Construction Traffic Volumes

Construction traffic for the proposed project is generated primarily during the grading phase and the building construction phase. Construction traffic for these two phases were estimated based on information provided by the developer and the default construction worker trip rates in the URBEMIS 2007<sup>4</sup> computer software used to model air quality emissions during construction.

Construction traffic generated during the grading phase would consist primarily of truck trips importing or exporting soils within the site and construction worker trips. Based on information provided by the developer, the grading phase would require 21 pieces of construction equipments to move approximately 2.2 million cubic yards (MCY) of earthwork. However, all earthwork would be balanced on-site and would require zero imports or exports of soils. URBEMIS 2007 estimates the ratio of construction workers to construction equipment is 1.25. Therefore, the grading phase would require approximately 27 ( $= 21 \times 1.25$ ) construction workers, rounded up to the next integer. By assuming that each construction worker makes two total trips to and from the site, the grading phase would generate approximately 54 ( $= 27 \times 2$ ) daily trips.

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<sup>4</sup> Jones and Stokes Associates, *Software User's Guide: URBEMIS 2007 for Windows with Enhanced Construction Module*, June 2007.

**TABLE 4.4-10  
INTERIM PROJECT TRIP GENERATION ESTIMATES FOR YEAR 2015**

LAND USE [a]	ITE CODE	SIZE	UNITS	TRIPS	A.M. PEAK HOUR			P.M. PEAK HOUR		
					In	Out	Total	In	Out	Total
Residential – Single Family	210	75	DU	718	14	42	56	48	28	76
Residential – Condominium	230	95	DU	557	7	35	42	33	16	49
Residential – Apartment	220	445	DU	2,990	45	182	227	179	97	276
Residential – Live/Work	220	35	DU	235	4	14	18	14	8	22
Office <i>(65% internal capture)</i>	710	75,000	SF	826 (537)	102 (66)	14 (9)	116 (75)	19 (12)	93 (60)	112 (73)
Commercial – Neighborhood Retail <i>(65% internal capture)</i>	820	15,000	SF	644 (419)	9 (6)	6 (4)	15 (10)	27 (18)	29 (19)	56 (36)
Industrial	110	50,000	SF	349	40	6	46	6	43	49
<b>Total Internal and External Trips (Year 2015)</b>				<b>6,319</b>	<b>221</b>	<b>299</b>	<b>520</b>	<b>326</b>	<b>314</b>	<b>640</b>
<b>Total Project External Trips (Year 2015)</b>				<b>5,363</b>	<b>149</b>	<b>286</b>	<b>435</b>	<b>296</b>	<b>235</b>	<b>531</b>
<b>Total Project External Trips (Year 2020)</b>				<b>25,848</b>	<b>1,224</b>	<b>1,020</b>	<b>2,244</b>	<b>1,204</b>	<b>1,025</b>	<b>2,229</b>
<b>Percentage of Project Completed by 2015</b>				<b>20.7%</b>	<b>19.4%</b>			<b>23.8%</b>		

Source: Fehr & Peers/Kaku Associates, 2007.

Trip generation estimates based on Trip Generation, 7th Edition.

Notes:

DU = dwelling unit

SF = square foot

[a] The proposed land use components analyzed in the traffic analysis were different than the proposed land uses described in Section 3.1 (Land Use Plan) of the EIR. The traffic analysis in the EIR provided a worst-case scenario because the trip generation used in the traffic analysis was greater than the trip generation based on the proposed land uses in Section 3.1 (Land Use Plan) of the EIR.



Source: Fehr & Peers / Kaku Associates (2007).

**Figure 4.4-2**  
**Project Only Intersection and Road Segment Peak Hour Traffic Volumes**



Construction traffic generated during the building construction phase would consist primarily of construction worker trips. URBEMIS 2007 estimates the number of construction worker trips based on the size of the proposed land use components. The ten-year construction period was divided into four periods of two or three years. As shown in Table 4.4-11, the proposed project would generate approximately 606 total daily trips between 2016 and 2018 during the building construction phase.

**TABLE 4.4-11  
MAXIMUM DAILY CONSTRUCTION TRAFFIC TRIP GENERATION  
DURING THE BUILDING CONSTRUCTION PHASE**

LAND USE [a]	TRIP RATES	2011 – 2013		2014 – 2015		2016 – 2018		2019 – 2020	
		SIZE	TRIPS	SIZE	TRIPS	SIZE	TRIPS	SIZE	TRIPS
Multifamily Units [b]	0.36 trips/unit	302 units	109	178 units	64	294 units	106	3 units	1
Single Family Homes	0.72 trips/unit	101 units	73	67 units	48	416 units	300	289 units	208
Commercial or Retail	0.32 trips/kSF	0 kSF	0	25 kSF	8	33 kSF	11	29 kSF	9
Office or Industrial [c]	0.42 trips/kSF	50 kSF	21	75 kSF	32	449.8 kSF	189	74 kSF	31
<b>TOTAL TRIPS</b>		N/A	203	N/A	152	N/A	606	N/A	249

Source: P&D Consultants (2007).  
Trip rates based on URBEMIS 2007.

Notes:

kSF = 1,000 square feet

- [a] The proposed land use components analyzed in the traffic analysis were different than the proposed land uses described in Section 3.1 (Land Use Plan) of the DEIR. The traffic analysis in the DEIR provided a worst-case scenario because the trip generation used in the traffic analysis was greater than the trip generation based on the proposed land uses in Section 3.1 (Land Use Plan) of the DEIR.
- [b] The Multifamily Units land use included the Assisted Living units for the proposed project.
- [c] The Office or Industrial land uses included the Civic land uses for the proposed project.

#### 4.4.4 POTENTIAL IMPACTS

The Specific Plan includes the development of an extensive circulation network designed to accommodate the use of all travel modes including automobiles, pedestrians, bicycles, and transit. The Specific Plan identifies specific thoroughfare design standards for both the traveled way (parking lanes, travel lanes, medians) and the pedestrian way (sidewalks, trails, curbside landscaping). Hallock and Santa Paula Creek Drive provide the primary north-south vehicular access, while Teague- McKevevett and Santa Paula Boulevards provide primary east-west vehicular access. Hallock’s right-of-way and alignment are designed to accommodate its potential future function as part of a connection across Santa Paula Creek to the neighborhoods in the northern area of the City. A total of approximately 84 acres of roadways and medians are proposed on-site.

The right-of-way (ROW) widths for thoroughfares would vary within the Specific Plan and would be dependent upon their intended use. The ROW widths are designed to accommodate such components as travel lanes, medians, parking, bicycle lanes, street lights and landscaping (although some components may not be present for all thoroughfares). Principal access points to the project site (i.e., Main Streets) are proposed to be constructed with 88 foot ROW widths, although in certain instances these may be as wide as 160 feet (including median). Similarly, neighborhood streets would contain ROWs varying from 40 to 60 feet (no medians are proposed). Roadway grades are proposed to vary between two percent and eight percent with some limited roadway reaches approaching ten percent.

Alleys are also proposed and would be located in the rear of lots. These thoroughfares would provide the primary vehicular access to residential property. The alley ROW widths are proposed to be 20 feet.

Thoroughfare ROWs would be designed to accommodate walkways. These facilities would range from five feet in width (neighborhood streets) to a maximum of 20 feet (principal project access points).

Santa Paula Creek Bridge would serve as the eastern Gateway from downtown Santa Paula and would require extending Santa Paula Street east across Santa Paula Creek. This facility is proposed as a single-span bridge and would not require the construction of support pilings within Santa Paula Creek. It includes a Class I bicycle route, separated from vehicular and pedestrian traffic, which links with the multi-use trail running north parallel to Santa Paula Creek. The ROW width would be 46 feet with two, two-way travel lanes.

