5.13 TRANSPORTATION/TRAFFIC

5.13.1 INTRODUCTION

This section describes the existing transportation and circulation characteristics of the East Gateway Project area, potential environmental impacts, recommended mitigation measures to help reduce or avoid identified impacts, and the level of significance of impacts after mitigation. The traffic impact analysis study prepared to evaluate potential traffic impacts and mitigation measures associated with the proposed project is contained in **Appendix 5.13**.

5.13.2 EXISTING CONDITIONS

5.13.2.1 Existing Circulation System

Primary regional access to the City of Santa Paula is provided by SR 126, which is aligned in an east/west direction. Secondary regional access is provided by Ojai Road (SR 150)/10th Street and 12th Street/South Mountain Road in the north and south directions, respectively. Telegraph Road and SR 126 cross the East Gateway Project Area in an east/west direction, while Hallock Drive runs through the Project Area in a north/south direction. In addition to Telegraph Road, Main Street and Harvard Boulevard are east/west arterials in the project area. **Figure 3.0-1** shows the location of the existing highways and streets serving the area described below.

State Highways

- SR 126 – SR 126 is state highway providing access to Fillmore, Santa Clarita and Interstate 5 (I-5) to the east and to Ventura and U.S. Highway 101 to the west. SR 126 is a four-lane divided freeway west of Hallock Drive with a speed limit of 65 mph; east of Hallock Drive, it is a four-lane highway divided by a two-way left-turn lane with a speed limit of 55 mph.

  Freeway interchanges are provided at Briggs Road, Peck Road, Palm Avenue, and 10th Street. East of the 10th Street interchange, the Santa Paula Freeway transitions into a four-lane undivided highway. Access to the eastern portion of the City is provided via an at-grade signalized intersection at Hallock Drive.

- Ojai Road (SR 150)/10th Street – Ojai Road (SR 150) is a north/south road providing access to Ojai to the north and within Santa Paula. 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 10th Street. 10th Street is also a two-lane road providing access to the SR 126 and divided by a double yellow line with a speed limit of 25 mph.

Arterials

- Telegraph Road/Main Street – Telegraph Road is an east/west street extending from east of Hallock Drive to the intersection of Harvard Boulevard and Main Street. Telegraph Road runs through the project 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 mph. West of the Harvard Boulevard intersection,

the roadway is named Main Street. Main Street continues as a two-lane 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 to 35 mph.

- Hallock Drive – Hallock Drive is a north/south street between Telegraph Road and the developed area south of SR 126. North of SR 126, Hallock Drive is a four-lane roadway divided by a two-way left-turn lane. South of SR 126 it narrows to two lanes. On-street parking is available on both sides of the street, and the speed limit is 25 mph.

  The Circulation Element notes that the intersection of Hallock Drive and SR 126 will require improvements to accommodate volumes generated by buildout of the East 1 and East 2 areas[1]. The improvements include the addition of dual left-turn lanes on the both northbound and eastbound approaches, a right-turn lane on the southbound approach, and right-turn lanes on SR 126 on both eastbound and westbound approaches.

- 12th Street/South Mountain Road – 12th Street is a north/south road leading to South Mountain Road, a rural road that provides access to Moorpark to the south. 12th 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, 12th Street leads to South Mountain Road, a rural two-lane road with no on-street parking allowed and a speed limit of 25 mph.

Other Streets

- East Hallock Drive – East Hallock Drive is a short two-lane paved roadway that connects to the east end of Lemonwood Drive.

- Lemonwood Drive – Lemonwood Drive is a local street that connects Hallock Drive to the east with East Hallock Drive to the west. It also provides access to Dove Court and Quail Court. The Circulation Element notes that Lemonwood Drive will provide secondary access to SR 126.[2]

- Quail Court – Quail Court is a north/south street that provides access to commercial and industrial use south of Lemonwood Drive west of Dove Court.

- Dove Court – Dove Court is a north/south street that provides access to commercial and industrial use south of Lemonwood Drive east of Quail Court.

- Ferris Drive – Ferris Drive is a short north/south street that provides access to uses north of Telegraph Road and south of Texas Lane. It crosses under the Santa Paula Branchline (SPBL) railroad tracks just south of Texas Lane.

- Dike Road – Dike Road is a north/south roadway that is controlled by Ventura County Public Works that provides access to the east side of Santa Paula Creek between Telegraph Road on the south and Texas Land on the north.

- Texas Lane – Texas Lane is an east/west roadway that provides access to several parcels north of the SPBR south of East Area 1. It terminates in a cul-de-sac on the east and provides access to Dike Road on the west. It is access from the south by Ferris Drive.

- Whipple Road (private) – Whipple Lane is a north/south trending private street that provides access to parcels and Bridges Court south of Telegraph Road. It terminates just north of SR 126.

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1 Santa Paula General Plan Circulation Element, p. CI-28.

2 Ibid, p. CI-29.

- Bridges Court – Bridges Court is a small cul-de-sac that provides access to several parcels west of Whipple Road.

5.13.2.2 Existing Traffic Conditions

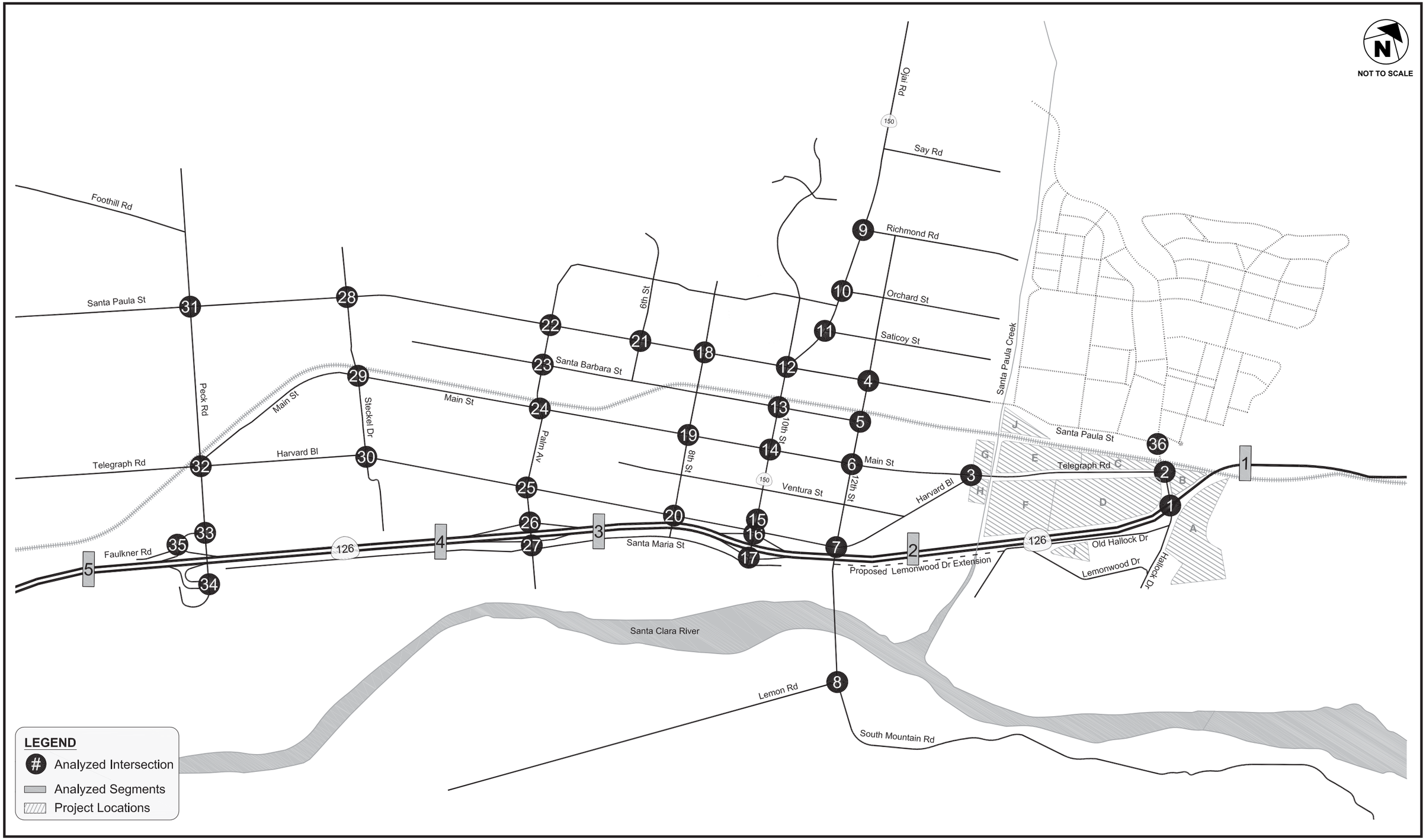
The intersections studied to determine the traffic impacts of the East Gateway Project are shown in **Figure 5.13-1, Project Traffic Study Area**.

The intersections studied include:

1. SR 126 & Hallock Drive
2. Telegraph Road & Hallock Drive
3. Telegraph Road/Main Street & Harvard Boulevard
4. 12th Street & Santa Paula Street
5. 12th Street & Santa Barbara Street
6. 12th Street & Main Street
7. 12th Street & Harvard Boulevard
8. 12th Street/South Mountain Road & Lemon Road
9. Ojai Road (SR 150) & Richmond Road
10. Ojai Road (SR 150) & Orchard Street
11. Ojai Road (SR 150) & Saticoy Street
12. Ojai Road (SR 150)/10th Street & Santa Paula Street
13. 10th Street (SR 150) & Santa Barbara Street
14. 10th Street (SR 150) & Main Street
15. 10th Street (SR 150) & Harvard Boulevard
16. 10th Street & SR 126 Westbound Ramps
17. 10th Street & SR 126 Eastbound Ramps
18. 8th Street & Santa Paula Street
19. 8th Street & Main Street
20. 8th Street & Harvard Boulevard
21. 6th Street & Santa Paula Street
22. Palm Avenue & Santa Paula Street
23. Palm Avenue & Santa Barbara Street
24. Palm Avenue & Main Street
25. Palm Avenue & Harvard Boulevard
26. Palm Avenue & SR 126 Westbound Ramps
27. Palm Avenue & SR 126 Eastbound Ramps
28. Steckel Drive & Santa Paula Street
29. Steckel Drive & Main Street
30. Steckel Drive & Harvard Boulevard
31. Peck Road & Santa Paula Street
32. Peck Road & Main Street/Harvard Boulevard
33. Peck Road & Faulkner Road
34. Peck Road & SR 126 Eastbound Ramps
35. Faulkner Road & SR 126 Westbound Ramps
36. Hallock Drive & Santa Paula Street (future intersection)

Study intersections 1 through 35 are existing intersections; as noted, Study intersection 36 is planned. Of these intersections, 14 intersections operate under signal control; the remaining 21 intersections are stop-controlled. Intersection 36 is a future signalized intersection that will be constructed north of the project site as part of the East Area 1 Project. Diagrams showing the existing lane configurations at these intersections are provided in **Appendix 5.13**.

The five freeway/multilane highway segments shown in **Figure 5.13-1** were also analyzed. These segments include: (1) SR 126 between Sespe Ranch and Hallock Drive; (2) SR 126 between Hallock Drive and 10th Street; (3) SR 126 between 10th Street and Palm Avenue; (4) SR 126 between Palm Avenue and Peck Road; and (5) SR 126 between Peck Road and Briggs Road.



SOURCE: Fehr & Peers - 2012

FIGURE **5.13-1**

Meridian Consultants

Project Traffic Study Area

007-002-12

SR 126 between Sespe Ranch and Hallock Drive is classified as a multilane highway while the other segments are classified as freeway segments. A multilane highway is a "highway with at least two lanes for the exclusive use of traffic in each direction, with no control or partial control of access." A freeway is defined as "a multilane, divided highway with a minimum of two lanes for the exclusive use of traffic in each direction and full control of access without traffic interruption."

In addition to these freeway/highway segments, the eastbound and westbound on and off-ramp junctions also analyzed at: (1) 10th Street & SR 126; (2) Palm Avenue & SR 126; and (3) Peck Road & SR 126.

Existing peak hour traffic volumes are shown in **Figure 5.13-2, Existing Intersection and Roadway Segment Peak Hour Turning Movement Volumes.**

Table 5.13-1, Intersection Level of Service Analysis – Existing Year (2011) Conditions, presents the results of the analysis of the existing weekday morning and afternoon peak hour LOS at each intersection. 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.

The 14 signalized intersections analyzed all currently operate at LOS C or better during both the AM and PM peak hours. The 21 stop-controlled intersections analyzed all currently operate at LOS C or better during the AM peak hour. The following three stop-sign controlled freeway ramp intersections located west of the East Gateway Project Area currently operate at LOS D or worse during the PM peak period:

- Intersection 17 - 10th Street and SR 126 Eastbound Ramps
- Intersection 27 - Palm Avenue and SR 126 Eastbound Ramps
- Intersection 34 - Peck Road and SR 126 Eastbound Ramps

Table 5.13-2, Existing (Year 2011) Level of Service Freeway and Multilane Highway Segments, presents information on the current operating conditions of freeway and multilane highways. As shown in **Table 5.13-2**, the freeway segment of SR 126 located west of Hallock Drive currently operates at LOS C or better in both directions during both peak periods while the highway segment, located east of Hallock Drive, currently operates at LOS B or better in both directions during both peak periods.

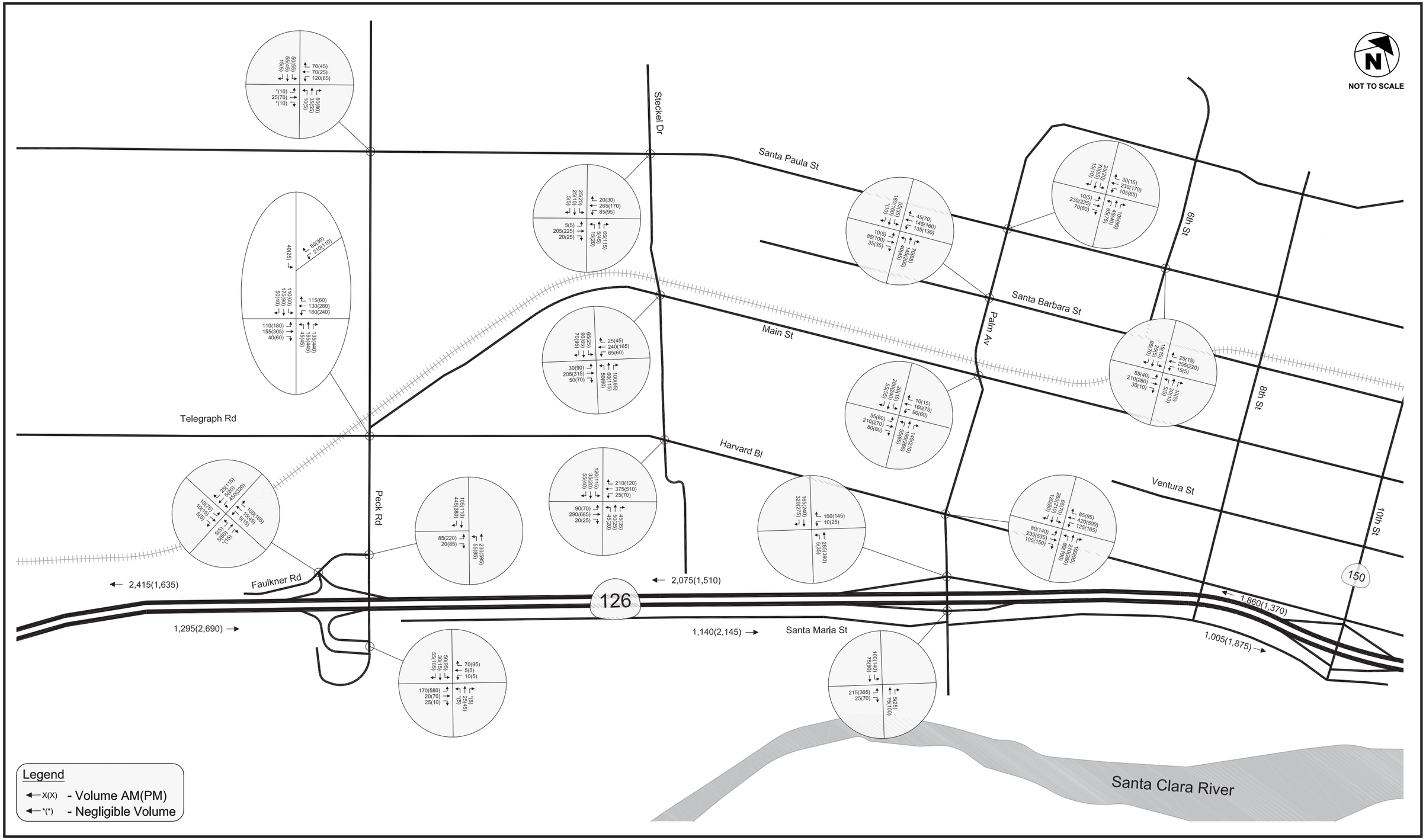
SOURCE: Fehr & Peers - 2012

FIGURE **5.13-2A**

Meridian Consultants

Existing Intersection and Roadway Segment Peak Hour Turning Movement Volumes

007-002-12



SOURCE: Fehr & Peers - 2012

FIGURE **5.13-2B**

Meridian Consultants

Existing Intersection and Roadway Segment Peak Hour Turning Movement Volumes (cont'd)

007-002-12

Table 5.13-1
Intersection Level of Service Analysis – Existing Year (2011) Conditions