#### 4.4.4.1 Impacts to Level of Service for Year 2020

This section discusses the traffic impacts of the proposed project in year 2020. The year 2020 Cumulative Base scenario (without project) and Cumulative Plus Project scenario traffic volumes were developed using the Transportation Model. The Transportation Model indicated that a shift in background traffic would occur with the extension of Santa Paula Street into the project site as part of the proposed project. The general results of these shifts would be a reduction in traffic on Ojai Road and 10<sup>th</sup> Street, an increase in traffic through the project site and minor changes throughout the rest of the City. The detailed discussion on the shifts of background traffic with the implementation of the proposed project is presented in Traffic Impact Analysis, Appendix D of this DEIR.

Figure 4.4-3 shows the Cumulative Base scenario traffic volumes in year 2020. Figure 4.4-4 shows the Cumulative Plus Project scenario traffic volumes in year 2020, which includes the shifts in background traffic with the extension of Santa Paula Street into the project site.

Based on information provided by the City, the four unsignalized intersections listed below will be signalized by year 2020:

- 10<sup>th</sup> Street and SR-126 westbound ramps
- 10<sup>th</sup> Street and SR-126 eastbound ramps
- Palm Avenue and SR-126 westbound ramps
- Palm Avenue and SR-126 eastbound ramps

#### Intersections

As shown in Table 4.4-12, 11 intersections will operate at unacceptable LOS D or worse during either the A.M. or P.M. peak hour for the Cumulative Base scenario. As shown in Table 4.4-12, 13 intersections will operate at unacceptable LOS D or worse during either the A.M. or P.M. peak hour for the Cumulative Plus Project scenario. Implementation of the proposed project will contribute to a significant adverse cumulative impact to these ten intersections listed below:

1. SR-126 and Hallock Drive
2. Telegraph Road and Hallock Drive
4. 12<sup>th</sup> Street and Santa Paula Street
9. Ojai Road and Richmond Road
10. Ojai Road and Orchard Street
12. Ojai Road/10<sup>th</sup> Street and Santa Paula Street

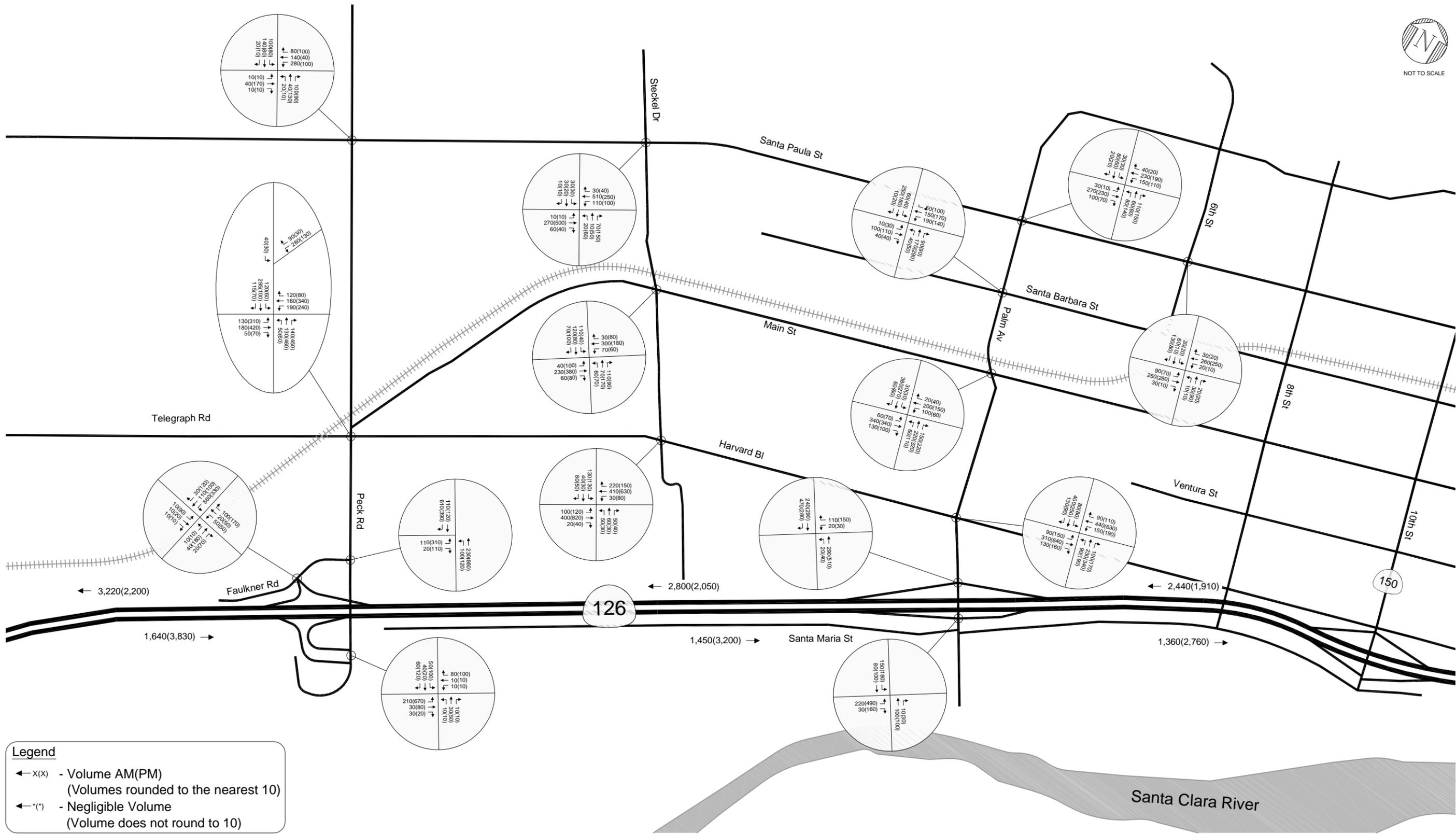


**Legend**

- ← X(X) - Volume AM(PM)  
(Volumes rounded to the nearest 10)
- ← (\*) - Negligible Volume  
(Volume does not round to 10)
- ..... - Project Street

Source: Fehr & Peers / Kaku Associates (2007).

**Figure 4.4-3**  
**Cumulative Base Intersection and Road Segment Peak Hour Traffic Volumes**



**Legend**  
 ← x(x) - Volume AM(PM)  
 (Volumes rounded to the nearest 10)  
 ← \*(\*) - Negligible Volume  
 (Volume does not round to 10)

Source: Fehr & Peers / Kaku Associates (2007).