	Intersections	Peak Hour	Existing 2011 V/C or Delay	Existing 2011 LOS
1	Santa Paula Freeway (SR 126) & Hallock Drive	AM	0.476	A
		PM	0.584	A
2	Telegraph Road & Hallock Drive[1]	AM	13	B
		PM	16	C
3	Telegraph Road/Main Street & Harvard Boulevard1	AM	10	A
		PM	10	A
4	12th Street & Santa Paula Street1	AM	9	A
		PM	11	B
5	12th Street & Santa Barbara Street1	AM	12	B
		PM	14	B
6	12th Street & Main Street1	AM	0.268	A
		PM	0.377	A
7	12th Street & Harvard Boulevard1	AM	0.367	A
		PM	0.389	A
8	12th Street/South Mountain Road & Lemon Road1	AM	9	A
		PM	10	B
9	Ojai Road (SR 150) & Richmond Road1	AM	21	C
		PM	21	C
10	Ojai Road (SR 150) & Orchard Street1	AM	18	C
		PM	127	C
11	Ojai Road (SR 150) & Saticoy Street1	AM	20	C
		PM	23	C
12	Ojai Road (SR 150)/10th Street & Santa Paula Street	AM	0.694	B
		PM	0.734	C
13	10th Street (SR 150) & Santa Barbara Street	AM	0.640	B
		PM	0.592	A
14	10th Street (SR 150) & Main Street	AM	0.575	A
		PM	0.549	A
15	10th Street (SR 150) & Harvard Boulevard	AM	0.824	D
		PM	0.848	D
16	10th Street (SR 150) & SR 126 WB ramps1	AM	11	B
		PM	11	B
17	10th Street (SR 150) & SR 126 EB ramps1	AM	14	B
		PM	77	F
18.	8th Street & Santa Paula Street[1]	AM	11	B
		PM	10	B
19.	8th Street & Main Street	AM	0.289	A
		PM	0.386	A
20.	8th Street & Harvard Boulevard	AM	0.244	A
		PM	0.360	A

	Intersections	Peak Hour	Existing 2011 V/C or Delay	Existing 2011 LOS
21.	6th Street & Santa Paula Street[1]	AM	16	C
		PM	14	B
22.	Palm Avenue & Santa Paula Street[1]	AM	13	B
		PM	11	B
23.	Palm Avenue & Santa Barbara Street[1]	AM	12	B
		PM	13	B
24.	Palm Avenue & Main Street	AM	0.441	A
		PM	0.438	A
25.	Palm Avenue & Harvard Boulevard	AM	0.496	A
		PM	0.615	B
26.	Palm Avenue & SR 126 WB ramps[1]	AM	11	B
		PM	13	B
27.	Palm Avenue & SR 126 EB ramps[1]	AM	14	B
		PM	25	D
28.	Steckel Drive & Santa Paula Street[1]	AM	10	B
		PM	10	B
29.	Steckel Drive & Main Street[1]	AM	12	B
		PM	13	B
30.	Steckel Drive & Harvard Boulevard	AM	0.401	A
		PM	0.392	A
31.	Peck Road & Santa Paula Street[1]	AM	9	A
		PM	8	A
32.	Peck Road & Main Street/Harvard Boulevard	AM	0.498	A
		PM	0.688	B
33.	Peck Road & Faulkner Road	AM	0.312	A
		PM	0.509	A
34.	Peck Road & SR 126 EB ramps[1]	AM	9	A
		PM	30	D
35.	Faulkner Road & SR 126 WB ramps[1]	AM	16	C
		PM	12	B

Source: Fehr & Peer, 2012, Table 6.
1 - Intersection is controlled by stop signs. Average vehicular delay in seconds is reported rather than V/C ratio.
EB – east bound; WB – west bound

Table 5.13-2
Existing (Year 2011) Level of Service Freeway and Multilane Highway Segments

			Existing (2011) Conditions			
			Westbound		Eastbound	
	Roadway Segment	Peak Hour	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
1.	SR 126 - Sespe Ranch Road to Hallock Drive[1]	AM	13.3	B	7.5	A
		PM	9.5	A	15.0	B
2.	SR 126 - Hallock Drive to 10th St (SR 150)[2]	AM	10.7	B	6.4	A
		PM	8.4	A	12.0	B
3.	SR 126 - 10th Street (SR 150) to Palm Avenue[2]	AM	15.0	B	8.1	A
		PM	11.0	B	15.1	B
4.	SR 126 - Palm Avenue to Peck Road[2]	AM	16.7	B	9.2	A
		PM	12.2	B	17.3	B
5.	SR 126 - Peck Road to Briggs Road [2]	AM	19.5	C	10.4	A
		PM	13.2	B	21.8	C

Source: Fehr & Peers, 2012, Table 7.
1- Analyzed using Multilane Highway methodology from Highway Capacity Manual, Transportation Research Board, 2000.
2 - Analyzed using Freeway methodology from Highway Capacity Manual.
pc/mi/ln denotes passenger cars per mile per lane

Table 5.13-3, Existing (Year 2011) Level of Service Analysis – Ramp Freeway Junction Areas, presents the results of the ramp and ramp junction analyses under existing conditions. As shown in **Table 5.13-3**, all ramps currently operates at LOS D or better during both peak periods.

5.13.2.3 Other Transportation Systems

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 area at this time. Existing transit service in the City includes the Vista Highway 126 commuter bus service between Fillmore and Ventura, the Santa Paula Commuter Bus, and a citywide Dial-A-Ride service.

Bicycle Facilities

Designated bicycle facilities in the City of Santa Paula include approximately two miles are along Santa Paula Street and another two miles are located along the railroad tracks between Peck Road and 9th Street. There are no existing bicycle facilities within the East Gateway Project Area.

Rail Service

The Santa Paula Branch Line (SPBL) travels through the northern portion of the East Gateway Project area. Rail service and freight volumes over the SPBL began to decline and regularly-scheduled passenger service was discontinued in 1934. In 1995, the Southern Pacific sold the segment between Montalvo and Piru to the Ventura County Transportation Commission (VCTC). The Federal Railroad Administration (FRA) has seven categories for track classification. The majority of SPBL Corridor, including the portion in eastern Santa Paula, is currently classified as FRA Track Class 1, the lowest track classification.[3] Class 1 limits freight trains to a maximum speed of 10 mph and passenger trains to 15 mph.

The Union Pacific (UP) currently operates three round-trip freight train operations per week (Monday, Wednesday, and Friday usually during the midday) on the SPBL, serving a small number of customers west of the East Gateway Project area. There is currently no scheduled passenger service on the SPBL. Recreational passenger services are provided on the SPBL by the Fillmore and Western Railway Company, which operates recreational excursion trains, dinner trains, and theme trains throughout the year, along with allowing television and motion picture productions.

3 Ventura County Transportation Commission, Santa Paula Branch Line Rail Corridor Study, Final Report, March 2007.

Table 5.13-3
Existing (Year 2011) Level of Service Analysis – Ramp Freeway Junction Areas of Influence

RAMP	EXISTING (2011) CONDITIONS				EXISTING PLUS PROJECT (2011) CONDITIONS			
	AM		PM		AM		PM	
	DENSITY[1]	LOS	DENSITY[1]	LOS	DENSITY[1]	LOS	DENSITY[1]	LOS
10th Street westbound off-ramp	15.5	B	12.9	B	16.2	B	17.0	B
10th Street westbound on-ramp	18.5	B	14.3	B	19.2	B	18.4	B
10th Street eastbound off-ramp	12.9	B	21.1	C	15.7	B	24.6	C
10th Street eastbound on-ramp	9.8	A	15.8	B	12.3	B	19.0	B
Palm Avenue westbound off-ramp	20.5	C	15.9	B	21.3	C	20.3	C
Palm Avenue westbound on-ramp	20.1	C	15.2	B	20.7	C	19.0	B
Palm Avenue eastbound off-ramp	14.2	B	23.6	C	16.8	B	27.0	C
Palm Avenue eastbound on-ramp	10.9	B	18.4	B	13.5	B	21.7	C
Peck Road westbound off-ramp	22.2	C	16.9	B	22.9	C	21.0	C
Peck Road westbound on-ramp	24.3	C	17.6	B	24.8	C	21.1	C
Peck Road eastbound off-ramp	15.6	B	28.6	D	18.0	B	31.6	D
Peck Road eastbound on-ramp	12.8	B	21.5	C	15.2	B	24.6	C

Source: Fehr & Peers, 2012, Table 8.
1 - 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).

Air Traffic

The Santa Paula Airport is located within the south-central portion of the City of Santa Paula, and is bounded by SR 126 on the north, Palm Avenue on the west, Ojai Street on the east, and the Santa Clara River on the south. The airport is a public-use airport which is privately owned and operated by the Santa Paula Airport Association. Santa Paula Airport is classified by the Federal Aviation Administration (FAA) in the National Plan of Integrated Airport Systems (NPIAS) as a general aviation airport.[4]

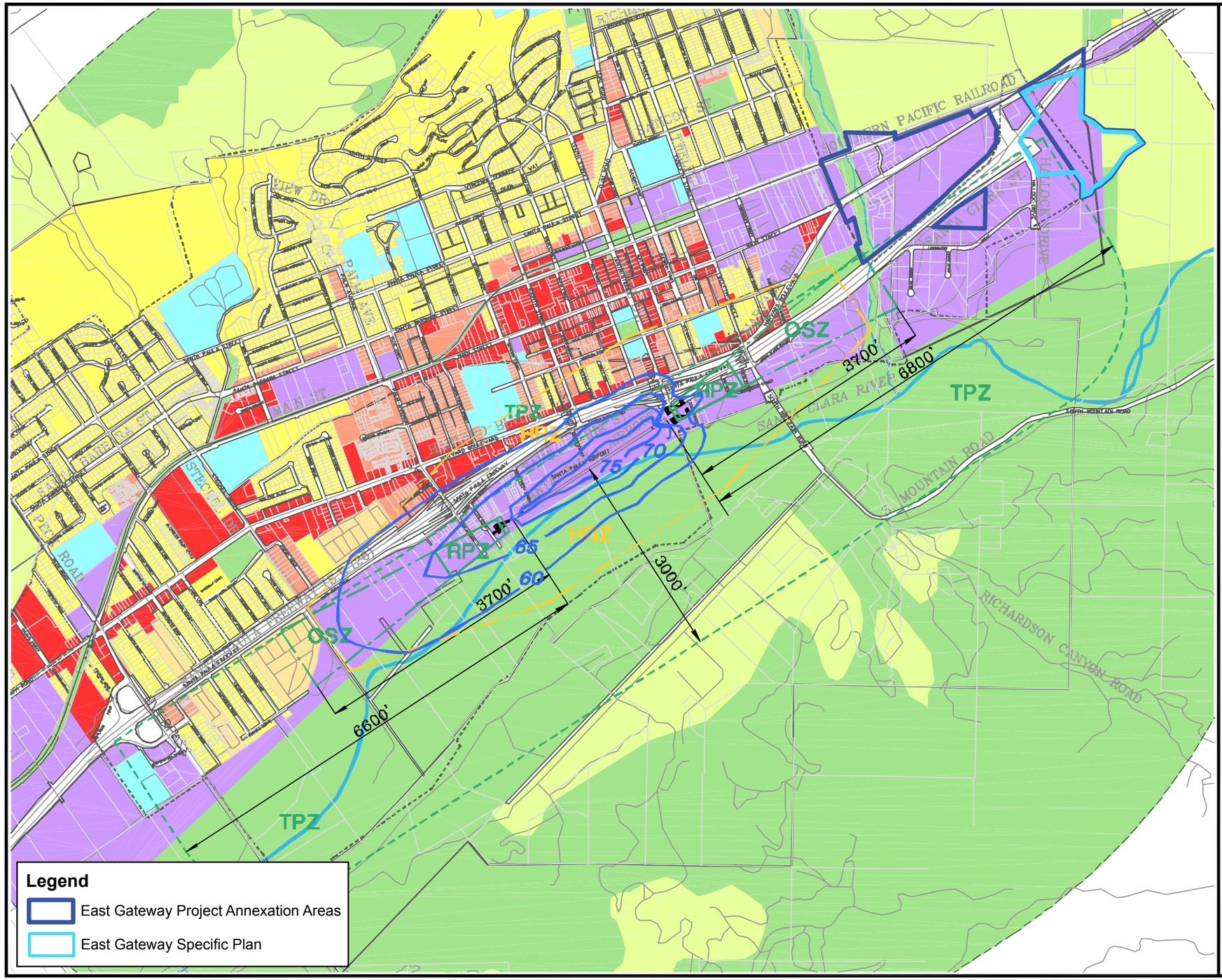
The State of California has defined air safety zones in the Airport Land Use Planning Handbook.[5] Santa Paula Airport has adopted the State of California air Safety Zones (areas near an airport in which land use restrictions are established to protect the safety of the public from potential aircraft accidents).

The Ventura County Airport Land Use Commission (ALUC) has established land use guidelines for the various safety zones in the Comprehensive Land Use Pan (CLUP).[6] The City's Safety Element has identified the following within the Safety Zone which include the Inner Safety Zone (ISZ), the Outer Safety Zone (OSZ), and the Traffic Pattern Zone (TPZ).[7]

Figure 5.13-3, Adopted Airport Comprehensive Land Use Plan for Santa Paula Airport, shows the various safety zones as detailed in the CLUP. Air Safety and Height Restriction Zones for the Santa Paula Airport also are shown on **Figure 5.13-4, Air Safety and Height Restriction Zones**.

The CLUP also identifies the adopted safety compatibility standards for civilian airports in the County.

4 Federal Aviation Administration, National Plan of Integrated Airport Systems (NPIAS), 1995, p. A-17.
5 State of California, Department of Transportation, Division of Aeronautics, California Airport Land Use Planning Handbook, October 2011.
6 Ventura County Airport Land Use Commission, Airport Comprehensive Land Use Plan for Ventra County – Final Report, prepared by Coffman Associates, Inc., adopted July 7, 2000. p. 6-8.
7 Santa Paula General Plan Safety Element, p. 20.



LEGEND

- Detailed Land Use Study Area
- Municipal Boundary
- CNEL Contour-2015 Forecast
- RPZ Runway Protection Zone
- OSZ Outer Safety Zone
- HRZ Height Restriction Zone
- TPZ Traffic Pattern Zone

Future Land Use Per General Plan

- Low-Medium Density Residential
- Medium-High Density Residential
- Mobile Home Park
- Commercial
- Industrial
- Public/Semi-Public
- Park and Open Space
- Agricultural

Sources: Future land use from Ventura County, 1996, Figure 3.1; City of Santa Paula, 1998.

N

0 500 1000 1500

APPROXIMATE SCALE IN FEET

Ventura County AIRPORT LAND USE PLAN

SOURCE: Airport Comprehensive Land Use Plan Update for Ventura County, Final - July 7, 2000

FIGURE **5.13-3**

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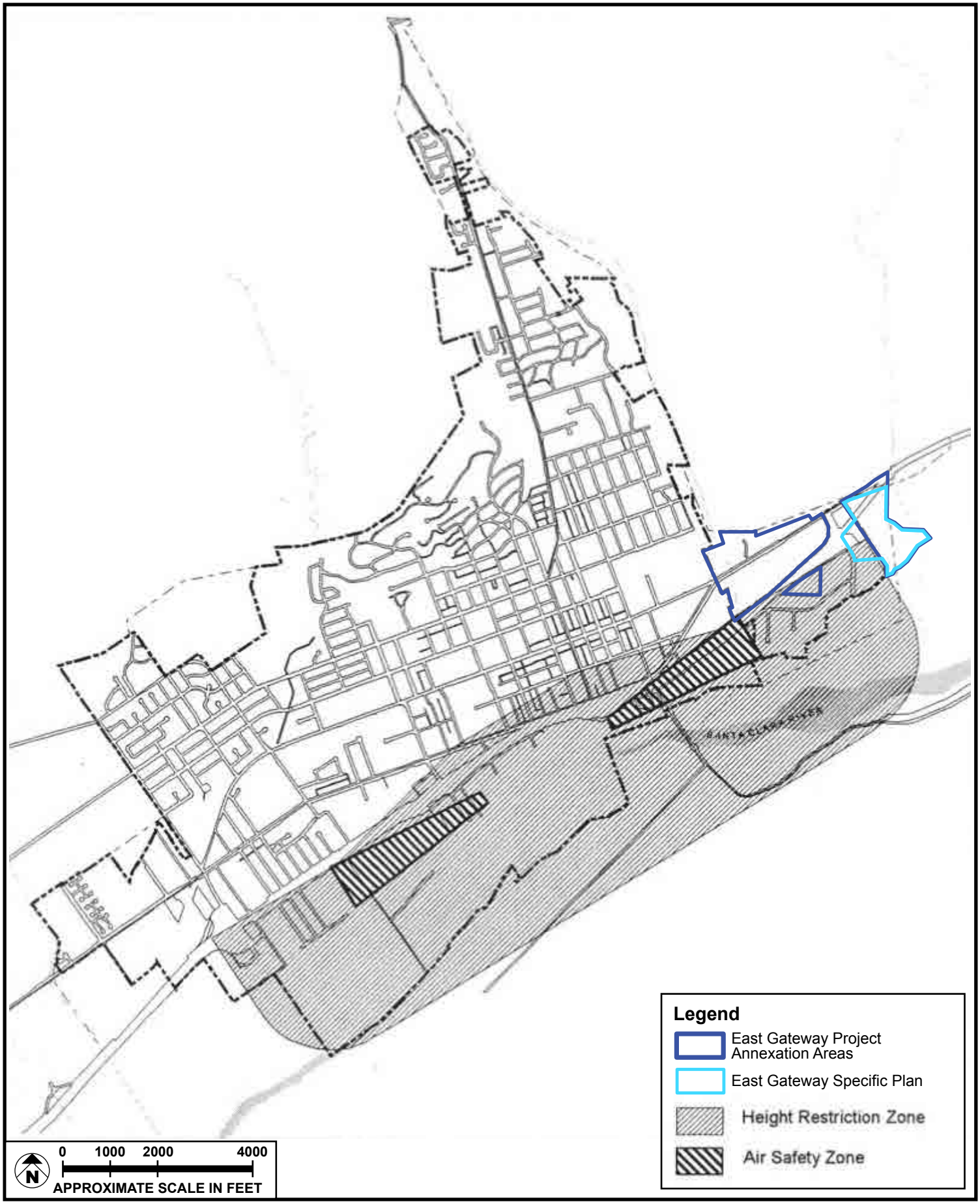
Adopted Airport Comprehensive Land Use Plan for Santa Paula Airport

007-002-12



SOURCE: City of Santa Paula - September 2011

FIGURE **5.13-4**

Meridian Consultants

Air Safety and Height Restriction Zones

007-002-12

5.13.3 REGULATORY SETTING

5.13.3.1 Federal

Federal Aviation Regulations

The Federal Aviation Regulations (FAR) are rules issued by the Federal Aviation Administration (FAA) to promote safe aviation, protecting pilots, flight crews, passengers and the general public from unnecessary risk. As a national policy, the FAA requests that local governments enact FAR Part 77 Height and Hazard Zoning to prevent buildings or structures that would pose a hazard to aircraft. FAR Part 77 establishes a Height Restriction Zone (HRZ) that is the outer boundary of the FAR Part 77 Transitional Surface[8] which begins at ground level at the Primary Surface around each runway. Any structures proposed within the HRZ must remain below the defined Approach and Transitional Surface.[9]

5.13.3.2 State

Caltrans, Guide for the Preparation of Traffic Impact Studies

Caltrans reviews federal, State, and local agency development projects, and land use change proposals for their potential impact to State highway facilities. Caltrans developed the Guide for the Preparation of Traffic Impact Studies for the purpose of improving the Caltrans local development review process.[10]

Caltrans targets maintaining the level of service standard for state highway facilities "at the transition between LOS 'C' and LOS 'D.'" However, Caltrans recognizes it may not always be feasible to maintain this level of service and determines the appropriate target level of service for highway facilities with cities and counties. If an existing State highway facility is operating at less than the desired target level of service, then the goal is to maintain the existing level of service.