**Figure 4.4-3**  
**Cumulative Base Intersection and Road Segment Peak Hour Traffic Volumes (Continued)**

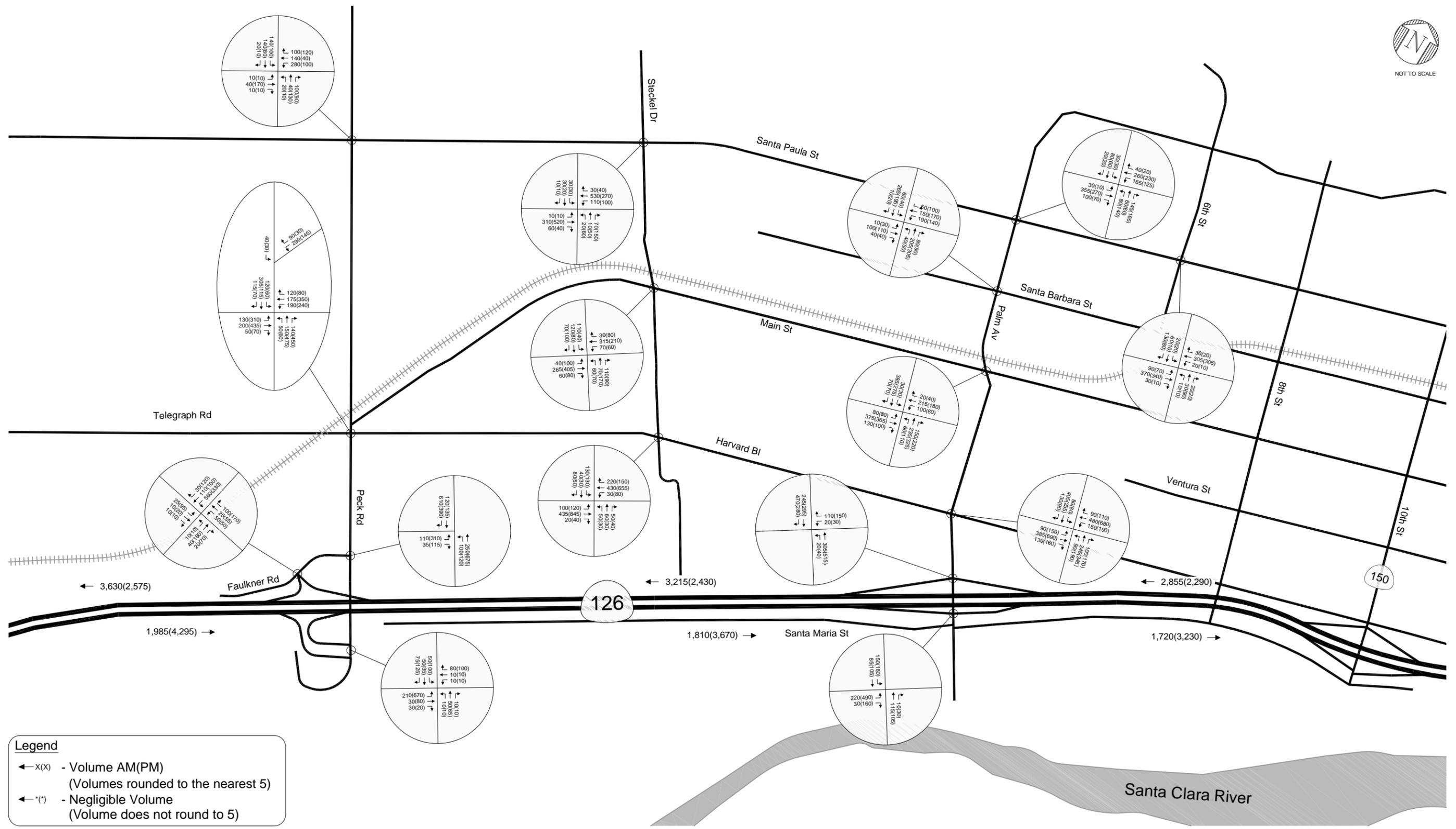


NOT TO SCALE



Source: Fehr & Peers / Kaku Associates (2007).

**Figure 4.4-4**  
**Cumulative Plus Project Intersection and Road Segment Peak Hour Traffic Volumes**



**Legend**

- ← X(X) - Volume AM(PM)  
(Volumes rounded to the nearest 5)
- ← (\*) - Negligible Volume  
(Volume does not round to 5)

Source: Fehr & Peers / Kaku Associates (2007).

**Figure 4.4-4**  
**Cumulative Plus Project Intersection and Road Segment Peak Hour Traffic Volumes (Continued)**

- 15. 10<sup>th</sup> Street and Harvard Boulevard
- 32. Peck Road and Main Street/Harvard Boulevard
- 34. Peck Road and SR-126 eastbound ramps
- 35. Faulkner Road and SR-126 westbound ramps

**TABLE 4.4-12  
INTERSECTION LEVEL OF SERVICE ANALYSIS FUTURE (YEAR 2020) CONDITIONS**

INTERSECTIONS	PEAK HOUR	CUMBASE YEAR 2020		CUMBASE PLUS PROJECT YEAR 2020				
		V/C or Delay	LOS	V/C or Delay	LOS	Change	Significant Impact	
							Cumulative?	Project?
1. Santa Paula Freeway (SR-126) & Hallock Drive	A.M.	0.694	B	1.070	F	0.376	No	Yes
	P.M.	0.939	E	1.183	F	0.244	Yes	Yes
2. Telegraph Road & Hallock Drive [a]	A.M.	133	F	286	F	153	Yes	Yes
	P.M.	77	F	364	F	287	Yes	Yes
3. Telegraph Road/Main Street & Harvard Boulevard [a]	A.M.	17	C	21	C	4	No	No
	P.M.	13	B	14	B	1	No	No
4. 12 <sup>th</sup> Street & Santa Paula Street [a]	A.M.	13	B	159	F	146	No	Yes
	P.M.	39	E	250	F	211	Yes	Yes
5. 12 <sup>th</sup> Street & Santa Barbara Street [a]	A.M.	16	C	15	C	-1	No	No
	P.M.	22	C	20	C	-2	No	No
6. 12 <sup>th</sup> Street & Main Street	A.M.	0.550	A	0.481	A	-0.069	No	No
	P.M.	0.720	C	0.595	A	-0.125	No	No
7. 12 <sup>th</sup> Street & Harvard Boulevard	A.M.	0.432	A	0.481	A	0.049	No	No
	P.M.	0.633	B	0.689	B	0.056	No	No
8. 12 <sup>th</sup> Street/South Mountain Road & Lemon Road [a]	A.M.	9	A	10	A	1	No	No
	P.M.	13	B	13	B	0	No	No
9. Ojai Road (SR-150) & Richmond Road [a]	A.M.	36	E	45	E	9	Yes	Yes
	P.M.	40	E	46	E	6	Yes	Yes
10. Ojai Road (SR-150) & Orchard Street [a]	A.M.	27	D	31	D	4	Yes	Yes
	P.M.	34	D	40	E	6	Yes	Yes
11. Ojai Road (SR-150) & Saticoy Street [a]	A.M.	47	E	41	E	-6	Yes	No
	P.M.	30	D	21	C	-9	Yes	No
12. Ojai Road (SR-150)/10 <sup>th</sup> Street & Santa Paula Street	A.M.	0.833	D	0.867	D	0.034	Yes	Yes
	P.M.	0.845	D	0.826	D	-0.019	Yes	No
13. 10 <sup>th</sup> Street (SR-150) & Santa Barbara Street	A.M.	0.725	C	0.700	B	-0.025	No	No
	P.M.	0.625	B	0.563	A	-0.062	No	No
14. 10 <sup>th</sup> Street (SR-150) & Main Street	A.M.	0.751	C	0.745	C	-0.006	No	No
	P.M.	0.701	C	0.663	B	-0.038	No	No
15. 10 <sup>th</sup> Street (SR-150) & Harvard Boulevard	A.M.	0.869	D	0.956	E	0.087	Yes	Yes
	P.M.	0.864	D	0.929	E	0.065	Yes	Yes
16. 10 <sup>th</sup> Street (SR-150) & SR-126 WB Ramps	A.M.	0.682	B	0.666	B	-0.016	No	No
	P.M.	0.557	A	0.518	A	-0.039	No	No
17. 10 <sup>th</sup> Street (SR-150) & SR-126 EB Ramps	A.M.	0.362	A	0.353	A	-0.009	No	No
	P.M.	0.526	A	0.541	A	0.015	No	No
18. 8 <sup>th</sup> Street & Santa Paula Street [a]	A.M.	14	B	29	D	15	No	Yes
	P.M.	15	B	25	D	10	No	Yes
19. 8 <sup>th</sup> Street & Main Street	A.M.	0.426	A	0.503	A	0.077	No	No
	P.M.	0.607	B	0.628	B	0.021	No	No
20. 8 <sup>th</sup> Street & Harvard Boulevard	A.M.	0.307	A	0.406	A	0.099	No	No
	P.M.	0.529	A	0.564	A	0.035	No	No
21. 6 <sup>th</sup> Street & Santa Paula Street [a]	A.M.	19	C	24	C	5	No	No
	P.M.	20	C	24	C	4	No	No
22. Palm Avenue & Santa Paula Street [a]	A.M.	17	C	26	D	9	No	Yes
	P.M.	14	B	17	C	3	No	No
23. Palm Avenue & Santa Barbara Street [a]	A.M.	16	C	18	C	2	No	No
	P.M.	20	C	22	C	2	No	No