5.13.3.3 Local

Ventura County Transportation Commission

Congestion Management Plan

The Ventura County Transportation Commission (VCTC), as the designated Congestion Management Authority (CMA) for Ventura County, is responsible for coordinating land use, transportation planning, and air quality to mitigate traffic congestion. Every two years, VCTC prepares an updated Ventura County

8 Title 14, FAR 77.19 Civil airport imaginary surfaces. (e) Transitional Surfaces.
9 Ventura County Airport Land Use Commission, Comprehensive Land Use Plan, adopted July 7, 2000, p. 6-10
10 Caltrans, Guide for the Preparation of Traffic Impact Studies, 2002, p. 1.

Congestion Management Program (VCCMP)[11] to provide local government agencies with the resources to improve traffic congestion throughout Ventura County.

The VCTC designated the VCCMP road network in 1991 as part of the development of the first CMP. The network is comprised of the state highway system and principal arterials in Ventura County, including State Route 126 (SR 126), State Route 150 (SR 150), and Harvard Boulevard/Telegraph Road west of SR 150.[12]

Airport Comprehensive Land Use Plan

The Airport Comprehensive Land Use Plan[13] for Ventura County is intended to protect the public from the adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.

City of Santa Paula

General Plan

Circulation Element

The City of Santa Paula General Plan Circulation Element[14] provides for the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, other local public utilities and facilities in the City.

Figure 5.13-5, Circulation Plan Map, defines the basic circulation system for the City. Roadway classifications are identified on the map, and the major roadway alignments are defined.

11 Ventura County Transportation Commission, 2009 Update – Ventura County Congestion Management Plan, adopted July 2009.
12 Ventura County Transportation Commission, 2009 Update – Ventura County Congestion Management Plan, adopted July 2009., Exhibit 9.
13 Ventura County Airport Land Use Commission, Air Comprehensive Land Use Plan for Ventura County - , adopted July 2000..
14 Santa Paula General Plan Circulation Element.

The Circulation Element provides the following goals, objectives and policies that are applicable to the East Gateway Project area:

Goals

Goal 1.1 Provide for the long-range development of Santa Paula's roadway system consistent with adopted land use patterns.

Goal 1.2 Ensure the safe and efficient movement of people and goods.

Goal 1.3 Provide for a high level of service and safety and an adequate, efficient circulation pattern on the City's street system.

Goal 1.4 Implement funding strategies for construction, improvement, and maintenance of existing and new roadways.

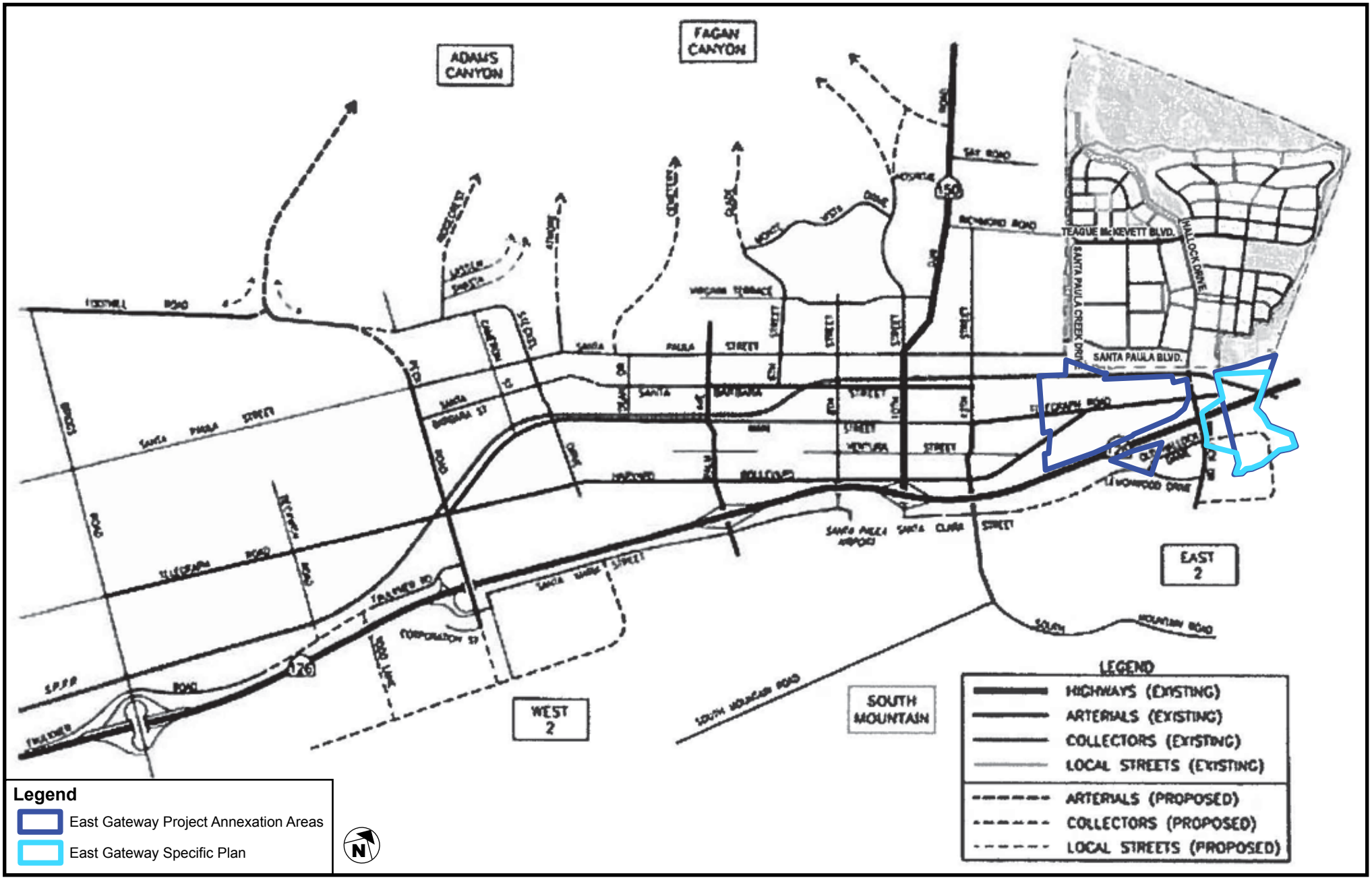
Objectives

Objective 1(a) The City should maintain acceptable operations of the City streets and intersections during the peak weekday commute periods.

Objective 1(b) The City should require the preparation of traffic impact analyses to identify impacts and mitigation measures for projects, which may result in significant traffic impacts. Deficiency correction plans should be required for streets and intersections where the predicted operation is less than LOS "C".

Objective 1(c) A high priority should be placed on the elimination of gaps in the system of arterial and collector streets.

Objective 1(d) The City should identify critical street connections to major new land development areas and require their construction as part of the land development projects. The City should also promote the efficient movement of goods and people within new growth areas and between growth areas and other major destinations in the Santa Paula region.



SOURCE: Associated Transportation Engineers 2011

FIGURE **5.13-5**

Meridian Consultants

Circulation Plan Map

007-002-12

Policies

Policy1.a.a	The City should adopt level of service (LOS) "C" as the minimum acceptable LOS for City streets and intersections (weekday P.M. peak period).
Policy 1.b.b	Sufficient funding should be obtained to properly maintain, operate, and improve the public street system.
Policy 1.c.c	The public cost of maintaining and operating the existing street system should be reduced through appropriate cost sharing measures.
Policy 1.d.d	The City should place a high priority on safety and the identification and elimination of high accident locations.

The Circulation Element provides the following goals, objectives and policies that are applicable to the East Gateway Specific Plan and Annexation regarding public transportation:

Goals

Goal 2.2 Reliance on single-occupancy motor vehicles should be reduced and utilization of public transit and alternative transportation modes should be increased.

Objectives

Freeway Express and Dial-a-Ride Services

Objective 2(b)	Bus shelters and signage should be developed at designated transfer points between the two systems.
Objective 2(c)	Dial-a-ride service should be extended to new areas of development.

Rail Service

Objective 2(g)	The City should established noise and landscaping regulations along the railroad corridor.

Policies

Freeway Express And Dial-A-Ride Bus Services

Policy 2.b.b	The City should encourage the location of major facilities serving the public and be easily accessible by locating them near bus services.
Policy 2.c.c	Businesses and major public projects should be designed in such a way as to easily utilize bus transportation services.

Rail Service

Policy 2.g.g	Regulations should be established relating to noise and landscaping needs along the railroad corridor.

The Circulation Element provides the following goals, objectives and policies that are applicable to the East Gateway Specific Plan and Annexation regarding transportation demand management:

Goals

Goal 4.3	Development should mitigate undue pollution and/or congestion.
Goal 4.4	Adequate parking and access should be provided in commercial areas.

Objectives

Objective 4(d)	The City should establish parking requirements, which are flexible enough to allow alternatives for providing adequate parking for projects.
Objective 4(f)	Street improvements which reduce traffic congestion and delay should be encouraged.

Policies

Policy 4.a.a	Transportation Demand Management measures should be encouraged for existing and new developments.
Policy 4.d.d	New developments should provide parking according to code requirements.

Policy 4.e.e Street improvements should be designed to reduce traffic congestion and delay.

The Circulation Element provides the following goals, objectives and policies that are applicable to the East Gateway Specific Plan and Annexation regarding non-motorized transportation:

Goals

Goal 5.1 City streets should be designed for safe bicycle, pedestrian, and equestrian use.

Goal 5.3 Facilities should be provided to accommodate all types of non-motorized transportation with user-friendly access.

Objectives

Objective 5(a) The City should de-emphasize street bike lanes in favor of a policy that encourages street design for all methods of travel (car, bikes, pedestrians, and equestrian).

Objective 5(b) The City should develop a system of trails along Santa Paula Creek to provide travel and recreational opportunities to City residents and visitors.

Objective 5(c) The City should develop and build Class II bicycle lane facilities on City streets to accommodate, encourage, and formalize bicycle use within the City.

Objective 5(d) Future development should encourage the use of alternative transportation modes for commuting.

Policies

Policy 5.e.e Sidewalks and pedestrian ways in new development should be carefully designed to remain clear of obstructions, have appropriate grades, and be accessible in order to encourage pedestrian use.

Policy 5.f.f The City should design new and retrofit existing street systems to encourage pedestrian activity. For example, crosswalks and

pedestrian warning signs should be incorporated in areas of moderate to high pedestrian activity.

Policy 5.g.g New commercial and industrial developments should provide well-designed and convenient pedestrian and bicycle parking facilities.

Safety Element

The Safety Element[15] of the General Plan provides guidance for the City to allow for planning for hazards and responding to disasters including safety considerations introduced into the land use planning process. Although the emphasis is on fire, flooding, geologic, and seismic hazards, other relevant safety issues including aircraft safety,

Goals, Objectives and Policies

The Safety Element[16] provides the following goals objectives and policies that may be applicable to the proposed project:

Aircraft Safety

Goals

Goal 6.1 Existing risks from aviation should be reduced.

Goal 6.2 Development should be compatible with existing risks from aviation.

Objectives

Objective 6(a) Development of properties adjoining or near the airport should be compatible with airport operations and the airport land use plan.

Policies

Policy 6.a.a. The City should work in conjunction with the privately-owned Santa Paula Airport to follow the land use guidelines for safety compatibility outlined in the Ventura County Airports Comprehensive Land Use Plan Update.

15 Santa Paula General Plan Safety Element.
16 Ibid, p. S-39.

5.13.4 THRESHOLDS OF SIGNIFICANCE

In order to assist in determining whether a project would have a significant effect on the environment, the *California Environmental Quality Act (CEQA)* identifies criteria for conditions that may be deemed to constitute a substantial or potentially substantial adverse change in physical conditions. Specifically, Appendix G of the *State CEQA Guidelines* (Environmental Checklist Form) lists the following thresholds, under which a project may be deemed to have a significant impact on agricultural resources if it would:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

- Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards 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 a 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?

- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

As adopted in the Santa Paula General Plan Circulation Element,[17] the minimum acceptable level of service at intersections in the City is LOS C. An intersection operating at LOS D or worse under the cumulative base conditions is considered a cumulatively impacted intersection. An intersection projected to operate at LOS D or worse after the addition of project traffic is considered significantly impacted by the project. Therefore, any contribution resulting in or worsening projected intersection operating conditions of LOS D or worse is considered a significant impact.

The minimum desirable level of service on the analyzed freeway segments is LOS E, as described in the VCCMP.[18] If the addition of project traffic were to cause or significantly worsen LOS F, it would be considered a significant impact. For the purposes of determining the significance of the impacts of this project, the impact is considered significant if the facility is projected to operate at LOS F after the addition

17 Santa Paula General Plan, Circulation Element.

18 Ventura County Transportation Commission, 2009 Update – Ventura County Congestion Management Plan, adopted July 2009.

of project traffic and if the project causes a net increase in traffic demand of 2 percent of capacity or more (i.e., the volume to capacity (V/C) ratio increase is greater than or equal to 0.02).

5.13.5 PROJECT IMPACTS

Trip Generation

Trip generation rates and equations from the Institute of Transportation Engineers Trip Generation Report were used to develop trip generation estimates for the proposed land uses. Given the proximity and diversity of land uses within the proposed project,a 10 percent walking/bicycling credit was taken for the retail uses. This credit reflects the tendency of users of one land use to visit other land uses within the project without the use of a personal automobile. For example, employees at the business park or in light industrial uses in this part of Santa Paula may eat or shop at nearby accessible retail establishments.

Passby trip reduction credits of 15 percent were taken for the proposed retail commercial uses. Passby credits account for trips made by drivers who are already traveling on adjacent streets for other purposes, and, for this reason, do not represent new trips. This reduction is appropriate with the mix of residential, commercial and other land uses planned for the eastern side of Santa Paula, including the 500-acre residential community in the East Area 1 Specific Plan area, located immediately north of the East Gateway Project and the retail commercial, commercial, and light industrial uses planned for the East Gateway Project area.

Because the proposed East Gateway Specific Plan allows for a range of commercial and business park uses the most conservative development scenarios were analyzed. The AM peak hour estimates are based on the mix of retail and business park uses and the PM peak hour and daily trip generation estimates are based on the retail uses.

As summarized in **Table 5.13-4, Project Trip Generation Rates and Estimates**, the projected number of daily trips is approximately 20,980, with approximately 1,010 trips during the AM peak hour and approximately 2,270 trips during the PM peak hour.

Traffic Distribution

The distribution pattern for traffic was developed with the based on the City of Santa Paula Transportation Model. This trip distribution pattern is illustrated in **Figure 5.13-6, Project Trip Distribution**

Figure 5.13-7, Project Only Intersection and Roadway Segment Peak Hour Traffic Volumes, shows project peak hour traffic volumes at each intersection studied during weekday AM and PM peak hours.

5.13.5.1 Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Impacts

To determine the impact of traffic from the East Gateway Project in relation to the City of Santa Paula level of service standards, traffic projected for the project was added to the existing traffic volumes. These Existing Plus Project traffic volumes, as presented in **Figure 5.13-8, Existing Plus Project Intersection and Roadway Segment Peak Hour Traffic Volumes**, were analyzed to determine the projected V/C (volume to capacity) ratios and LOS (level of service) for each intersection. **Table 5.13-5, Intersection Level of Service Analysis, Existing (2011) Plus Project Conditions,** presents the results of the intersection analysis.

The following six intersections are projected to operate at LOS D, E, or F during one or both peak hours with the addition of traffic generated by the East Gateway Project:

- Study intersection 1 - SR 126 & South Hallock Drive
- Study intersection 2 - Telegraph Road & South Hallock Drive
- Study intersection 15 - 10th Street & Harvard Boulevard
- Study intersection 17 - 10th Street & SR 126 Eastbound Ramps
- Study intersection 27 - Palm Avenue & SR 126 Eastbound Ramps
- Study intersection 34 - Peck Road & SR 126 Eastbound Ramps

Based on the City of Santa Paula level of service standard, the impact of the East Gateway Project at these six intersections is significant.

As discussed above, the three stop-sign controlled freeway ramp intersections located west of the East Gateway Project Area at 10th Street, Palm Avenue, and Peck Road (Intersections 17, 27 and 34) currently operate at LOS D or worse during the PM peak period. Traffic from the East Gateway Project will contribute to the existing level of congestion at these freeway ramp intersections during peak traffic hours. Installation of traffic signals at these ramp intersections when warranted by future traffic conditions would result in these intersections operating at an acceptable level of service.

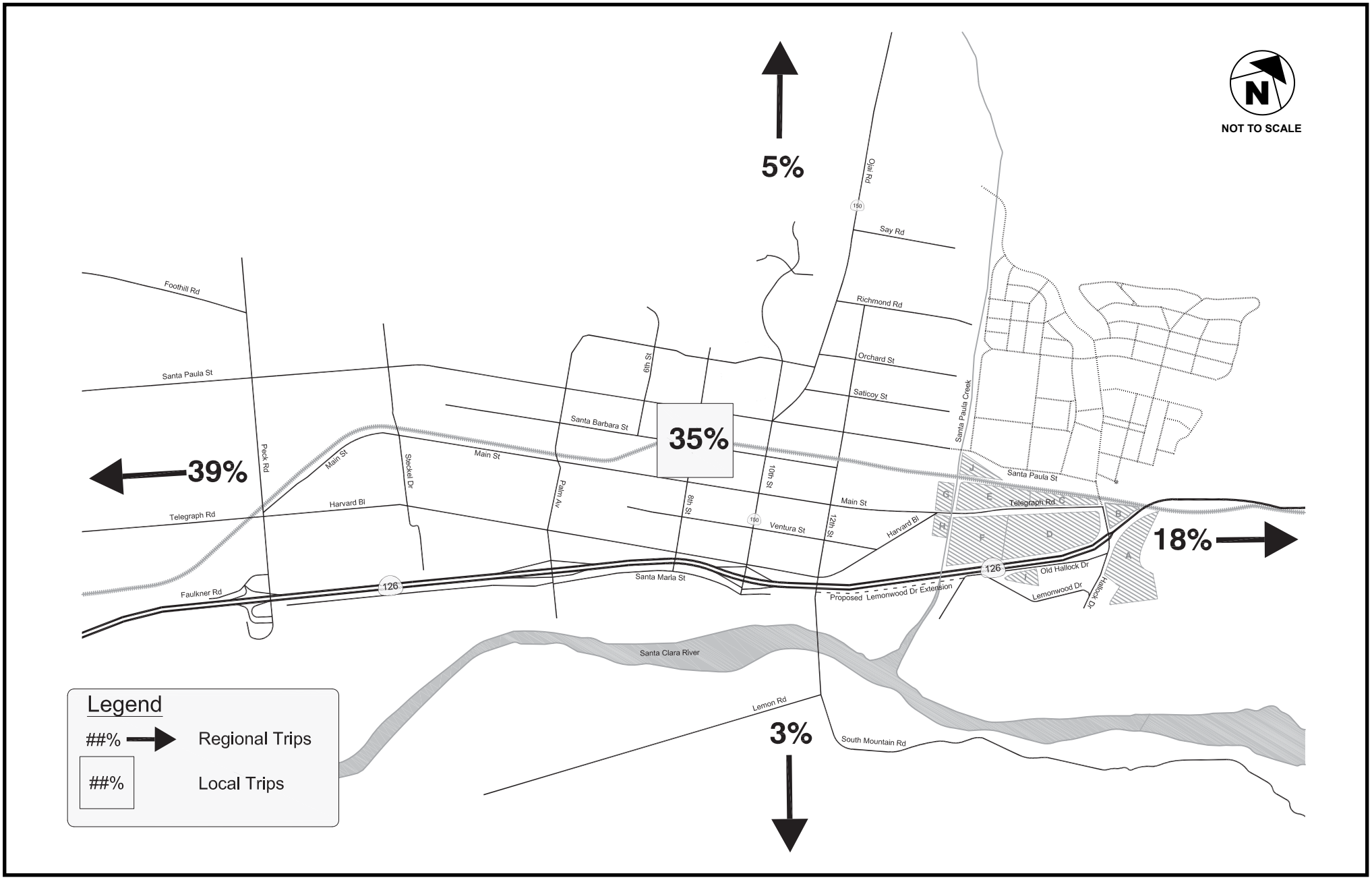
Table 5.13-4
Project Trip Generation Rates and Estimates

TRIP GENERATION RATES							
				AM Peak		PM Peak	
Land Use	**ITE#**	**Rate**	**Daily**	**In %**	**Out %**	**In %**	**Out %**
Shopping Center	820	per 1,000 square feet	42.94	61%	39%	49%	51%
General Light Industrial	110	per 1,000 square feet	6.97	88%	12%	12%	88%
Manufacturing	140	per 1,000 square feet	3.82	78%	22%	36%	64%
Business Park	770	per 1,000 square feet	12.76	84%	16%	23%	77%

TRIP GENERATION ESTIMATES										
					AM Peak			PM Peak		
	Location	**ITE#**	**Size**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Island 1										
	Shopping Center	820	300,000 ksf	12,882	180	115	294	651	677	1,328
	-10% Walk/bicycle trip credit			(1,288)	(18)	(11)	(29)	(65)	(68)	(133)
	Subtotal			11,594	162	104	265	586	609	1,195
A	*-15% Passby credit*			(1,739)	(24)	(16)	(40)	(88)	(91)	(179)
	Subtotal			9,855	138	88	225	498	518	1,016
	or									
	Business Park	770	350,000 ksf	4,466	410	78	488	110	368	478
Island 2										
	Shopping Center	820	10,000 sf	429	6	4	10	18	19	37
	-10% Walk/bicycle trip credit			(43)	(1)	0	(1)	(2)	(2)	(4)
B	*Subtotal*			386	5	4	9	16	17	33
	-15% Passby credit			(58)	(1)	0	(1)	(2)	(3)	(5)
	Subtotal			328	4	4	8	14	14	28

TRIP GENERATION ESTIMATES											
						AM Peak			PM Peak		
	Location	ITE#	Size		Daily	In	Out	Total	In	Out	Total
Island 3											
C	Business Park	770	68,500	sf	874	83	16	99	25	82	107
	Existing Light Industrial to be removed	110	12,519	sf		(11)	(1)	(12)	(1)	(11)	(12)
	Subtotal					72	15	87	24	71	95
E,G	General Light Industrial	110	112,000	sf	781	91	12	103	13	96	109
	Existing Light Industrial to be Removed	110	9,350	sf		(8)	(1)	(9)	(1)	(8)	(9)
	Subtotal					83	11	94	12	88	100
Island 4											
D	Shopping Center	820	250,000	sf	10,735	161	103	264	576	599	1,175
	-10% Walk/bicycle trip credit				(1,074)	(16)	(10)	(26)	(58)	(60)	(118)
	Subtotal				9,661	145	93	238	518	539	1,057
	-15% Passby credit				(1,449)	(22)	(14)	(36)	(78)	(81)	(159)
	Subtotal				8,212	123	79	202	440	458	898
	Existing Light Industrial to be removed	110	6,716	sf		(5)	(1)	(6)	(1)	(6)	(7)
	Subtotal					118	78	196	439	452	891
F,H	General Light Industrial	110	103,000	sf	718	84	11	95	12	88	100
	Existing Light Industrial to be removed	110	2,449	sf		(2)	0	(2)	0	(2)	(2)
	Subtotal					82	11	93	12	86	98
Island 5											
I	Manufacturing	140	56,000	sf	214	32	9	41	15	26	41
	Maximum Total Project Trips[1]				**20,982**	**801**	**206**	**1,007**	**1,014**	**1,255**	**2,269**

Source: Fehr & Peers, 2012, Table 9 and Trip Generation, 8th Edition (ITE, 2008).
Note:
1 - The Maximum Total Project Trips were calculated based on the most conservative trip generation estimate for Location A. The highest trip generation estimates for Daily, AM and PM were used, namely: Shopping Center for Daily, Business Park for AM, and Shopping Center for PM.



SOURCE: Fehr & Peers - 2012

FIGURE **5.13-6**

Meridian Consultants

Project Trip Distribution

007-002-12

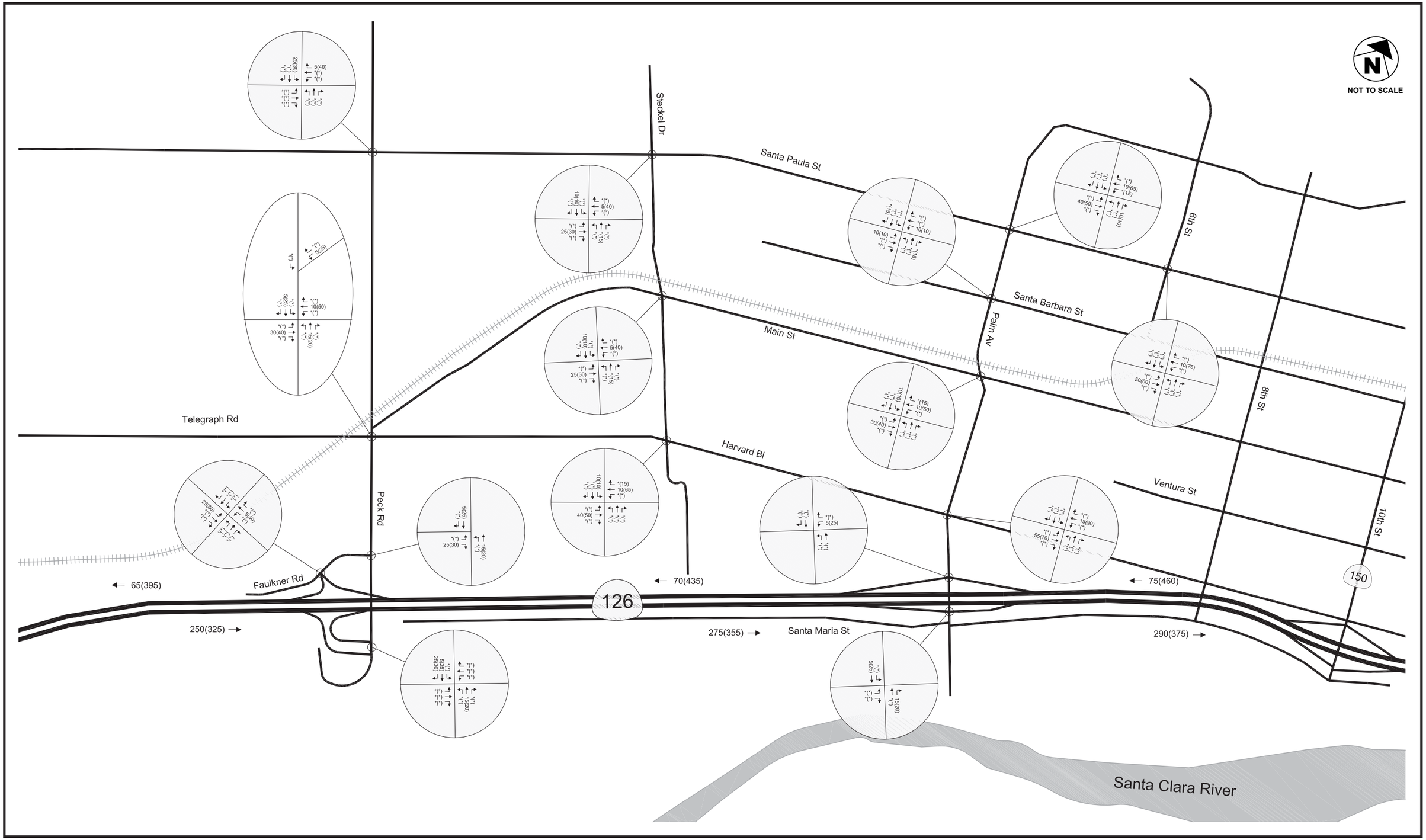
SOURCE: Fehr & Peers - 2012

FIGURE **5.13-7A**

Meridian Consultants

Project Only Intersection and Roadway Segment Peak Hour Traffic Volumes

007-002-12



SOURCE: Fehr & Peers - 2012

FIGURE **5.13-7B**

Meridian Consultants

Project Only Intersection and Roadway Segment Peak Hour Traffic Volumes (cont'd)

007-002-12

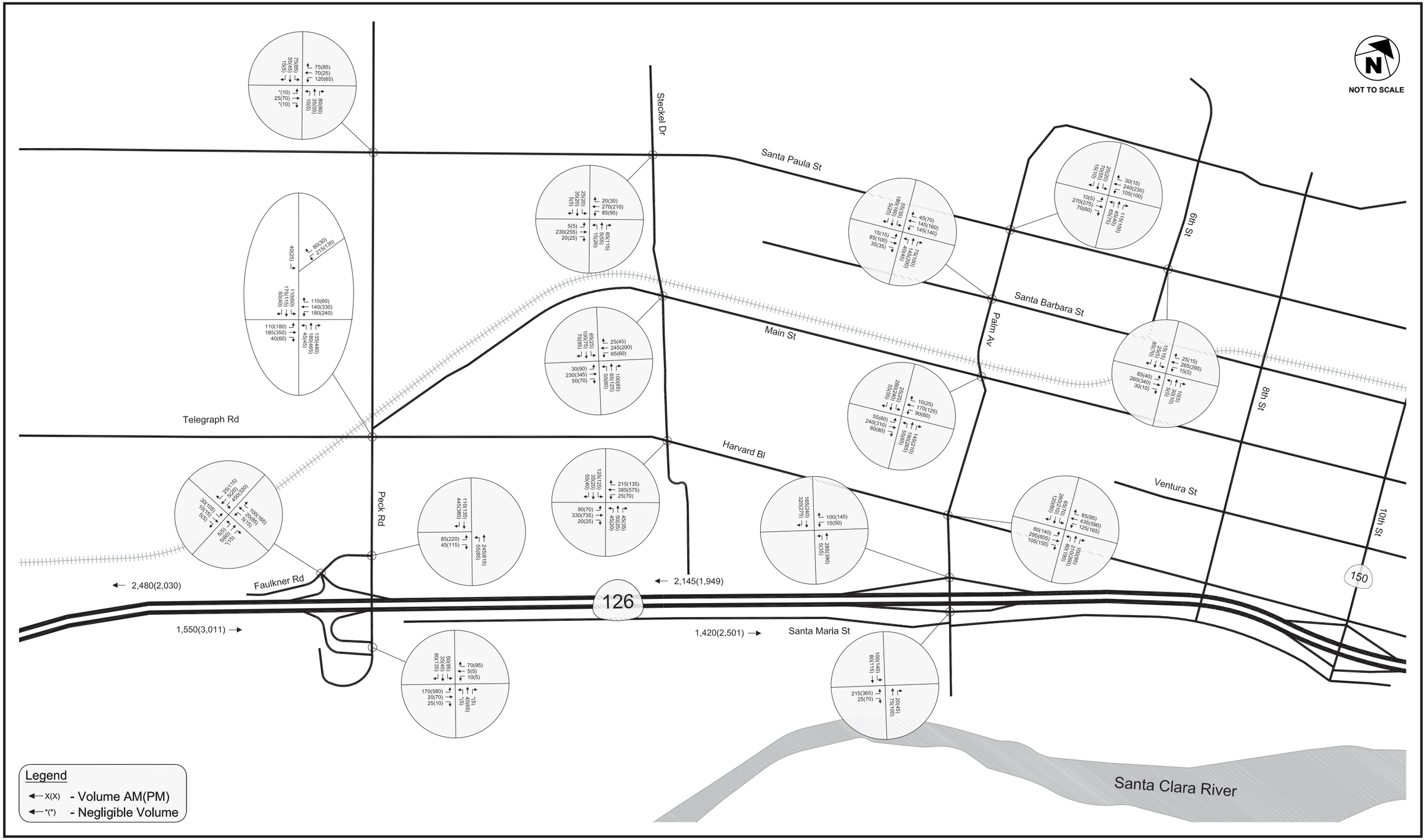
SOURCE: Fehr & Peers - 2012

FIGURE **5.13-8A**

Meridian Consultants

Existing Plus Project Intersection and Roadway Segment Peak Hour Traffic Volumes

007-002-12



SOURCE: Fehr & Peers - 2012

FIGURE **5.13-8B**

Meridian Consultants

Existing Plus Project Intersection and Roadway Segment Peak Hour Traffic Volumes (cont'd)

007-002-12

The five freeway and highway segments and the 12 freeway ramp junctions analyzed are projected to operate at LOS E or better in both directions and both peak periods under cumulative base conditions. As LOS E or better is defined as the minimum desirable level of service for these facilities in the Ventura County Congestion Management Plan, the impact of the East Gateway Project on these facilities is not significant.

The proposed East Gateway Project does not conflict with any applicable plans, ordinances or policies establishing the measures of effectiveness for the performance of the circulation system. The Ventura County Congestion Management Plan (VCCMP) was developed to positively impact traffic congestion throughout Ventura County. Applicable policy statements of the VCCMP include:[19]

C. The coordination of land use and transportation planning should be considered in every stage of local planning from development review to general plans.

The proposed project coordinates land use and transportation into the planning of the East Gateway Project area. The proposed annexation will allow for a single jurisdiction, the City of Santa Paula, to implement the Santa Paula General Plan, which addresses the regional transportation system, and the circulation facilities needed in the East Area 2 Planning Area to support the uses allowed by the General Plan.

The East Gateway Specific Plan includes a financing and maintenance plan to ensure the timely completion of public facilities, streets, utilities, and other necessary capital improvements to serve the uses allowed by the Specific Plan, as well as the proper maintenance of these facilities.

For these reasons, there would be no conflict with applicable plans, ordinances or policies establishing measures of effectiveness for the performance of the circulation system. Impact would be less than significant.

Mitigation Measures

The following feasible improvements would mitigate the impact of traffic from the East Gateway Project to a less than significant level:

5.13-1 SR 126 & Hallock Drive (Intersection 1) – Improvements to this intersection are already required as mitigation for the approved East Area 1 Specific Plan Project. To mitigate the impacts of the East Gateway Project, the northbound approach shall be widened and reconfigured to consist of one right-turn lane, two through lanes, and two left-turn lanes.