**TABLE 4.4-12  
INTERSECTION LEVEL OF SERVICE ANALYSIS FUTURE (YEAR 2020) CONDITIONS**

INTERSECTIONS	PEAK HOUR	CUMBASE YEAR 2020		CUMBASE PLUS PROJECT YEAR 2020				
		V/C or Delay	LOS	V/C or Delay	LOS	Change	Significant Impact	
							Cumulative?	Project?
24. Palm Avenue & Main Street	A.M.	0.608	B	0.638	B	0.030	No	No
	P.M.	0.545	A	0.569	A	0.024	No	No
25. Palm Avenue & Harvard Boulevard	A.M.	0.619	B	0.645	B	0.026	No	No
	P.M.	0.738	C	0.757	C	0.019	No	No
26. Palm Avenue & SR-126 WB Ramps	A.M.	0.526	A	0.529	A	0.003	No	No
	P.M.	0.475	A	0.478	A	0.003	No	No
27. Palm Avenue & SR-126 EB Ramps	A.M.	0.301	A	0.310	A	0.009	No	No
	P.M.	0.500	A	0.503	A	0.003	No	No
28. Steckel Drive & Santa Paula Street [a]	A.M.	23	C	27	D	4	No	Yes
	P.M.	22	C	25	C	3	No	No
29. Steckel Drive & Main Street [a]	A.M.	14	B	15	B	1	No	No
	P.M.	16	C	17	C	1	No	No
30. Steckel Drive & Harvard Boulevard	A.M.	0.447	A	0.453	A	0.006	No	No
	P.M.	0.469	A	0.477	A	0.008	No	No
31. Peck Road & Santa Paula Street [a]	A.M.	16	C	17	C	1	No	No
	P.M.	10	B	10	B	0	No	No
32. Peck Road & Main Street/Harvard Boulevard	A.M.	0.678	B	0.697	B	0.019	No	No
	P.M.	0.833	D	0.858	D	0.025	Yes	Yes
33. Peck Road & Faulkner Road	A.M.	0.445	A	0.445	A	0.000	No	No
	P.M.	0.607	B	0.616	B	0.009	No	No
34. Peck Road & SR-126 EB Ramps [a]	A.M.	9	A	10	A	1	No	No
	P.M.	55	F	58	F	3	Yes	Yes
35. Faulkner Road & SR-126 WB Ramps [a]	A.M.	28	D	29	D	1	Yes	Yes
	P.M.	14	B	15	B	1	No	No

Source: Fehr & Peers/Kaku Associates, 2007.

Note:

[a] Intersection is controlled by Stop signs. Average vehicular delay in seconds is reported rather than V/C ratio.

Implementation of the proposed project will create a significant adverse project impact to these three intersections listed below:

- 18. 8<sup>th</sup> Street and Santa Paula Street
- 22. Palm Avenue and Santa Paula Street
- 28. Steckel Drive and Santa Paula Street

Even though the intersection of Ojai Road and Saticoy Street (Intersection 11) will operate at unacceptable LOS E and D during the A.M. and P.M. peak hours, respectively, for the Cumulative Base scenario, implementation of the proposed project will not contribute to a significant adverse cumulative impact because the delay at this intersection improves with the proposed project. The delay at this intersection improves because the proposed project will provide additional road capacities and shift some of the background traffic away from this intersection.

### Freeways and Multilane Highways

As shown in Table 4.4-13, SR-126 between Peck Road and Briggs Road will operate at unacceptable LOS F during the P.M. peak hour for the Cumulative Plus Project scenario. Implementation of the proposed project will create a significant adverse project impact to SR-126 between Peck Road and Briggs Road.

### Ramps and Ramp Junctions

As shown in Table 4.4-14, the ramps and ramp junctions will operate at acceptable LOS E or better. Implementation of the proposed project will not contribute to significant adverse impacts on the freeway ramps and ramp junctions.

### Internal Intersections

As shown in Table 4.4-15, the internal intersections will operate at acceptable LOS C or better. Implementation of the proposed project will not create a significant adverse impact to the future internal intersections within the project site.

#### 4.4.4.2 Impacts to Level of Service for Year 2015

This section discusses the estimated traffic impacts of the proposed project in year 2015 for the study intersections. As shown in Table 4.4-16, nine intersections will operate at unacceptable LOS D or worse during the A.M. or P.M. peak hour for the Interim Base and the Interim Plus Project scenarios based on the estimated V/C ratio or delay. Implementation of the proposed project will contribute to a significant adverse cumulative impact at these eight intersections listed below:

1. SR-126 and Hallock Drive
2. Telegraph Road and Hallock Drive
4. 12<sup>th</sup> Street and Santa Paula Street
9. Ojai Road and Richmond Road
10. Ojai Road and Orchard Street
12. Ojai Road/10<sup>th</sup> Street and Harvard Boulevard
15. 10<sup>th</sup> Street and Harvard Boulevard
34. Peck Road and SR-126 eastbound ramps

Even though the intersection of Ojai Road and Saticoy Street (Intersection 11) will operate at unacceptable LOS E and D during the A.M. and P.M. peak hours, respectively, for the Interim Base scenario, implementation of the proposed project will not contribute to a significant adverse cumulative impact because the delay at this intersection improves with the proposed project. The delay at this intersection improves because the proposed project will provide additional road capacities and shift some of the background traffic away from this intersection.

**TABLE 4.4-13  
FUTURE CONDITIONS (2020) LEVEL OF SERVICE ANALYSIS – FREEWAY AND MULTILANE HIGHWAY SEGMENTS**

ROADWAY SEGMENT	PEAK HOUR	CUMULATIVE BASE				CUMULATIVE PLUS PROJECT				SIGNIFICANT IMPACTS	
		Westbound		Eastbound		Westbound		Eastbound		Cumulative Impact	Project Impact
		Density (pc/mi/ln)*	LOS	Density (pc/mi/ln)*	LOS	Density (pc/mi/ln)*	LOS	Density (pc/mi/ln)*	LOS		
1. SR-126 – Sespe Ranch Road to Hallock Drive [a]	A.M.	18.9	C	9.6	A	21.2	C	11.8	B	No	No
	P.M.	13.1	B	20.8	C	15.6	B	22.9	C	No	No
2. SR-126 – Hallock Drive to 10 <sup>th</sup> Street (SR-150) [b]	A.M.	14.0	B	8.6	A	16.3	B	10.4	A	No	No
	P.M.	12.8	B	18.0	B	14.4	B	20.3	C	No	No
3. SR-126 – 10 <sup>th</sup> Street (SR 150) to Palm Avenue [b]	A.M.	19.7	C	11.0	A	23.3	C	13.9	B	No	No
	P.M.	15.4	B	22.4	C	18.5	C	27.0	D	No	No
4. SR-126 – Palm Avenue to Peck Road [b]	A.M.	22.8	C	11.7	B	26.8	D	14.6	B	No	No
	P.M.	16.5	B	26.7	D	19.6	C	32.8	D	No	No
5. SR-126 – Peck Road to Briggs Road [b][c]	A.M.	26.9	D	13.2	B	32.1	D	16.0	B	No	No
	P.M.	17.8	B	35.4	E	20.8	C	OVFL.**	F	No	Yes

Source: Fehr & Peers/Kaku Associates, 2007.

Notes:

\* pc/mi/ln denotes passenger cars per mile per lane

\*\* OVFL denotes overflow conditions

[a] Analyzed using Multilane Highway methodology from Highway Capacity Manual.

[b] Analyzed using Freeway methodology from Highway Capacity Manual.

[c] Mitigated to LOS D or better in both directions and peak hour: Eastbound in the A.M. peak hour 14.6 pc/mi/ln LOS B; Eastbound in the P.M. peak hour 26.2 pc/mi/ln LOS D.