19 Ventura County Transportation Commission, 2009 Update – Ventura County Congestion Management Plan, adopted July 2009, Exhibit 3.

in addition to the required East Area 1 improvements. The northbound approach on Hallock Drive may require additional right-of-way to accommodate the proposed lane configuration. These improvements will require coordination with and approval by California Department of Transportation (Caltrans). Design of this intersection should be coordinated with the improvements proposed for the Telegraph Road and Hallock Drive intersection.

5.13-2 Telegraph Road & Hallock Drive (Intersection 2) – Improvements to this intersection are already required as mitigation for the approved East Area 1 Specific Plan Project. To mitigate the impacts of the East Gateway Project, the northbound approach shall be modified to include one shared right/through lane, one through lane and two left-turn lanes on the northbound approach in addition to the required East Area 1 improvements. Improvements may require coordination with the improvements proposed for the SR 126 and Hallock Drive intersection.

5.13-3 10th Street & Harvard Boulevard (Intersection 15) – A peak period parking restriction shall be implemented on the southbound approach and the northbound and westbound approaches reconfigured to provide one additional southbound lane in the AM and PM peak periods. The southbound lane configuration must be striped to include one shared through/right-turn lane, one through lane (during peak hours), and one left-turn lane. The northbound approach shall be restriped to provide one right-turn lane, one through lane, and one left-turn lane. The westbound approach shall be restriped to provide one shared through/right-turn lane, one through lane, and one left-turn lane.

5.13-4 10th Street & SR 126 Eastbound Ramps (Intersection 17); Palm Avenue & SR 126 Eastbound Ramps (Intersection 27); Peck Road & SR 126 Eastbound Ramps (Intersection 34) – A fair share contribution shall be made to the cost of installing traffic signals at these ramp intersections.

Residual Impacts

Impacts are less than significant.

Table 5.13-5
Intersection Level of Service Analysis – Existing Year (2011) Plus Project Conditions

	Intersections	Peak Hour	Existing 2011 V/C or Delay	Existing 2011 LOS	Existing plus Project 2011 V/C or Delay	Existing plus Project 2011 LOS	Change	Significant Impact?
1	Santa Paula Freeway (SR 126) & Hallock Drive	AM	0.476	A	0.620	B	0.144	NO
		PM	0.584	A	0.946	E	0.362	**YES**
2	Telegraph Road & Hallock Drive[1]	AM	13	B	29	D	16	**YES**
		PM	16	C	**	F	**	**YES**
3	Telegraph Road/Main Street & Harvard Boulevard[1]	AM	10	A	13	B	3	NO
		PM	10	A	23	C	13	NO
4	12th Street & Santa Paula Street[1]	AM	9	A	10	B	1	NO
		PM	11	B	24	C	13	NO
5	12th Street & Santa Barbara Street[1]	AM	12	B	13	B	1	NO
		PM	14	B	19	C	6	NO
6	12th Street & Main Street	AM	0.268	A	0.355	A	0.087	NO
		PM	0.377	A	0.662	B	0.285	NO
7	12th Street & Harvard Boulevard	AM	0.367	A	0.387	A	0.020	NO
		PM	0.389	A	0.509	A	0.120	NO
8	12th Street/South Mountain Road & Lemon Road[1]	AM	9	A	9	A	0	NO
		PM	10	B	11	B	1	NO
9	Ojai Road (SR 150) & Richmond Road[1]	AM	21	C	22	C	1	NO
		PM	21	C	24	C	3	NO
10	Ojai Road (SR 150) & Orchard Street[1]	AM	18	C	18	C	1	NO
		PM	17	C	19	C	2	NO
11	Ojai Road (SR 150) & Saticoy Street[1]	AM	20	C	20	C	0	NO
		PM	23	C	23	C	0	NO
12	Ojai Road (SR 150)/10th Street & Santa Paula Street	AM	0.694	B	0.714	C	0.020	NO
		PM	0.734	C	0.756	C	0.022	NO
13	10th Street (SR 150) & Santa Barbara Street	AM	0.640	B	0.652	B	0.012	NO
		PM	0.592	A	0.592	A	0.000	NO
14	10th Street (SR 150) & Main Street	AM	0.575	A	0.585	A	0.010	NO
		PM	0.549	A	0.637	B	0.088	NO
15	10th Street (SR 150) & Harvard Boulevard	AM	0.762	C	0.824	D	0.062	**YES**
		PM	0.723	C	0.848	D	0.125	**YES**
16	10th Street (SR 150) & SR 126 WB ramps[1]	AM	11	B	11	B	0	NO
		PM	14	B	14	B	0	NO
17	10th Street (SR 150) & SR 126 EB ramps[1]	AM	14	B	15	B	0	NO
		PM	77	F	80	F	2	NO
18.	8th Street & Santa Paula Street[1]	AM	11	B	11	B	1	NO
		PM	10	B	12	B	2	NO
19.	8th Street & Main Street	AM	0.289	A	0.321	A	0.032	NO
		PM	0.386	A	0.438	A	0.052	NO
20.	8th Street & Harvard Boulevard	AM	0.244	A	0.268	A	0.024	NO
		PM	0.360	A	0.421	A	0.061	NO

	Intersections	Peak Hour	Existing 2011 V/C or Delay	Existing 2011 LOS	Existing plus Project 2011 V/C or Delay	Existing plus Project 2011 LOS	Change	Significant Impact?
21.	6th Street & Santa Paula Street[1]	AM	16	C	17	C	1	NO
		PM	14	B	15	C	2	NO
22.	Palm Avenue & Santa Paula Street[1]	AM	13	B	14	B	1	NO
		PM	11	B	12	B	2	NO
23.	Palm Avenue & Santa Barbara Street[1]	AM	12	B	12	B	0	NO
		PM	13	B	14	B	1	NO
24.	Palm Avenue & Main Street	AM	0.441	A	0.466	A	0.025	NO
		PM	0.438	A	0.470	A	0.032	NO
25.	Palm Avenue & Harvard Boulevard	AM	0.496	A	0.500	A	0.004	NO
		PM	0.615	B	0.638	B	0.023	NO
26.	Palm Avenue & SR 126 WB ramps[1]	AM	11	B	11	B	0	NO
		PM	13	B	14	B	1	NO
27.	Palm Avenue & SR 126 EB ramps[1]	AM	14	B	14	B	0	NO
		PM	25	D	28	D	3	**YES**
28.	Steckel Drive & Santa Paula Street[1]	AM	10	B	11	B	0	NO
		PM	10	B	11	B	1	NO
29.	Steckel Drive & Main Street[1]	AM	12	B	12	B	0	NO
		PM	13	B	13	B	1	NO
30.	Steckel Drive & Harvard Boulevard	AM	0.401	A	0.410	A	0.009	NO
		PM	0.392	A	0.414	A	0.022	NO
31.	Peck Road & Santa Paula Street[1]	AM	9	A	9	A	0	NO
		PM	8	A	9	A	0	NO
32.	Peck Road & Main Street/Harvard Boulevard	AM	0.498	A	0.520	A	0.022	NO
		PM	0.688	B	0.747	C	0.059	NO
33.	Peck Road & Faulkner Road	AM	0.312	A	0.312	A	0.000	NO
		PM	0.509	A	0.521	A	0.012	NO
34.	Peck Road & SR 126 EB ramps[1]	AM	9	A	9	A	0	NO
		PM	30	D	34	D	4	**YES**
35.	Faulkner Road & SR 126 WB ramps[1]	AM	16	C	16	C	0	NO
		PM	12	B	13	B	1	NO

Source:
1 - Intersection is controlled by stop signs. Average vehicular delay in seconds is reported rather than V/C ratio.
EB – east bound; WB – west bound

5.13.5.2 Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Impacts

Congestion Management Plan Analysis with Lemonwood Drive Extension

An analysis was completed to comply with the monitoring requirements found in the VCCMP. The VCTC has adopted LOS E as a minimum system-wide level of service on all VCCMP roadways. In the study area, SR 126 and SR 150, as well as Harvard Boulevard/Telegraph Road west of SR 150 (including study intersections 15, 20, 25, 30 and 32) are part of the CMP roadway network.

The results of the intersection analysis in **Table 5.13-6, Intersection Level of Service Analysis – Future (Year 2020) with Lemonwood Extension Conditions,** and the freeway and freeway ramp junction analysis presented in **Table 5.13-7, Future Conditions (Year 2020) Level of Service Analysis – Freeway and Multilane Highway Segments,** and **Table 5.13-8, Future Conditions (Year 2020) Level of Service Analysis – Ramp-Freeway Junction Areas of Influence,** indicate that these facilities would operate at LOS E or better during both peak hours under cumulative base plus project conditions. With the improvements identified above, facilities on the CMP roadway network would operate at LOS E or better during both peak hours with the addition of project traffic, mitigating the CMP impacts at these locations.

Congestion Management Plan Analysis without Lemonwood Drive Extension

An analysis was completed to comply with the monitoring requirements found in the VCCMP. The VCTC has adopted LOS E as a minimum system-wide level of service on all VCCMP roadways. Within the study area, SR 126 and SR 150, as well as Harvard Boulevard/Telegraph Road west of SR 150 (including study intersections 15, 20, 35, 30 and 32) are part of the CMP roadway network.

The results of the intersection analysis in **Table 5.13-9, Intersection Level of Service Analysis – Future (Year 2020) without Lemonwood Extension Condition**, the freeway and freeway ramp junction analyses presented in **Table 5.13-10, Level of Service Analysis/Freeway and Multilane Highway Segments - Future Conditions (Year 2020) without Lemonwood Drive Extension**, and **Table 5.13-11, Level of Service Analysis/Ramp-Freeway Junction Areas of Influence – Future Conditions (2020) without Lemonwood Extension Conditions,** indicate that most of these facilities would operate at LOS

Table 5.13-6
Intersection Level of Service Analysis – Future (Year 2020) with Lemonwood Extension Conditions

			Cumulative Base		Cumulative Base plus Project					With Mitigations			
			Year 2020		Year 2020					Year 2020			
												Significant Impact	
	Intersections	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS	Change	Significant Impact Cumulative?	Project Impact?	V/C or Delay	LOS	Cumulative?	Project?
1.	Santa Paula Freeway (SR 126) & Hallock Drive	AM	0.614	B	0.644	B	0.030	NO	NO	0.550	A	NO	NO
		PM	0.720	C	0.966	E	0.246	NO	**YES**	0.781	C	NO	NO
2.	Telegraph Road & Hallock Drive	AM	0.603	B	0.642	B	0.039	NO	NO	0.552	A	NO	NO
		PM	0.702	C	0.844	D	0.142	NO	**YES**	0.729	C	NO	NO
3.	Telegraph Road/Main Street & Harvard Boulevard[a]	AM	14	B	17	C	3	NO	NO				
		PM	13	B	22	C	9	NO	NO				
4.	12th Street & Santa Paula Street	AM	0.561	A	0.622	B	0.061	NO	NO				
		PM	0.468	A	0.585	A	0.117	NO	NO				
5.	12th Street & Santa Barbara Street[a]	AM	12	B	13	B	1	NO	NO				
		PM	14	B	17	C	3	NO	NO				
6.	12th Street & Main Street	AM	0.406	A	0.460	A	0.054	NO	NO				
		PM	0.476	A	0.591	A	0.115	NO	NO				
7.	12th Street & Harvard Boulevard	AM	0.438	A	0.540	A	0.102	NO	NO				
		PM	0.488	A	0.658	B	0.170	NO	NO				
8.	12th Street/South Mountain Road & Lemon Road[a]	AM	10	A	10	A	0	NO	NO				
		PM	11	B	12	B	1	NO	NO				
9.	Ojai Road (SR 150) & Richmond Road[a]	AM	25	C	27	D	2	NO	**YES**	11	B	NO	NO
		PM	28	D	32	D	4	**YES**	**YES**	15	C	NO	NO
10.	Ojai Road (SR 150) & Orchard Street[a]	AM	20	C	21	C	1	NO	NO				
		PM	16	C	16	C	0	NO	NO				
11.	Ojai Road (SR 150) & Saticoy Street[a]	AM	18	C	19	C	1	NO	NO				
		PM	22	C	22	C	0	NO	NO				
12.	Ojai Road (SR 150)/10th Street & Santa Paula Street	AM	0.695	B	0.735	C	0.040	NO	NO				
		PM	0.626	B	0.684	B	0.058	NO	NO				
13.	10th Street (SR 150) & Santa Barbara Street	AM	0.749	C	0.760	C	0.011	NO	NO				
		PM	0.706	C	0.706	C	0.000	NO	NO				
14.	10th Street (SR 150) & Main Street	AM	0.704	C	0.723	C	0.019	NO	NO				
		PM	0.701	C	0.787	C	0.086	NO	NO				
15.	10th Street (SR 150) & Harvard Boulevard	AM	0.971	E	1.033	F	0.062	**YES**	**YES**	0.761	C	NO	NO
		PM	0.913	E	1.032	F	0.119	**YES**	**YES**	0.857	D	**YES**	NO
16.	10th Street (SR 150) & SR 126 WB ramps[a]	AM	13	B	13	B	0	NO	NO				
		PM	18	C	18	C	0	NO	NO				
17.	10th Street (SR 150) & SR 126 EB ramps[a]	AM	20	C	21	C	1	NO	NO	0.357	A	NO	NO
		PM	**	F	**	F	**	**YES**	**YES**	0.615	B	NO	NO
18.	8th Street & Santa Paula Street[a]	AM	16	C	18	C	2	NO	NO				
		PM	13	B	18	C	5	NO	NO				
19.	8th Street & Main Street	AM	0.393	A	0.424	A	0.031	NO	NO				
		PM	0.470	A	0.524	A	0.054	NO	NO				
20.	8th Street & Harvard Boulevard	AM	0.307	A	0.333	A	0.026	NO	NO				
		PM	0.422	A	0.482	A	0.060	NO	NO				

	Intersections	Peak Hour	Cumulative Base Year 2020 V/C or Delay	Cumulative Base Year 2020 LOS	Cumulative Base plus Project Year 2020 V/C or Delay	Cumulative Base plus Project Year 2020 LOS	Cumulative Base plus Project Year 2020 Change	Cumulative Base plus Project Year 2020 Significant Impact Cumulative?	Project Impact?	With Mitigations Year 2020 V/C or Delay	With Mitigations Year 2020 LOS	With Mitigations Year 2020 Significant Impact Cumulative?	With Mitigations Year 2020 Significant Impact Project?
21.	6th Street & Santa Paula Street[a]	AM	21	C	23	C	2	NO	NO				
		PM	16	C	18	C	2	NO	NO				
22.	Palm Avenue & Santa Paula Street[a]	AM	17	C	21	C	4	NO	NO				
		PM	14	B	17	C	3	NO	NO				
23.	Palm Avenue & Santa Barbara Street[a]	AM	14	B	15	B	1	NO	NO				
		PM	16	C	18	C	2	NO	NO				
24.	Palm Avenue & Main Street	AM	0.513	A	0.538	A	0.025	NO	NO				
		PM	0.492	A	0.523	A	0.031	NO	NO				
25.	Palm Avenue & Harvard Boulevard	AM	0.555	A	0.559	A	0.004	NO	NO				
		PM	0.673	B	0.696	B	0.023	NO	NO				
26.	Palm Avenue & SR 126 WB ramps[a]	AM	11	B	11	B	0	NO	NO				
		PM	13	B	15	B	2	NO	NO				
27.	Palm Avenue & SR 126 EB ramps[a]	AM	15	B	15	B	0	NO	NO	0.286	A	NO	NO
		PM	34	D	39	E	5	**YES**	**YES**	0.422	A	NO	NO
28.	Steckel Drive & Santa Paula Street[a]	AM	11	B	11	B	0	NO	NO				
		PM	11	B	12	B	1	NO	NO				
29.	Steckel Drive & Main Street[a]	AM	13	B	14	B	1	NO	NO				
		PM	15	B	16	C	1	NO	NO				
30.	Steckel Drive & Harvard Boulevard	AM	0.472	A	0.481	A	0.009	NO	NO				
		PM	0.466	A	0.488	A	0.022	NO	NO				
31.	Peck Road & Santa Paula Street[a]	AM	10	A	10	A	0	NO	NO				
		PM	9	A	9	A	0	NO	NO				
32.	Peck Road & Main Street/Harvard Boulevard	AM	0.745	C	0.754	C	0.009	NO	NO	0.659	B	NO	NO
		PM	0.827	D	0.886	D	0.059	**YES**	**YES**	0.732	C	NO	NO
33.	Peck Road & Faulkner Road	AM	0.384	A	0.384	A	0.000	NO	NO				
		PM	0.560	A	0.573	A	0.013	NO	NO				
34.	Peck Road & SR 126 EB ramps[a]	AM	11	B	11	B	0	NO	NO	0.361	A	NO	NO
		PM	51	F	59	F	8	**YES**	**YES**	0.745	C	NO	NO
35.	Faulkner Road & SR 126 WB ramps[a]	AM	21	C	22	C	1	NO	NO				
		PM	15	B	16	C	1	NO	NO				
36.	Hallock Drive & Santa Paula Street	AM	0.637	B	0.644	B	3	NO	NO				
		PM	0.606	B	0.652	B	2	NO	NO				

Source: Fehr & Peers, 2012, Table 11,

Notes:
a - Intersection is controlled by stop signs. Average vehicular delay in seconds is reported rather than V/C ratio.
*** - Indicates saturated conditions. Delay is not provided.*

Table 5.13-7
Future Conditions (Year 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			
		Density (pc/mi/ln)*	LOS	Density (pc/mi/ln)*	LOS	Density (pc/mi/ln)*	LOS	Density (pc/mi/ln)*	LOS	Cumulative Impact?	Project Impact?
1. SR 126 - Sespe Ranch Road to Hallock Drive[a]	AM	18.7	B	11.6	A	19.9	C	13.2	B	NO	NO
	PM	15.2	B	21.3	C	16.7	B	24.4	C	NO	NO
2. SR 126 - Hallock Drive to 10th Street (SR 150)[b]	AM	15.0	B	9.3	A	15.5	B	11.4	B	NO	NO
	PM	12.5	B	18.8	C	15.9	B	21.7	C	NO	NO
3. SR 126 - 10th Street (SR 150) to Palm Avenue[b]	AM	20.5	C	11.4	B	20.9	C	13.6	B	NO	NO
	PM	15.9	B	23.5	C	19.5	C	27.1	D	NO	NO
4. SR 126 - Palm Avenue to Peck Road[b]	AM	22.3	C	12.5	B	22.8	C	14.6	B	NO	NO
	PM	17.1	B	26.2	D	20.5	C	30.2	D	NO	NO
5. SR 126 - Peck Road to Briggs Road[b]	AM	24.4	C	14.1	B	24.9	C	16.0	B	NO	NO
	PM	18.6	C	26.2	D	21.8	C	36.4	E	NO	NO

Source: Fehr & Peers, 2012, Table 12.
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.

Table 5.13-8

Future Conditions (Year 2020) Level of Service Analysis – Ramp-Freeway Junction Areas of Influence

	CUMULATIVE BASE (2020) CONDITIONS				CUMULATIVE PLUS PROJECT (2020) CONDITIONS					
	AM		PM		AM		PM		Significant Impact	
RAMP	DENSITY[a]	LOS	DENSITY[a]	LOS	DENSITY[a]	LOS	DENSITY[a]	LOS	Cumulative?	Project?
10th Street westbound off-ramp	20.6	C	17.6	B	21.1	C	21.6	C	NO	NO
	24.3	C	19.5	B	24.9	C	23.4	C	NO	NO
10th Street eastbound off-ramp	16.7	B	30.5	D	19.3	B	33.8	D	NO	NO
	12.9	B	23.0	C	15.1	B	26.0	C	NO	NO
Palm Avenue westbound off-ramp	26.9	C	21.6	C	27.4	C	25.7	C	NO	NO
	25.9	C	20.5	C	26.4	C	24.1	C	NO	NO
Palm Avenue eastbound off-ramp	18.0	B	33.1	D	20.5	C	36.2	E	NO	NO
	14.4	B	27.2	C	16.8	B	30.3	D	NO	NO
Peck Road westbound off-ramp	28.5	D	22.6	C	29.0	D	26.5	C	NO	NO
	29.2	D	23.4	C	29.6	D	26.7	C	NO	NO
Peck Road eastbound off-ramp	19.8	B	36.9	E	22.0	C	39.8	E	NO	NO
	16.3	B	30.2	D	18.6	B	33.0	D	NO	NO

Source: Fehr & Peers, 2012, Table 13.
Notes;
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 5.13-9
Intersection Level of Service Analysis – Future (Year 2020) without Lemonwood Extension Conditions

			Cumulative Base					Cumulative Base plus Project		With Mitigations			
			Year 2020					Year 2020		Year 2020			
								Significant Impact				Significant Impact	
	Intersections	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS	Change	Cumulative?	Project?	V/C or Delay	LOS	Cumulative?	Project?
1.	Santa Paula Freeway (SR 126) & Hallock Drive	AM	0.614	B	0.698	B	0.084	NO	NO	0.595	A	NO	NO
		PM	0.720	C	1.003	F	0.283	NO	**YES**	0.789	C	NO	NO
2.	Telegraph Road & Hallock Drive	AM	0.603	B	0.758	C	0.155	NO	NO	0.543	A	NO	NO
		PM	0.702	C	0.998	E	0.296	NO	**YES**	0.788	C	NO	NO
3.	Telegraph Road/Main Street & Harvard Boulevard[a]	AM	14	B	18	C	4	NO	NO	0.416	A	NO	NO
		PM	13	B	54	F	41	NO	**YES**	0.541	A	NO	NO
4.	12th Street & Santa Paula Street	AM	0.561	A	0.622	B	0.061	NO	NO				
		PM	0.468	A	0.585	A	0.117	NO	NO				
5.	12th Street & Santa Barbara Street[a]	AM	12	B	13	B	1	NO	NO				
		PM	14	B	17	C	3	NO	NO				
6.	12th Street & Main Street	AM	0.406	A	0.461	A	0.055	NO	NO				
		PM	0.476	A	0.660	B	0.184	NO	NO				
7.	12th Street & Harvard Boulevard	AM	0.438	A	0.502	A	0.064	NO	NO				
		PM	0.488	A	0.608	B	0.120	NO	NO				
8.	12th Street/South Mountain Road & Lemon Road[a]	AM	10	A	10	A	0	NO	NO				
		PM	11	B	12	B	1	NO	NO				
9.	Ojai Road (SR 150) & Richmond Road[a]	AM	25	C	27	D	2	NO	**YES**	11	B	NO	NO
		PM	28	D	32	D	4	**YES**	**YES**	15	C	NO	NO
10.	Ojai Road (SR 150) & Orchard Street[a]	AM	20	C	21	C	1	NO	NO				
		PM	16	C	18	C	2	NO	NO				
11.	Ojai Road (SR 150) & Saticoy Street[a]	AM	18	C	19	C	1	NO	NO				
		PM	22	C	22	C	0	NO	NO				
12.	Ojai Road (SR 150)/10th Street & Santa Paula Street	AM	0.695	B	0.735	C	0.040	NO	NO				
		PM	0.626	B	0.684	B	0.058	NO	NO				
13.	10th Street (SR 150) & Santa Barbara Street	AM	0.749	C	0.760	C	0.011	NO	NO				
		PM	0.706	C	0.706	C	0.000	NO	NO				
14.	10th Street (SR 150) & Main Street	AM	0.704	C	0.724	C	0.020	NO	NO				
		PM	0.701	C	0.790	C	0.089	NO	NO				
15.	10th Street (SR 150) & Harvard Boulevard	AM	0.971	E	1.033	F	0.062	**YES**	**YES**	0.761	C	NO	NO
		PM	0.913	E	1.038	F	0.125	**YES**	**YES**	0.860	D	**YES**	NO
16.	10th Street (SR 150) & SR 126 WB ramps[a]	AM	13	B	13	B	0	NO	NO				
		PM	18	C	18	C	0	NO	NO				
17.	10th Street (SR 150) & SR 126 EB ramps[a]	AM	20	C	21	C	1	NO	NO	0.357	A	NO	NO
		PM	**	F	**	F	**	**YES**	**YES**	0.615	B	NO	NO
18.	8th Street & Santa Paula Street[a]	AM	16	C	18	C	2	NO	NO				
		PM	13	B	18	C	5	NO	NO				
19.	8th Street & Main Street	AM	0.393	A	0.424	A	0.031	NO	NO				
		PM	0.470	A	0.524	A	0.054	NO	NO				
20.	8th Street & Harvard Boulevard	AM	0.307	A	0.333	A	0.026	NO	NO				
		PM	0.422	A	0.482	A	0.060	NO	NO				

	Intersections	Peak Hour	Cumulative Base Year 2020 V/C or Delay	LOS	Cumulative Base plus Project Year 2020 V/C or Delay	LOS	Change	Significant Impact Cumulative?	Significant Impact Project?	With Mitigations Year 2020 V/C or Delay	LOS	Significant Impact Cumulative?	Significant Impact Project?
21.	6th Street & Santa Paula Street[a]	AM	21	C	23	C	2	NO	NO				
		PM	16	C	18	C	2	NO	NO				
22.	Palm Avenue & Santa Paula Street[a]	AM	17	C	21	C	4	NO	NO				
		PM	14	B	17	C	3	NO	NO				
23.	Palm Avenue & Santa Barbara Street[a]	AM	14	B	15	B	1	NO	NO				
		PM	16	C	18	C	2	NO	NO				
24.	Palm Avenue & Main Street	AM	0.513	A	0.538	A	0.025	NO	NO				
		PM	0.492	A	0.523	A	0.031	NO	NO				
25.	Palm Avenue & Harvard Boulevard	AM	0.555	A	0.559	A	0.004	NO	NO				
		PM	0.673	B	0.696	B	0.023	NO	NO				
26.	Palm Avenue & SR 126 WB ramps[a]	AM	11	B	11	B	0	NO	NO				
		PM	13	B	15	B	2	NO	NO				
27.	Palm Avenue & SR 126 EB ramps[a]	AM	15	B	15	B	0	NO	NO	0.286	A	NO	NO
		PM	34	D	39	E	5	**YES**	**YES**	0.422	A	NO	NO
28.	Steckel Drive & Santa Paula Street[a]	AM	11	B	11	B	0	NO	NO				
		PM	11	B	12	B	1	NO	NO				
29.	Steckel Drive & Main Street[a]	AM	13	B	14	B	1	NO	NO				
		PM	15	B	16	C	1	NO	NO				
30.	Steckel Drive & Harvard Boulevard	AM	0.472	A	0.481	A	0.009	NO	NO				
		PM	0.466	A	0.488	A	0.022	NO	NO				
31.	Peck Road & Santa Paula Street[a]	AM	10	A	10	A	0	NO	NO				
		PM	9	A	9	A	0	NO	NO				
32.	Peck Road & Main Street/Harvard Boulevard	AM	0.745	C	0.754	C	0.009	NO	NO	0.659	B	NO	NO
		PM	0.827	D	0.886	D	0.059	**YES**	**YES**	0.732	C	NO	NO
33.	Peck Road & Faulkner Road	AM	0.384	A	0.384	A	0.000	NO	NO				
		PM	0.560	A	0.573	A	0.013	NO	NO				
34.	Peck Road & SR 126 EB ramps[a]	AM	11	B	11	B	0	NO	NO	0.361	A	NO	NO
		PM	51	F	59	F	8	**YES**	**YES**	0.745	C	NO	NO
35.	Faulkner Road & SR 126 WB ramps[a]	AM	21	C	22	C	1	NO	NO				
		PM	15	B	16	C	1	NO	NO				
36.	Hallock Drive & Santa Paula Street	AM	0.637	B	0.646	B	0.009	NO	NO				
		PM	0.606	B	0.662	B	0.056	NO	NO				

Source: Fehr & Peers, 2012, Table 15.
Notes:
a - Intersection is controlled by stop signs. Average vehicular delay in seconds is reported rather than V/C ratio.

Table 5.13-10
Level of Service Analysis/Freeway and Multilane Highway Segments - Future Conditions (Year 2020) without Lemonwood Drive Extension

			Cumulative Base				Cumulative plus Project					
			Westbound		Eastbound		Westbound		Eastbound		Significant Impacts	
	Roadway Segment	Peak Hour	Density (pc/mi/ln)*	LOS	Density (pc/mi/ln)*	LOS	Density (pc/mi/ln)*	LOS	Density (pc/mi/ln)*	LOS	Cumulative Impact?	Project Impact?
1.	SR 126 - Sespe Ranch Road to Hallock Drive[a]	AM	18.7	B	11.6	A	19.9	C	13.2	B	NO	NO
		PM	15.2	B	21.3	C	16.7	B	24.4	C	NO	NO
2.	SR 126 - Hallock Drive to 10th Street (SR 150)[b]	AM	15.0	B	9.3	A	15.6	B	11.6	B	NO	NO
		PM	12.5	B	18.8	C	16.1	B	21.8	C	NO	NO
3.	SR 126 - 10th Street (SR 150) to Palm Avenue[b]	AM	20.5	C	11.4	B	21.1	C	13.8	B	NO	NO
		PM	15.9	B	23.5	C	19.7	C	27.3	D	NO	NO
4.	SR 126 - Palm Avenue to Peck Road[b]	AM	22.3	C	12.5	B	22.9	C	14.7	B	NO	NO
		PM	17.1	B	26.2	D	20.7	C	30.5	D	NO	NO
5.	SR 126 - Peck Road to Briggs Road[b]	AM	24.4	C	14.1	B	25.1	C	16.2	B	NO	NO
		PM	18.6	C	26.2	D	22.0	C	36.8	E	NO	NO

Source: Fehr & Peers, 2012, Table 16.
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.

Table 5.13-11
Level of Service Analysis/Ramp-Freeway Junction Areas of Influence – Future Conditions (2020) without Lemonwood Extension Conditions

	CUMULATIVE BASE (2020) CONDITIONS				CUMULATIVE PLUS PROJECT (2020) CONDITIONS					
	AM		PM		AM		PM		Significant Impact	
RAMP	DENSITY[a]	LOS	DENSITY[a]	LOS	DENSITY[a]	LOS	DENSITY[a]	LOS	Cumulative?	Project?
10th Street westbound off-ramp	20.6	C	17.6	B	21.3	C	21.8	C	NO	NO
	24.3	C	19.5	B	24.9	C	23.1	C	NO	NO
10th Street eastbound off-ramp	16.7	B	30.5	D	19.5	B	34.0	D	NO	NO
	12.9	B	23.0	C	15.3	B	26.2	C	NO	NO
Palm Avenue westbound off-ramp	26.9	C	21.6	C	27.6	C	26.0	D	NO	NO
	25.9	C	20.5	C	26.5	C	24.3	C	NO	NO
Palm Avenue eastbound off-ramp	18.0	B	33.1	D	20.6	C	36.4	E	NO	NO
	14.4	B	27.2	C	17.0	B	30.4	D	NO	NO
Peck Road westbound off-ramp	28.5	D	22.6	C	29.2	D	26.7	C	NO	NO
	29.2	D	23.4	C	29.8	D	26.9	C	NO	NO
Peck Road eastbound off-ramp	19.8	B	36.9	E	22.2	C	40.0	E	NO	NO
	16.3	B	30.2	D	18.7	B	33.2	D	NO	NO

Source: Fehr & Peers, 2012, Table 17.
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).

E or better during both peak hours under cumulative base plus project conditions. Therefore, impacts would be potentially significant.

Cumulative impacts at the intersection of 10th Street and Harvard Boulevard do not achieve LOS C or better. As such, these impacts would be significant from other cumulative growth and not project as project contribution not significant at this intersection. Cumulative scenario assumes all annexation area redevelops at maximum intensity allowed by the City's proposed General Plan and zoning designation. The cumulative scenario assumes annexation and development of other expansion areas at full intensity allowed by General Plan. Further, all of the related future projects will be subject to additional subsequent environmental review pursuant to CEQA. The City will follow CMP requirements and develop deficiency plan to correct the LOS deficiency if and when it future development occurs. would operate at LOS E or better during both peak hours with the addition of project traffic, resulting in no significant CMP impacts.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

5.13.5.3 Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Impacts

The proposed project would not result in any impacts to air traffic patterns.

As shown on **Figure 5.13-3**, portions of the proposed project, specifically the annexation area south of SR 126 and the majority of the East Gateway Specific Plan, are within the Santa Paula Airport CLUP Traffic Pattern Zone (TPZ). Additionally, as shown on **Figure 5.13-4**, the portion of the annexation area south of SR 126 and the southwest corner of the East Gateway Specific Plan are located within the Height Restriction Zone as listed in the City's General Plan.

As shown on **Table 5.13-4**, within the TPZ certain uses are either unacceptable or conditional upon meeting certain criteria. For the portion of the annexation within the TPZ which is proposed for Industrial Park by the City (see **Figure 2.0-5**), uses would be conditionally allowed with the restriction that maximum structural coverage not exceed 50 percent of the total land area.

The SPMC[20] establishes a maximum floor area ratio (FAR) for located within the Industrial Park Overlay Zone (IP) of 0.25 (25 percent coverage). This is less than the requirement of 50 percent set forth in the Santa Paula Airport CLUP of 50 percent.

The portions of the East Gateway Project Area within the Height Restriction Zone identified in the Safety Element of the City's General Plan would be subject to land use guidelines for airport safety compatibility.[21] As with the CLUP, these guidelines identify uses that are acceptable, unacceptable or conditionally acceptable with similar requirements. For proposed uses within both the annexation area and the East Gateway Specific Plan area, the same restriction of not more than 50 percent structural coverage would apply.

For those portions of the East Gateway Specific Plan within the TPZ also would be conditionally allowed with the restriction that maximum structural coverage not exceed 50 percent of the total land area. The proposed regulating code for the Specific Plan (Chapter 3 of the Specific Plan) provides limits on lot coverage and building heights. As proposed, the Specific Plan would not conflict with the requirements of the CLUP or the City's General Plan.