**TABLE 4.4-14  
FUTURE CONDITIONS (2020) LEVEL OF SERVICE ANALYSIS – RAMP-FREEWAY JUNCTION AREAS OF INFLUENCE**

RAMP	CUMULATIVE BASE (2020) CONDITIONS				CUMULATIVE PLUS PROJECT (2020) CONDITIONS				SIGNIFICANT IMPACT	
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		Cumulative?	Project?
	Density [a]	LOS	Density [a]	LOS	Density [a]	LOS	Density [a]	LOS		
10th St westbound off-ramp	19.4	B	17.9	B	22.1	C	19.9	B	No	No
10th St westbound on-ramp	23.4	C	19.0	B	26.5	C	22.3	C	No	No
10th St eastbound off-ramp	16.2	B	29.3	D	19.6	B	33.7	D	No	No
10th St eastbound on-ramp	12.2	B	22.2	C	14.1	B	24.7	C	No	No
Palm Av westbound off-ramp	26.0	C	21.0	C	29.9	D	24.6	C	No	No
Palm Av westbound on-ramp	26.3	C	19.9	B	29.9	D	23.2	C	No	No
Palm Av eastbound off-ramp	17.1	B	33.5	D	20.5	C	37.9	E	No	No
Palm Av eastbound on-ramp	14.0	B	26.1	C	17.1	B	30.2	D	No	No
Peck Rd westbound off-ramp	29.0	D	22.0	C	32.9	D	25.5	C	No	No
Peck Rd westbound on-ramp	31.2	D	22.5	C	34.8	D	25.7	C	No	No
Peck Rd eastbound off-ramp	18.8	B	39.3	E	22.0	C	43.6	E	No	No
Peck Rd eastbound on-ramp	15.5	B	30.6	D	18.6	B	34.7	D	No	No

Source: Fehr & Peers/Kaku Associates, 2007.

Note:

[a] Basic freeway segments, ramp junctions, and weaving areas level of service are measured with density (passenger car per mile per lane or pc/mi/ln).

**TABLE 4.4-15  
INTERNAL INTERSECTION LEVEL OF SERVICE FUTURE (2020) WITH PROJECT**

INTERSECTIONS	PEAK HOUR	CUMULATIVE PLUS PROJECT	
		V/C or Delay	LOS
36. Hallock Drive & Santa Paula Street (signal control)	A.M.	0.668	B
	P.M.	0.698	B
37. Hallock Drive & Teague-McKevett Boulevard (all-way stop control)	A.M.	9	A
	P.M.	8	A
38. Santa Paula Creek Drive & Santa Paula Street (all-way stop control)	A.M.	17	C
	P.M.	16	C
39. Santa Paula Creek Drive & Teague-McKevett Boulevard (minor approach stop control)	A.M.	9	A
	P.M.	9	A
40. Hallock Drive & Santa Paula Creek Drive (minor approach stop control)	A.M.	9	A
	P.M.	9	A

Source: Fehr & Peers/Kaku Associates, 2007.

**TABLE 4.4-16  
INTERSECTION LEVEL OF SERVICE INTERIM (YEAR 2015) CONDITIONS**

INTERSECTIONS	PEAK HOUR	EXISTING CONDITIONS (YEAR 2006)		INTERIM BASE CONDITIONS (YEAR 2015)		INTERIM WITH PROJECT CONDITIONS (YEAR 2015)		SIGNIFICANT IMPACT?	
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	Cumulative?	Project?
1. Santa Paula Freeway (SR-126) & Hallock Drive	A.M.	0.476	A	0.616	B	0.691	B	No	No
	P.M.	0.584	A	0.812	D	0.873	D	Yes	Yes
2. Telegraph Road & Hallock Drive [a]	A.M.	13	B	90	F	121	F	Yes	Yes
	P.M.	16	C	55	F	127	F	Yes	Yes
3. Telegraph Road/Main Street & Harvard Boulevard [a]	A.M.	10	A	15	B	15	C	No	No
	P.M.	10	A	12	B	12	B	No	No
4. 12 <sup>th</sup> Street & Santa Paula Street [a]	A.M.	9	A	12	B	41	E	No	Yes
	P.M.	11	B	29	D	82	F	Yes	Yes
5. 12 <sup>th</sup> Street & Santa Barbara Street [a]	A.M.	12	B	14	B	14	B	No	No
	P.M.	14	B	19	C	19	C	No	No
6. 12 <sup>th</sup> Street & Main Street	A.M.	0.268	A	0.449	A	0.436	A	No	No
	P.M.	0.377	A	0.598	A	0.566	A	No	No
7. 12 <sup>th</sup> Street & Harvard Boulevard	A.M.	0.367	A	0.409	A	0.419	A	No	No
	P.M.	0.389	A	0.546	A	0.560	A	No	No
8. 12 <sup>th</sup> St/South Mountain Road & Lemon Road [a]	A.M.	9	A	9	A	9	A	No	No
	P.M.	10	B	12	B	12	B	No	No
9. Ojai Road (SR-150) & Richmond Road [a]	A.M.	21	C	31	D	32	D	Yes	Yes
	P.M.	21	C	33	D	35	D	Yes	Yes
10. Ojai Road (SR-150) & Orchard Street [a]	A.M.	18	C	23	C	24	C	No	No
	P.M.	17	C	28	D	30	D	Yes	Yes
11. Ojai Road (SR-150) & Saticoy Street [a]	A.M.	20	C	38	E	36	E	Yes	No
	P.M.	23	C	28	D	26	D	Yes	No
12. Ojai Street (SR-150)/10 <sup>th</sup> Street & Santa Paula Street	A.M.	0.694	B	0.783	C	0.790	C	No	No
	P.M.	0.762	C	0.815	D	0.811	D	Yes	Yes
13. 10 <sup>th</sup> Street (SR-150) & Santa Barbara Street	A.M.	0.640	B	0.695	B	0.690	B	No	No
	P.M.	0.592	A	0.613	B	0.598	A	No	No
14. 10 <sup>th</sup> Street (SR-150) & Main Street	A.M.	0.575	A	0.688	B	0.687	B	No	No
	P.M.	0.549	A	0.647	B	0.637	B	No	No
15. 10 <sup>th</sup> Street (SR-150) & Harvard Boulevard	A.M.	0.762	C	0.831	D	0.848	D	Yes	Yes
	P.M.	0.723	C	0.814	D	0.830	D	Yes	Yes
16. 10 <sup>th</sup> Street (SR-150) & SR-126 WB Ramps	A.M.	11	B	[a]		[a]		No	No
	P.M.	14	B	[a]		[a]		No	No
17. 10 <sup>th</sup> Street (SR-150) & SR-126 EB Ramps	A.M.	14	B	[a]		[a]		No	No
	P.M.	77	F	[a]		[a]		No	No