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

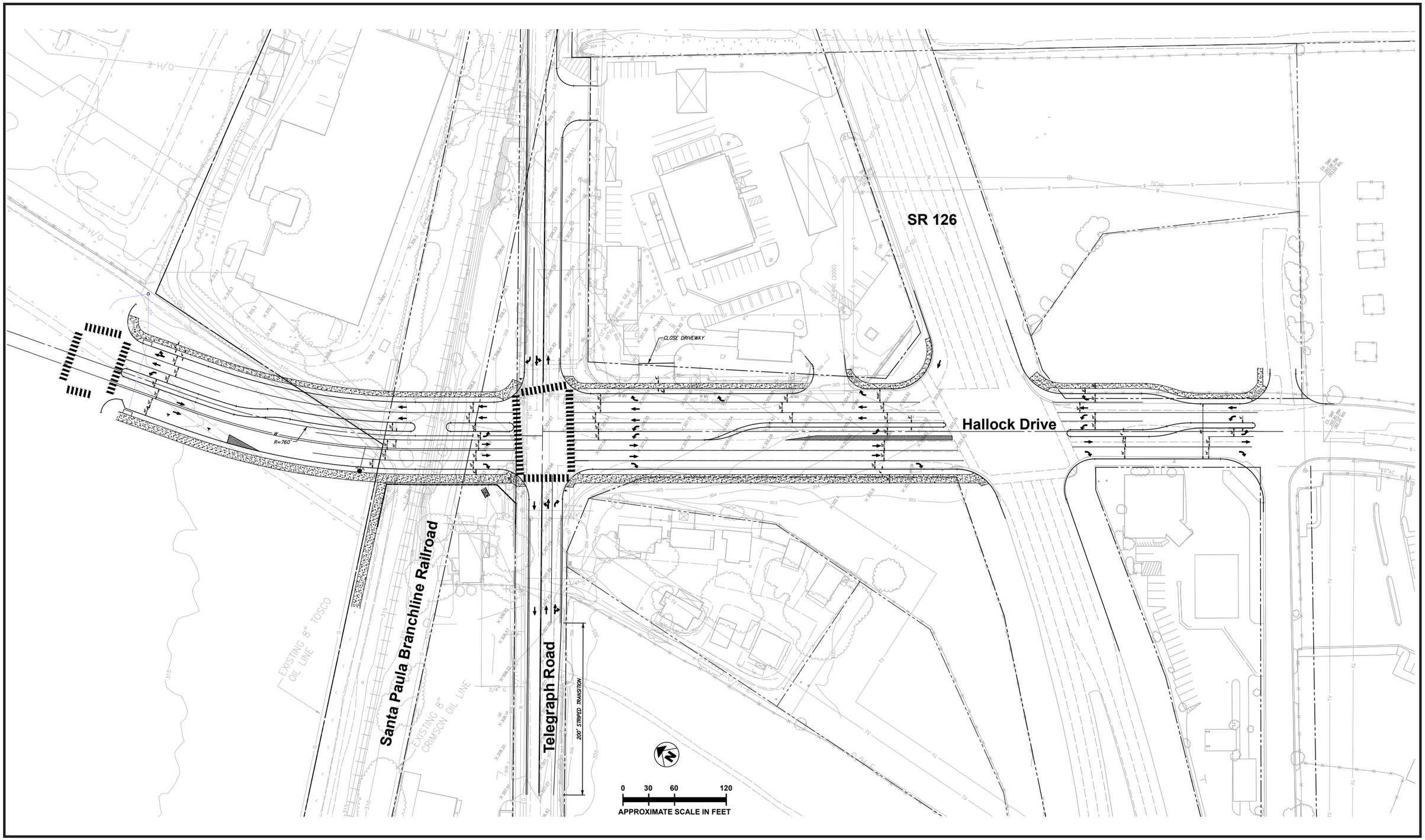
Impacts would be less than significant.

5.13.5.4 Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Impacts

The project will include improvements to Hallock Drive at both SR 126 and Telegraph Road as shown in **Figure, 5.13-9, Proposed Hallock Drive Improvements**. The detailed rail crossing improvements are shown in **Figure 5.13-10, Proposed SPBL Rail Crossing Grade Improvements**.

20 SPMC, Chapter 16.21.030, Development Standards, Table 21-2.
21 Santa Paula General Plan, Safety Element, Table S-3.



SOURCE: Jensen Engineers, 2012

FIGURE **5.13-9**

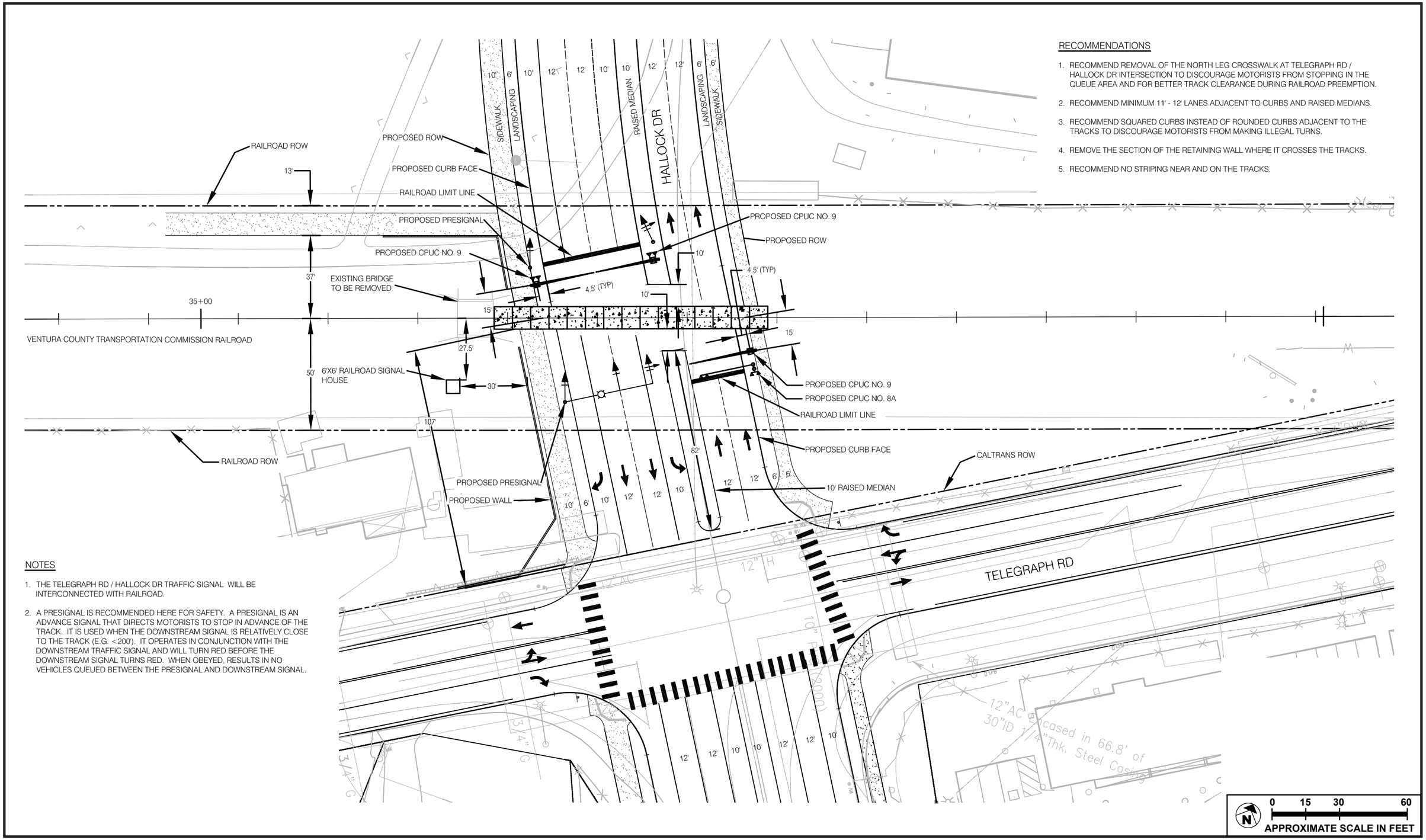
Meridian Consultants

Proposed Hallock Drive Improvements

007-002-12

RECOMMENDATIONS

1. RECOMMEND REMOVAL OF THE NORTH LEG CROSSWALK AT TELEGRAPH RD / HALLOCK DR INTERSECTION TO DISCOURAGE MOTORISTS FROM STOPPING IN THE QUEUE AREA AND FOR BETTER TRACK CLEARANCE DURING RAILROAD PREEMPTION.
2. RECOMMEND MINIMUM 11' - 12' LANES ADJACENT TO CURBS AND RAISED MEDIANS.
3. RECOMMEND SQUARED CURBS INSTEAD OF ROUNDED CURBS ADJACENT TO THE TRACKS TO DISCOURAGE MOTORISTS FROM MAKING ILLEGAL TURNS.
4. REMOVE THE SECTION OF THE RETAINING WALL WHERE IT CROSSES THE TRACKS.
5. RECOMMEND NO STRIPING NEAR AND ON THE TRACKS.



NOTES

1. THE TELEGRAPH RD / HALLOCK DR TRAFFIC SIGNAL WILL BE INTERCONNECTED WITH RAILROAD.
2. A PRESIGNAL IS RECOMMENDED HERE FOR SAFETY. A PRESIGNAL IS AN ADVANCE SIGNAL THAT DIRECTS MOTORISTS TO STOP IN ADVANCE OF THE TRACK. IT IS USED WHEN THE DOWNSTREAM SIGNAL IS RELATIVELY CLOSE TO THE TRACK (E.G. <200'). IT OPERATES IN CONJUNCTION WITH THE DOWNSTREAM TRAFFIC SIGNAL AND WILL TURN RED BEFORE THE DOWNSTREAM SIGNAL TURNS RED. WHEN OBEYED, RESULTS IN NO VEHICLES QUEUED BETWEEN THE PRESIGNAL AND DOWNSTREAM SIGNAL.

SOURCE: Rail Pros - 2012

FIGURE **5.13-10**

Meridian Consultants

Proposed SPBL Rail Crossing Grade Improvements

007-002-12

As proposed, the project will include expanding Hallock Drive north of the SR 126 to include two lanes northbound and three lanes southbound, including a raised center median north of SR 126. To accommodate the at-grade rail crossing for the SPBL, the Hallock Drive will include the installation of crossing arms and signals north of Telegraph Road for the north bound lanes; similar improvements for south bound Hallock Drive to accommodate the rail crossing will be made as part of the East Area 1 Project.

As shown on **Figure 5.13-9**, the queuing area for northbound Hallock Drive south of the SPBL rail crossing will be limited to approximately 40 feet. To avoid conflicts when the rail line is in use, signals proposed along Hallock Drive at Telegraph Road will be synchronized with the rail crossing. As noted under the existing conditions discussion, the SPBL use is infrequent and limited to occasional tourist trains on weekends and three freight trains weekly.

A supplemental analysis was completed by Fehr & Peers (see **Appendix 5.13**) to assess traffic movement to assist in determining the roadway intersection lane configuration necessary to accommodate projected future demand and developing measures that would reduce project traffic impacts, as well as to satisfy the Caltrans traffic impact analysis guidelines of applying the HCM methodology.

Six intersections immediately adjacent to the proposed East Gateway Project development were selected for additional HCM analysis, including Hallock Drive at SR 126. The intersections selected include both signalized and unsignalized intersections, as well as intersections that currently do not exist but will be built as part of the East Gateway project or as part of East Area One. The future grade crossing on Hallock Drive north of Telegraph Road was included in the Synchro network as an intersection with no traffic volumes on the east and west approaches; this was done to allow for the analysis of a gate-down event if it is determined to be necessary. Because of the infrequent use of the rail line, this analysis did not assume that trains would be present and was focused on the traffic operations under typical weekday PM peak hour conditions.

Under future conditions without the project, the projected level of service at the intersection of SR 126 and Hallock is LOS E, as calculated with the HCM methodology. Under Future With Project With Mitigation Conditions, the level of service at SR 126 and Hallock Drive would operate at an acceptable level of service D.

Mitigation Measures

If not implemented as part of the East Area 1 Project improvements prior to development of land within the East Gateway area, the following the following additional mitigation measure should be implemented as part of the improvements to Hallock Drive north of SR 126:

5.13-5 New rail crossing arms and warning lights must be installed on northbound Hallock Drive north of Telegraph Road at the SPBL rail crossing. The signal at Hallock Drive and Telegraph Road must be synchronized with the rail crossing arms and warning lights to avoid conflicts during times when the rail crossing arms are in the gate-down position.

Residual Impacts

Impacts would be less than significant.

5.13.5.5 Result in inadequate emergency access?

Impacts

No changes in access to annexation areas are proposed that would conflict with emergency access. Proposed improvements would improve access to the project area by improving traffic flow.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be no impact.

5.13.5.6 Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Impacts

The annexation of the area as proposed will not conflict with any policies regarding public transit, bicycle or pedestrian facilities. The proposed East Gateway Specific Plan will establish standards for transit, bicycle and pedestrian facilities located within the plan area.

The Plan area can accommodate a range of uses that are accessible by auto, bike or foot, and which generally share a common supply of parking integrated into the block structure. Within the Heritage Valley Highway Frontage (blocks 1 and 2 along SR 126), an 8 to 12-foot wide bike path is proposed to be set back from the roadway, midway between the highway curb and the buildings within the right-of-way, with a low rustic wall or fence between pedestrians and highway traffic.

There will be no impacts.

Mitigation Measures

No mitigation is required.

Residual Impacts

There will be no impacts.

5.13.6 CUMULATIVE ANALYSIS

Cumulative Impacts

Future traffic projections were developed using the City's 2020 Transportation Model and include growth over existing traffic volumes to reflect the effects of overall regional growth and development outside of the City of Santa Paula and traffic generated by 47 specific related development projects elsewhere in the City of Santa Paula to provide a comprehensive analysis of potential cumulative traffic impacts. These related projects include the approved East Area 1 Specific Plan project, located immediately to the north of the East Gateway Project Area.

In addition, future development of the other expansion areas, West Area 2, Adams Canyon and Fagan Canyon, as permitted by the City's adopted General Plan are also assumed to be developed by the year 2020 and are included in the City's 2020 Transportation model. The cumulative projects are estimated to add approximately 51,758 total daily trips, including approximately 5,732 AM peak hour trips and 5,116 PM peak hour trips.

Several new streets and intersections will also be completed near the East Gateway Project Area as part of the development of the adjacent East Area 1 Project area, including the extension of Hallock Drive northward from Telegraph Road, where it currently ends. Santa Paula Street will also be extended over Santa Paula Creek connecting to the Hallock Drive. Mitigation measures adopted by the City of Santa Paula for the East Area 1 Project includes improvements to the intersections of South Hallock Drive & SR 126, South Hallock Drive & Telegraph Road, 12th Street & Santa Paula Street, 10th Street/Ojai Road & Santa Paula Street, 8th Street & Santa Paula Street, Palm Avenue & Santa Paula Street, and Steckel Drive & Santa Paula Street assumed to be completed by 2020.

As discussed above, the Santa Paula General Plan Circulation Element identifies a planned extension of Lemonwood Drive east to Santa Clara Street. As no timeframe for completing this improvement has been identified, analysis of future 2020 traffic conditions with and without the Lemonwood Extension was completed to assess potential cumulative traffic impacts.

2020 Cumulative Traffic Conditions with Lemonwood Drive Extension

Table 5.13-6 presents the intersection analysis. The future freeway segment analysis is presented in **Table 5.13-7** and ramp junction analysis is in **Table 5.13-8**.

Figure 5.13-11, Future Project Only Intersection and Roadway Peak Hour Traffic Volumes with Lemonwood Extension, shows peak hour traffic volumes at each intersection during typical weekday AM and PM peak hours with the addition of traffic from the East Gateway Project.

The extension of Lemonwood Drive extension would change traffic patterns as some of the local and regional traffic traveling on Main Street/Telegraph Road and Harvard Boulevard would shift to the Lemonwood Drive extension. The result of these shifts would be an increase in traffic along Lemonwood Drive and a slight reduction of volumes along Main Street/Telegraph Road and Harvard Boulevard between Hallock Drive and 12th Street. These minor local shifts of traffic would affect intersections near the project site, specifically intersections 1, 2, 3, 6, and 7.

The resulting 2020 projected peak hour traffic volumes, illustrated in **Figure 5.13-12, Cumulative Plus Project Intersection and Roadway Segment Peak Hour Traffic Volumes with Lemonwood Extension**, were analyzed to determine the projected future operating conditions with the addition of the proposed project traffic. The results of the future plus project intersection analysis are also presented in **Table 5.13-6**. The future roadway segment analysis is presented in **Table 5.13-7** and ramp junction analysis is in **Table 5.13-8**. As shown, 28 of the 36 study intersections are projected to operate at LOS C or better during the morning and/or afternoon peak hours. The following eight intersections are projected

to operate at LOS D or worse during one or both of the peak hours and the cumulative impact is significant under the City's level of service criteria.

- Study Intersection 2 - SR 126 & South Hallock Drive
- Study Intersection 3 - Telegraph Road & Hallock Drive
- Study Intersection 9 - Ojai Road/SR 150 & Richmond Road
- Study Intersection 15 - 10th Street & Harvard Boulevard
- Study Intersection 17 - 10th Street & SR 126 Eastbound Ramps
- Study Intersection 27 - Palm Avenue & SR 126 Eastbound Ramps
- Study Intersection 32 - Peck Road & Main Street/Harvard Boulevard
- Study Intersection 34 - Peck Road & SR 126 Eastbound Ramps

Of these eight impacted intersections project impacts are significant at the following two intersections: SR 126 and Hallock Drive (Intersection 1) and Telegraph Road and Hallock Drive (Intersection 2), as discussed above. The addition of project traffic to the six other intersections would contribute to the projected cumulative impact at these intersections.

Appendix E of the TIA (see **Appendix 5.13**) presents an impact analysis of the intersections lying along SR 126 using the HCM methodology, in accordance with the California Department of Transportation (Caltrans)*Guide for the Preparation of Traffic Impact Studies.*[22]

The five freeway and multilane highway segments and the 12 freeway ramp junctions selected for analysis are projected to operate at LOS E or better in both directions and both peak periods under cumulative base conditions. Thus, projected conditions at each location would meet or exceed the minimum desirable level of service on these facilities of LOS E or better defined in the Ventura County Congestion Management Plan and would not be not significantly impacted by the addition of project traffic.

2020 Cumulative Traffic Conditions without Lemonwood Drive Extension

Figure 5.13-11, shows the estimated future project-generated peak hour traffic volumes at each intersection during typical weekday AM and PM peak hours without the Lemonwood Drive extension.

The projected total future traffic volumes under cumulative plus project without Lemonwood Drive extension are illustrated in **Figure 5.13-13, Cumulative Plus Project Intersection and Roadway Segment Peak Hour Traffic Volumes without Lemonwood Extension**.