**TABLE 4.4-16  
INTERSECTION LEVEL OF SERVICE INTERIM (YEAR 2015) CONDITIONS**

INTERSECTIONS	PEAK HOUR	EXISTING CONDITIONS (YEAR 2006)		INTERIM BASE CONDITIONS (YEAR 2015)		INTERIM WITH PROJECT CONDITIONS (YEAR 2015)		SIGNIFICANT IMPACT?	
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	Cumulative?	Project?
18. 8 <sup>th</sup> Street & Santa Paula Street [a]	A.M.	11	B	13	B	16	C	No	No
	P.M.	10	B	13	B	16	C	No	No
19. 8 <sup>th</sup> Street & Main Street	A.M.	0.289	A	0.377	A	0.392	A	No	No
	P.M.	0.386	A	0.528	A	0.533	A	No	No
20. 8 <sup>th</sup> Street & Harvard Boulevard	A.M.	0.244	A	0.285	A	0.291	A	No	No
	P.M.	0.360	A	0.469	A	0.477	A	No	No
21. 6 <sup>th</sup> Street & Santa Paula Street [a]	A.M.	16	C	17	C	18	C	No	No
	P.M.	14	B	17	C	18	C	No	No
22. Palm Avenue & Santa Paula Street [a]	A.M.	13	B	15	C	17	C	No	No
	P.M.	11	B	13	B	14	B	No	No
23. Palm Avenue & Santa Barbara Street [a]	A.M.	12	B	15	B	15	C	No	No
	P.M.	13	B	18	C	18	C	No	No
24. Palm Avenue & Main Street	A.M.	0.441	A	0.548	A	0.554	A	No	No
	P.M.	0.438	A	0.507	A	0.513	A	No	No
25. Palm Avenue & Harvard Boulevard	A.M.	0.496	A	0.575	A	0.580	A	No	No
	P.M.	0.615	B	0.694	B	0.699	B	No	No
26. Palm Avenue & SR-126 WB Ramps	A.M.	11	B	[a]		[a]		No	No
	P.M.	13	B	[a]		[a]		No	No
27. Palm Avenue & SR-126 EB Ramps	A.M.	14	B	[a]		[a]		No	No
	P.M.	25	D	[a]		[a]		No	No
28. Steckel Drive & Santa Paula Street [a]	A.M.	10	B	19	C	19	C	No	No
	P.M.	10	B	18	C	18	C	No	No
29. Steckel Drive & Main Street [a]	A.M.	12	B	13	B	13	B	No	No
	P.M.	13	B	15	B	15	B	No	No
30. Steckel Drive & Harvard Boulevard	A.M.	0.401	A	0.431	A	0.432	A	No	No
	P.M.	0.392	A	0.442	A	0.444	A	No	No
31. Peck Road & Santa Paula Street [a]	A.M.	9	A	13	B	13	B	No	No
	P.M.	8	A	10	A	10	A	No	No
32. Peck Road & Main Street/Harvard Boulevard	A.M.	0.498	A	0.614	B	0.618	B	No	No
	P.M.	0.688	B	0.781	C	0.787	C	No	No
33. Peck Road & Faulkner Road	A.M.	0.312	A	0.398	A	0.398	A	No	No
	P.M.	0.509	A	0.572	A	0.574	A	No	No
34. Peck Road & SR-126 EB Ramps [a]	A.M.	9	A	9	A	9	A	No	No
	P.M.	30	D	46	E	47	E	<b>Yes</b>	<b>Yes</b>
35. Faulkner Road & SR-126 WB Ramps [a]	A.M.	16	C	24	C	24	C	No	No
	P.M.	12	B	14	B	14	B	No	No

Source: Fehr & Peers/Kaku Associates, 2007.

Note:

[a] Intersection to be signalized in future. Analysis of buildout at Year 2020 does not indicate impacts, therefore no interim impacts are projected.

4.4.4.3 Other Traffic Issues

General Plan Consistency

In addition to the extension of Santa Paula Street over Santa Paula Creek and the improvement of Hallock Drive south of the project site, the Circulation Element of the Santa Paula General Plan anticipates one other road improvement in conjunction with the development of the project site: a new road connection from westbound SR-126 to Telegraph Road to relieve traffic from the intersection of SR-126 and Hallock

Drive. The primary effect is that most vehicles previously performing the westbound right turn at Hallock Drive would divert to this new road link located west of Hallock Drive. As shown above, implementation of the proposed project without this new road link will contribute to a significant adverse cumulative impact to the intersection of SR-126 and Hallock Drive (Intersection 1) and to the intersection of Hallock Drive and Telegraph Road (Intersection 2). However, construction of this new road connection would not avoid significant adverse impacts at those two locations but would necessitate different mitigation measures, as discussed further in the Traffic Impact Analysis in Appendix D of this DEIR.

The Circulation Element of the Santa Paula General Plan also recommends a series of roadway improvements to accommodate the projected growth in traffic volumes at General Plan buildout. The recommended improvements include widening the pavement width to 50 feet for SR-150 (Ojai Road) between Santa Paula Street and Say Road and Santa Paula Street between SR-150 and Santa Paula Creek.

#### Congestion Management Plan Analysis

An analysis was completed to comply with the monitoring requirements found in the 2004/2005 VCCMP. The VCTC has adopted LOS E as the minimum system-wide LOS on all VCCMP roads. Within the study area SR-126, SR-150 and Harvard Boulevard/Telegraph Road west of SR-150 are part of the VCCMP road network. According to the Traffic Impact Analysis (Appendix D of this EIR), all transportation facilities will operate at acceptable LOS E or better except for SR-126 between Peck Road and Briggs Road during the P.M. peak hour for the Cumulative Plus Project scenario. The freeway segment will operate at unacceptable LOS F. As discussed in Section 4.4.4.1 (Impacts to Level of Service for Year 2020). Implementation of the proposed project would create a significant adverse project impact to SR-126 between Peck Road and Briggs Road.

#### Peak Period Parking Restrictions on Ojai Road/10<sup>th</sup> Street

As determined necessary to meet the Santa Paula General Plan acceptable LOS C standards for intersections, the City will impose a peak period parking restriction on Ojai Road/10<sup>th</sup> Street to allow for an additional travel lane during the designated peak periods. The restriction would require striping the pavement to indicate the additional lane and signage noting the parking restriction. In the study area, the affected sections include Ojai Road from Richmond Road to Santa Paula Street and a portion of 10<sup>th</sup> Street north of Harvard Boulevard. During the A.M. peak period, on-street parking would be restricted along the west side of the street to provide one additional southbound travel lane. Conversely, during the P.M. peak period, on-street parking would be restricted along the east side of the street to provide one additional northbound travel lane. Implementation of the parking restriction on Ojai Road/10<sup>th</sup> Street has the potential to contribute to an indirect significant adverse parking impact near Ojai Road/10<sup>th</sup> Street.

#### Caltrans Supplemental Traffic Analysis

As requested by the California Department of Transportation (Caltrans), a supplemental traffic analysis was conducted for the following seven intersections using the HCM analysis methodology:

- Santa Paula Freeway and Hallock Drive
- 10<sup>th</sup> Street and SR-126 westbound ramps
- 10<sup>th</sup> Street and SR-126 eastbound ramps
- Palm Avenue and SR-126 westbound ramps
- Palm Avenue and SR-126 eastbound ramps

- Peck Road and SR-126 eastbound ramps
- Faulkner Road and SR-126 westbound ramps

The HCM methodology for signalized intersections determines LOS based on the amount of delay experienced at an intersection, while the Intersection Utilization Capacity methodology used in the traffic impact analysis determines LOS based on the V/C ratio at an intersection.

The findings and conclusions of the supplemental traffic analysis conducted at the request of Caltrans were consistent with the findings and conclusions in the Traffic Impact Analysis. The supplemental traffic analysis did not identify any additional significant adverse impacts, nor result in the need for any additional traffic mitigation measures. The supplemental traffic analysis as requested by Caltrans is provided in Appendix D of this DEIR.

### Emergency Access Impacts

The City of Santa Paula Fire Department (SPFD) provides minimum standards for emergency access. The minimum roadbed clearance width is 20 feet to permit two response vehicles to pass one another without obstruction. The minimum roadbed clearance width is 24 feet at locations within the operational zone of a building to permit vehicles to pass an emergency vehicle engaged in firefighting operations. The minimum roadbed clearance width is 28 feet when a building's eave or parapet exceeds 28 feet high where it may be necessary to accommodate aerial devices such as vehicle-mounted ladders, elevating platforms or snorkel buckets.

The minimum turning radius is 17 feet measured to the inside of the turn. The maximum road grade is 15 percent. However, road grades from 15 to 20 percent with an average of 17 percent are permitted if they do not exceed 200 feet in length with a minimum 50-foot break in between grades. The pavement structural section must be designed to support a rear axle weight of 46,000 pounds per axle and a front axle weight of 22,000 pounds.

The proposed internal circulation system will consist of four primary roads (Hallock Drive, Santa Paula Creek Drive, Santa Paula Street, and Teague-McKevett Boulevard) and multiple secondary roads. The primary roads typically do not meet or exceed the minimum roadbed clearance widths because they typically consist of a raised median and two 20-foot roadbed widths for one 12-foot travel lane and one eight-foot parking lane. The secondary roads typically do not meet or exceed the minimum roadbed clearance widths because they typically consist of one 34-foot roadbed width for two ten-foot travel lanes and two seven-foot parking lanes. The secondary roads may meet or exceed the minimum roadbed clearance widths by eliminating on-street parking on one side.

The road grades typically vary between two percent to eight percent with a maximum grade of ten percent at some locations. The structural pavement section will be designed to accommodate the weight of a fire truck. Based on the road designs described above, implementation of the proposed project has the potential to create a significant adverse impact related to emergency access to the project site because it does not provide the minimum roadbed width clearances.

### Parking Impacts

Parking details were not available at the time of preparation of the traffic impact analysis or the EIR. It is anticipated that the proposed project will provide parking spaces per the Santa Paula Municipal Code. Implementation of the proposed project has the potential however, to create a significant adverse parking impact if the proposed project does not provide the minimum parking spaces per the Santa Paula Municipal Code.

### Roadway Design Features and Incompatible Use Impacts

On-site thoroughfares would be constructed in compliance with the Santa Paula Municipal Code and would not contain dangerous design features (e.g., sharp curves, dangerous intersections). It is anticipated that farm equipment would be needed seasonally to harvest agricultural produce and fruit associated with the on-site orchards contained within the Agricultural Preserve. Slow moving equipment and trucks utilized to transport the avocados off-site would be needed. However, these vehicles would be subject to standard roadway use and operation requirements. Therefore, implementation of the proposed project would result in less than significant impacts related to roadway design features and incompatible uses.

### Alternative Transportation Impacts

The General Plan seeks to ensure that City residents have alternative transportation opportunities such as transit, bikeways, and pedestrian routes. The Specific Plan's thoroughfare system is designed with the intent of furthering these goals by encouraging walking and bicycle use instead of the automobile. Toward this end, the Specific Plan is compliant with the General Plan objectives, goals and policies of supporting and providing alternative transportation modes. The Specific Plan proposes a series of bicycle trails (Class I Bikeways) and walking trails which would connect the on-site neighborhoods with the City's existing and planned trail system. See Section 3.0 (Project Description) of this DEIR for a more detailed discussion of the bicycle and walking trails proposed as part of the Specific Plan. Implementation of the proposed project would result in a beneficial impact related to alternative transportation modes since it would reduce overall dependence on the automobile and would encourage walking and bicycling and would assist the City in furthering the goals of the General Plan.

### Construction Impacts

As discussed in Section 4.4.3.4 (Construction Traffic Volumes), construction of the proposed project would generate approximately 54 daily trips during the grading phase and a maximum of approximately 606 daily trips during the building construction phase. The daily trips during the grading phase and during the building construction phase represents approximately 0.2 percent ( $= 54 / 25,848$ ) and 2.3 percent ( $= 606 / 25,848$ ) of the total external daily trips, respectively. Construction of the proposed project will not create additional significant adverse traffic impacts than those identified above.

## 4.4.5 MITIGATION MEASURES

The mitigation measures provided below were developed to address impacts generated by the proposed project and which would include: (1) significant adverse cumulative impact to 11 intersections during either the A.M. or P.M. peak hour and to one freeway segment during the P.M. peak hour; (2) significant adverse project impact to three intersections during either the A.M. or P.M. peak hour; (3) significant indirect adverse impacts associated with the proposed peak hour parking restrictions on Ojai Road/10<sup>th</sup> Street. The percentage calculation of the applicant's fair-share costs are provided in the Traffic Impact Analysis (Appendix D) of this EIR.

T-1 SR-126 and Hallock Drive (Intersection 1) – The applicant must pay its pro rata costs to widen and reconfigure the intersection on all four approaches. The northbound approach on Hallock Drive may require additional right-of-way to accommodate the proposed lane configurations. SR-126 would be widened on both approaches to accommodate an additional through lane at the intersection.

The southbound approach would provide two left-turn lanes, one through lane, one shared through/right-turn lane, and one right-turn lane. The westbound approach would provide one left-turn lane, three through lanes and one right-turn lane. The northbound approach would provide one left-turn lane, one through lane and one right-turn lane. The eastbound approach would provide two left-turn lanes, three through lanes and one right-turn lane. These recommended mitigation measures would require coordination with and approval by Caltrans. The design and construction of Mitigation Measures T-1 and T-2 should be closely coordinated because of their proximity to one another.

T-2 Telegraph Road and Hallock Drive (Intersection 2) – The applicant must pay its pro rata cost to install a traffic signal and to reconfigure the intersection on all four approaches as follows: (1) the southbound approach must provide one left-turn lane, two through lanes and one right-turn lane; (2) the westbound approach must provide one left-turn lane and one shared through/right-turn lane; (3) the northbound approach must provide one left-turn lane, one through lane and one shared through/right-turn lane; and (4) the eastbound approach must provide one left-turn lane, one through lane and one right-turn lane. The design and construction of Mitigation Measures T-1 and T-2 should be closely coordinated because of their proximity to one another.

T-3 12th Street and Santa Paula Street (Intersection 4) – The applicant must pay its pro rata cost to install a traffic signal, to reconfigure the intersection on three approaches, and to widen the west leg. The westbound approach must provide one left-turn lane and one shared through/right-turn lane. The northbound approach must provide one shared through/left-turn lane and one right-turn lane. The eastbound approach must provide one left-turn lane, one through lane and one right-turn lane. The west leg of the intersection must be widened to provide 50 feet from curb to curb as recommended in the Circulation Element.

T-4 Ojai Road (SR-150) and Richmond Road (Intersection 9) – The applicant must pay its pro rata cost to restrict southbound on-street parking during the A.M. peak period and northbound on-street parking during the P.M. peak period, to restrict the westbound left-turn movement during both peak periods, and to widen Ojai Road. The parking restrictions must provide one additional southbound through lane during the A.M. peak period and one additional northbound through lane during the P.M. peak period. Ojai Road must be widened to provide 50 feet from curb to curb as recommended in the Circulation Element. These recommended mitigation measures would require coordination with and approval by Caltrans.

T-5 Ojai Road (SR-150) and Orchard Road (Intersection 10) – The applicant must pay its pro rata cost to install a traffic signal and to restrict southbound on-street parking during the A.M. peak period and northbound on-street parking during the P.M. peak period. The parking restrictions must provide one additional southbound through lane during the A.M. peak period and one additional northbound through lane during the P.M. peak period. These recommended mitigation measures require coordination with and approval by Caltrans.

- T-6 Ojai Road (SR-150) and Saticoy Street (Intersection 11) – The applicant must pay its pro rata cost to restrict southbound on-street parking during the A.M. peak period and northbound on-street parking during the P.M. peak period and to restrict the westbound left-turn movements during both peak periods. The parking restrictions must provide one additional southbound through lane during the A.M. peak period and one additional northbound through lane during the P.M. peak period. These recommended mitigation measures require coordination with and approval by Caltrans.
- T-7 Ojai Road (SR-150)/10th Street and Santa Paula Street (Intersection 12) – The applicant must pay its pro rata cost to restrict southbound on-street parking during the A.M. peak period and northbound on-street parking during the P.M. peak period, to reconfigure the intersection and to widen Ojai Road/10<sup>th</sup> Street. The parking restrictions must provide one additional southbound through lane during the A.M. peak period and one additional northbound through lane during the P.M. peak period. The five-legged intersections must be reconfigured to a typical four-legged intersection. The southbound and northbound approaches must provide one left-turn lane and one shared through/right-turn lane during the off-peak periods. The eastbound and westbound approaches must provide one left-turn lane, one through lane and one right-turn lane. The fifth leg of the intersection, 10<sup>th</sup> Street north of Santa Paula Street, must be restricted to right turn only to and from Ojai Road. Ojai Road must be widened to provide 50 feet from curb to curb as recommended in the Circulation Element. These recommended mitigation measures require coordination with and approval by Caltrans.
- T-8 10th Street and Harvard Boulevard (Intersection 15) – The applicant must pay its pro rata cost to restrict the southbound on-street parking during both peak periods and to reconfigure the northbound approach. The parking restriction must provide one additional southbound lane during both peak hours. The northbound approach must provide one left-turn lane, one through lane and one right-turn lane.
- T-9 8th Street and Santa Paula Street (Intersection 18) – The applicant must pay all costs to widen and reconfigure the northbound approach. The northbound approach must provide one shared through/left-turn lane and one right-turn lane.
- T-10 Palm Avenue and Santa Paula Street (Intersection 22) – The applicant must pay all costs to reconfigure the northbound and westbound approaches. The northbound approach must provide one shared through/left-turn lane and one right-turn lane. The westbound approach must provide one left-turn lane and one shared through/right-turn lane.
- T-11 Steckel Drive and Santa Paula Street (Intersection 28) – The applicant must pay all costs to reconfigure the westbound approach. The westbound approach must provide one left-turn lane and one shared through/right-turn lane.
- T-12 Peck Road and Main Street and Harvard Boulevard (Intersection 32) – The applicant must pay its pro rata cost to reconfigure the northbound and southbound approaches to provide one additional through lane. The northbound approach must provide one left-turn lane, two through lanes and one right-turn lane. The southbound approach must provide one left-turn lane, one through lane and one shared through/right-turn lane.

- T-13 Peck Road and SR-126 Eastbound Ramps (Intersection 34) – The applicant must pay its pro rata cost to install a traffic signal. This mitigation measure requires coordination with and approval by Caltrans.
- T-14 Faulkner Road and SR-126 Westbound Ramps (Intersection 35) – The applicant must pay its pro rata cost to reconfigure the westbound approach by converting one through lane to one left-turn lane. The westbound approach must provide two left-turn lanes and one shared through/right-turn lane. This mitigation measure requires coordination with and approval by Caltrans.
- T-15 SR-126 between Peck Road and Briggs Road – The applicant must pay its pro rata cost to widen SR-126 to provide three travel lanes in each direction for a total of six lanes. The freeway widening can be completed within the existing right-of-way. This mitigation measure requires coordination with and approval by Caltrans.
- T-16 Restricted parking on Ojai Road/10<sup>th</sup> Street during the peak periods – The City must monitor the parking situation on Ojai Road from Richmond Road to Santa Paula Street and on 10<sup>th</sup> Street north of Harvard Boulevard during the A.M. and P.M. peak periods to determine if the implementation of the parking restrictions on Ojai Road and 10<sup>th</sup> Street will create an indirect significant adverse parking impact. If necessary, the City will construct additional parking and the applicant must pay its pro rata cost to provide additional parking spaces during the A.M. and P.M. peak periods near the vicinity of Ojai Road and 10<sup>th</sup> Street.
- T-17 Emergency Access Impacts – The applicant must submit emergency access plans to the SPFD for review and approval. The applicant must comply with the recommendations provided by the SPFD.
- T-18 Parking Impacts – The applicant will prepare a parking study if the proposed project does not provide parking spaces per the Santa Paula Municipal Code.

#### 4.4.6 LEVEL OF SIGNIFICANCE AFTER MITIGATION

As shown in tables 4.4-17 and 4.4-18, the mitigation measures described above will mitigate the significant adverse traffic impacts to below a level of significance.

**TABLE 4.4-17  
INTERSECTION LEVEL OF SERVICE ANALYSIS FUTURE (YEAR 2020) CONDITIONS WITH MITIGATION**

INTERSECTIONS	PEAK HOUR	CUMBASE YEAR 2020		CUMULATIVE PLUS PROJECT YEAR 2020				WITH MITIGATIONS YEAR 2020		
		V/C or Delay	LOS	V/C or Delay	LOS	Significant Impact		V/C or Delay	LOS	Significant Impact?
						Cumulative?	Project?			
1. Santa Paula Freeway (SR-126) & Hallock Drive	A.M.	0.694	B	1.070	F	No	Yes	0.687	B	No
	P.M.	0.939	E	1.183	F	Yes	Yes	0.750	C	No
2. Telegraph Road & Hallock Drive [a]	A.M.	133	F	286	F	Yes	Yes	0.678	B	No
	P.M.	77	F	364	F	Yes	Yes	0.616	B	No
4. 12 <sup>th</sup> Street & Santa Paula Street [a]	A.M.	13	B	159	F	No	Yes	0.788	C	No
	P.M.	39	E	250	F	Yes	Yes	0.773	C	No
9. Ojai Road (SR-150) & Richmond Road [a]	A.M.	36	E	45	E	Yes	Yes	12	B	No
	P.M.	40	E	46	E	Yes	Yes	11	B	No
10. Ojai Road (SR-150) & Orchard Street [a]	A.M.	27	D	31	D	Yes	Yes	0.407	A	No
	P.M.	34	D	40	E	Yes	Yes	0.622	B	No
11. Ojai Road (SR-150) & Saticoy Street [a]	A.M.	47	E	41	E	Yes	No	13	B	No
	P.M.	30	D	21	C	Yes	No	11	B	No
12. Ojai Road (SR-150)/10 <sup>th</sup> Street & Santa Paula Street	A.M.	0.833	D	0.867	D	Yes	Yes	0.792	C	No
	P.M.	0.845	D	0.826	D	Yes	No	0.668	B	No
15. 10 <sup>th</sup> Street (SR-150) & Harvard Boulevard	A.M.	0.869	D	0.956	E	Yes	Yes	0.720	C	No
	P.M.	0.864	D	0.929	E	Yes	Yes	0.754	C	No
18. 8 <sup>th</sup> Street & Santa Paula Street [a]	A.M.	14	B	29	D	No	Yes	24	C	No
	P.M.	15	B	25	D	No	Yes	20	C	No
22. Palm Avenue & Santa Paula Street [a]	A.M.	17	C	26	D	No	Yes	23	C	No
	P.M.	14	B	17	C	No	No	15	B	No
28. Steckel Drive & Santa Paula Street [a]	A.M.	23	C	27	D	No	Yes	20	C	No
	P.M.	22	C	25	C	No	No	24	C	No
32. Peck Road & Main Street/Harvard Boulevard	A.M.	0.678	B	0.697	B	No	No	0.564	A	No
	P.M.	0.833	D	0.858	D	Yes	Yes	0.709	C	No
34. Peck Road & SR-126 EB Ramps [a]	A.M.	9	A	10	A	No	No	0.296	A	No
	P.M.	55	F	58	F	Yes	Yes	0.656	B	No
35. Faulkner Road & SR-126 WB Ramps [a]	A.M.	28	D	29	D	Yes	Yes	12	B	No
	P.M.	14	B	15	B	No	No	12	B	No

Source: Fehr & Peers/Kaku Associates, 2007.

Note:

[a] Intersection is controlled by Stop signs. Average vehicular delay in seconds is reported rather than V/C ratio.

**TABLE 4.4-18  
FUTURE CONDITIONS (2020) LEVEL OF SERVICE ANALYSIS WITH MITIGATION – FREEWAY SEGMENTS**

ROADWAY SEGMENT	DIRECTION	PEAK HOUR	CUMBASE		CUMULATIVE BASE PLUS PROJECT				WITH MITIGATION		
			Density (pc/mi/ln)*	LOS	Density (pc/mi/ln)*	LOS	Cumulative Impact	Project Impact	Density (pc/mi/ln)*	LOS	Significant Impact
6. SR-126 – Peck Road to Briggs Road [a]	Westbound	A.M.	26.9	D	32.1	D	No	No	N/A	N/A	N/A
		P.M.	17.8	B	20.8	C	No	No	N/A	N/A	N/A
	Eastbound	A.M.	13.2	B	16.0	B	No	No	14.6	B	No
		P.M.	35.4	E	OVFL.**	F	No	Yes	26.2	D	No

Source: Fehr & Peers/Kaku Associates, 2007.

Notes:

\* pc/mi/ln denotes passenger cars per mile per lane

\*\* OVFL denotes overflow conditions

[a] Analyzed using Freeway methodology from Highway Capacity Manual.