22 Caltrans, Guide for the Preparation of Traffic Impact Studies, December 2002.

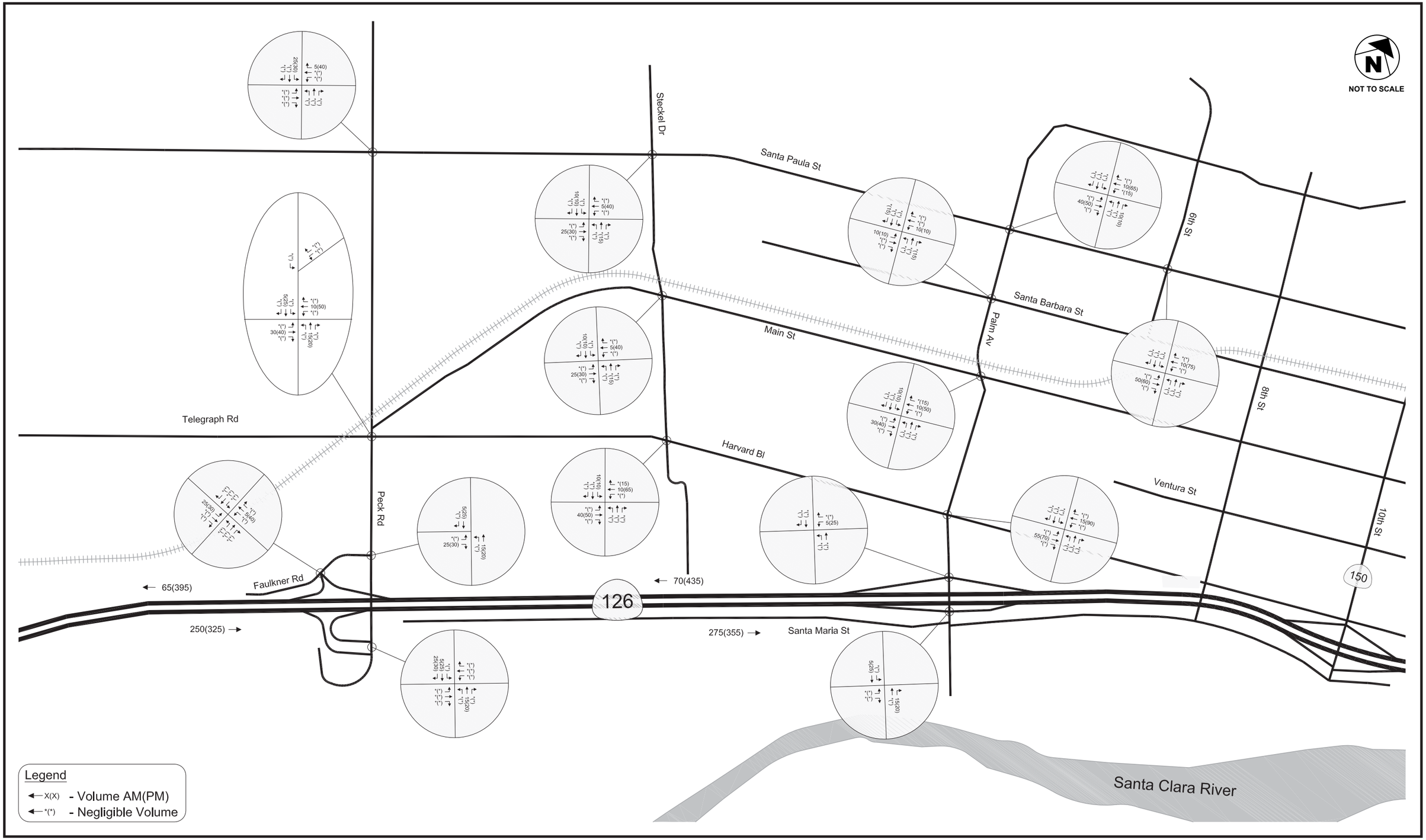
SOURCE: Fehr & Peers - 2012

FIGURE **5.13-11A**

Meridian Consultants

Future Project Only Intersection and Roadway Peak Hour Traffic Volumes with Lemonwood Extension

007-002-12



SOURCE: Fehr & Peers - 2012

FIGURE **5.13-11B**

Meridian Consultants

Future Project Only Intersection and Roadway Peak Hour Traffic Volumes with Lemonwood Extension (cont'd)

007-002-12

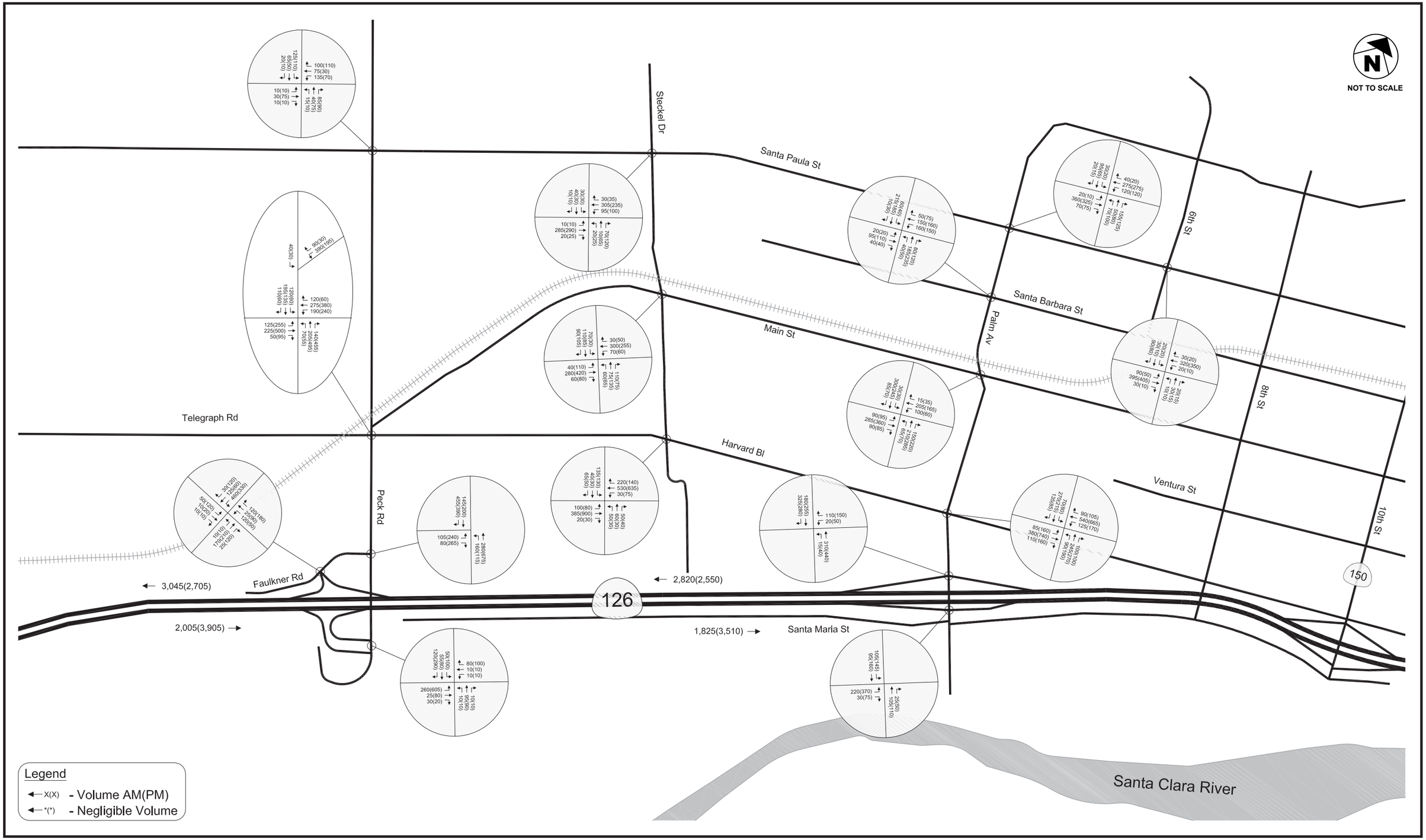
SOURCE: Fehr & Peers - 2012

FIGURE **5.13-12A**

Meridian Consultants

Cumulative Plus Project Intersection and Roadway Segment Peak Hour Traffic Volumes with Lemonwood Extension

007-002-12



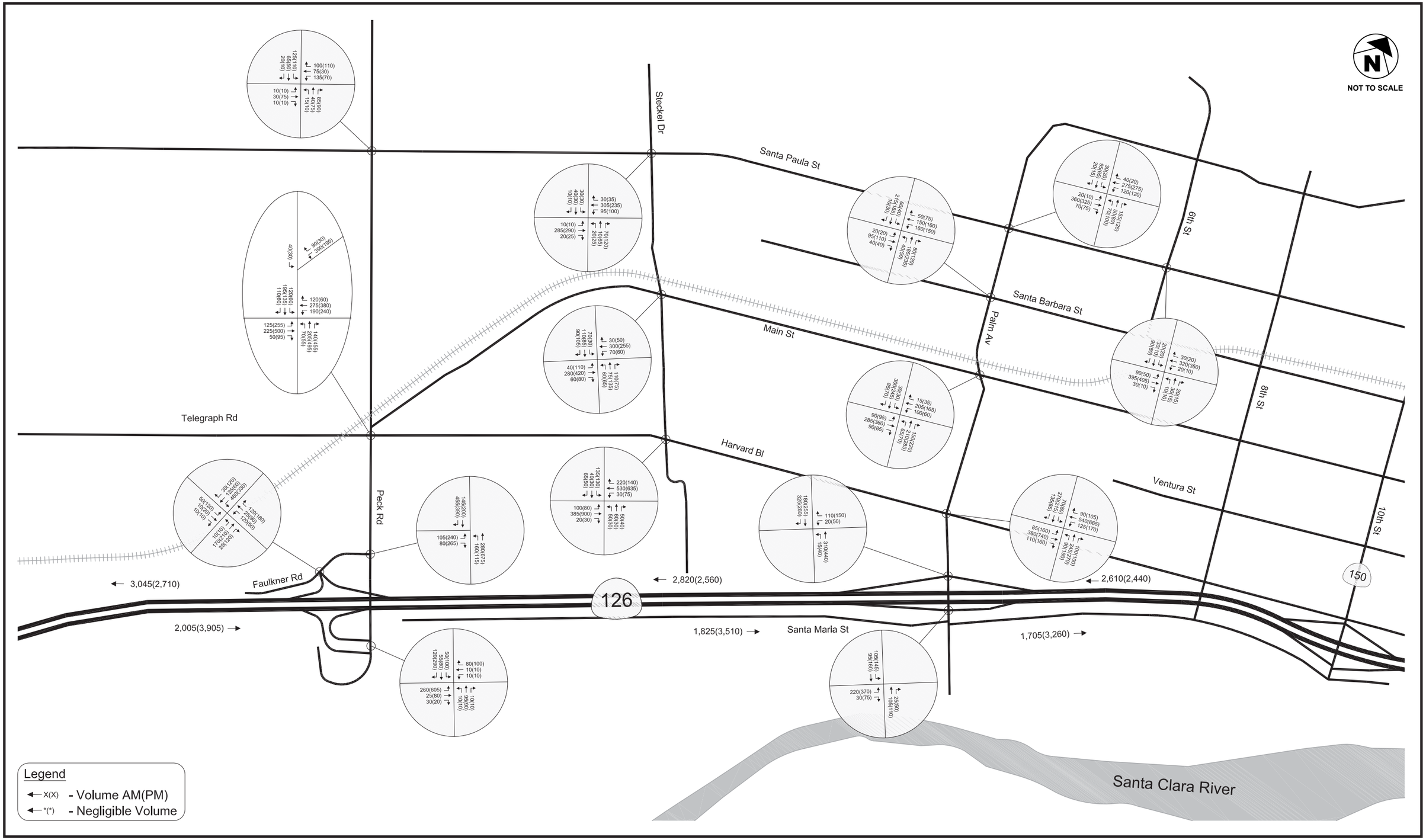
SOURCE: Fehr & Peers - 2012

FIGURE **5.13-12B**

Meridian Consultants

Cumulative Plus Project Intersection and Roadway Segment Peak Hour Traffic Volumes with Lemonwood Extension (cont'd)

007-002-12



SOURCE: Fehr & Peers - 2012

FIGURE **5.13-13A**

Meridian Consultants

Cumulative Plus Project Intersection and Roadway Segment Peak Hour Traffic Volumes without Lemonwood Extension

007-002-12

SOURCE: Fehr & Peers - 2012

FIGURE **5.13-13B**

Meridian Consultants

Cumulative Plus Project Intersection and Roadway Segment Peak Hour Traffic Volumes without Lemonwood Extension (cont'd)

007-002-12

These volumes were analyzed to determine the projected future operating conditions under this scenario. The results of the intersection analysis, segment analysis, and ramp junction analysis are summarized in **Table 5.13-9, Table 5.13-10** and **Table 5.13-11,** respectively.

Nine intersections are projected to operate at LOS D or worse during either AM or PM peak hours in 2020 with cumulative and project traffic without the Lemonwood Drive extension. Without the Lemonwood extension, one additional intersection, Telegraph Road/Main Street & Harvard Boulevard (Intersection 3) would also be significantly impacted by projected cumulative traffic conditions in 2020.

- Study Intersection 1 - SR 126 & Hallock Drive (LOS E PM)
- Study Intersection 2 - Telegraph Road & Hallock Drive (LOS D PM)
- Study Intersection 3 - Telegraph Road/Main Street & Harvard Boulevard (LOS D PM)
- Study Intersection 9 - Ojai Road/10th Street & Richmond Road (LOS D AM and PM)
- Study Intersection 15 - 10th Street & Harvard Boulevard (LOS F AM and PM)
- Study Intersection 17 - 10th Street & SR 126 Eastbound Ramps (LOS F PM)
- Study Intersection 27 - Palm Avenue & SR 126 Eastbound Ramps (LOS D PM)
- Study Intersection 32 - Peck Road & Main Street/Harvard Boulevard (LOS D PM)
- Study Intersection 34 - Peck Road & SR 126 eastbound ramps (LOS F PM)

Of these nine impacted intersections project impacts are significant at the following three intersections: SR 126 and Hallock Drive (Intersection 1), Telegraph Road and Hallock Drive (Intersection 2), Telegraph Road/Main Street and Harvard Boulevard (Intersection 3). The intersection of Telegraph Road/Main Street and Harvard Boulevard has three approaches. The eastbound approach on Main Street is controlled by stop signs and the eastbound left-turn movement from Harvard Boulevard on to Main Street must yield to westbound through traffic from Telegraph Road. The level of service at the stop sign controlled portions of these intersections is projected to be significantly impacted.

The freeway and ramp LOS results for this alternative are consistent with the projected conditions with the Lemonwood Drive Extension discussed above.

Mitigation Measures

Mitigation Measures 5.13.1 and **5.13.2**, identified for project traffic impacts, would also mitigate cumulative impacts at these intersections.

The other feasible improvements identified below would mitigate projected cumulative traffic impacts in 2020 to the maximum extent feasible.

Traffic from the East Gateway Project contributes to significant impacts at the other intersections below, and, for this reason; a portion of the cost of these improvements is attributable to the new development in the East Gateway Project Area. Tables 17 and 18 in the Traffic Analysis Report in **Appendix 5.13** identify the portion of the cost of these improvements attributable to the East Gateway Project.

5.13-6 Ojai Road (SR 150) & Richmond Road (Intersection 9) – The intersection must be mitigated to LOS C or better through the implementation of a prohibition of westbound left-turns at the intersection. The peak hour left-turn restriction must apply to the westbound approach of the intersection only, where left-turning vehicles would be expected to use nearby signalized intersections to make this movement. This improvement would require coordination with and approval by Caltrans.

5.13-7 10th Street & Harvard Boulevard (Intersection 15) – The project impact at the intersection of 10th Street and Harvard Boulevard must be mitigated with the addition of a peak period parking restriction on the southbound approach and reconfiguration of the northbound and westbound approaches; however, these mitigation measures do not achieve LOS C or better to fully mitigate the intersection. The parking restriction must result in one additional southbound lane in the AM and PM peak periods. The southbound lane configuration must be striped to include one shared through/right-turn lane, one through lane (during peak hours), and one left-turn lane. The northbound approach shall be restriped to provide one right-turn lane, one through lane, and one left-turn lane. The westbound approach shall be restriped to provide one shared through/right-turn lane, one through lane, and one left-turn lane.

5.13-8 10th Street & SR 126 Eastbound Ramps (Intersection 17) – The project impact at the intersection of 10th Street and SR 126 eastbound ramps must be mitigated with modifications to the southbound approach. The southbound lane configuration would be striped to include one left-turn lane and one through lane. This mitigation measure results in a reduction in delay relative to existing, existing plus project, cumulative base and cumulative plus project conditions, thus mitigating the incremental delay attributable to project traffic.

Alternatively, the intersection can be fully mitigated to achieve LOS C or better through signalization. Since the intersection is operating at unacceptable LOS in the without project scenario, the project would be responsible for its fair share contribution to the project impact. This improvement would require coordination with and approval by Caltrans.

5.13-9 Palm Avenue & SR 126 Eastbound Ramps (Intersection 27) – This intersection must be mitigated to LOS C or better by installing a traffic signal. Since the intersection is operating at an unacceptable LOS in the without project scenario, the project would be responsible for its fair share contribution to the project impact. This improvement would require coordination with and approval by Caltrans.

5.13-10 Peck Road & Main Street and Harvard Boulevard (Intersection 32) – This intersection must be mitigated to LOS C or better with the addition of one travel lane to both the northbound and southbound approaches on Peck Road. The northbound leg must be configured with one right-turn lane, two through lanes, and one left-turn lane and one shared through/right-turn lane, one through lane, and one left-turn lane on the southbound leg.

5.13-11 Peck Road & SR 126 Eastbound Ramps (Intersection 34) – This intersection must be mitigated to LOS C or better by installing a traffic signal; the installation of a traffic signal is be warranted under cumulative plus project conditions. Since the intersection is operating at unacceptable LOS in the without project scenario, the project would be responsible for its fair share contribution to the project impact. This improvement would require coordination with and approval by Caltrans.

5.13-12 Telegraph Road & Hallock Drive (Intersection 2) (Scenario without Lemonwood drive only) – The intersection of Telegraph Road and Hallock Drive must be mitigated to LOS C or better by implementing the changes discussed in **Mitigation Measure 5.13-2** and a right-turn overlap on the eastbound right turn with the northbound protected left turn. Improvements may require coordination with the improvements proposed for the SR 126 and Hallock Drive intersection.

5.13-13 Telegraph Road/Main Street & Harvard Boulevard (Intersection 3) (Scenario without Lemonwood drive only) – This intersection has three approaches. The eastbound approach on Main Street is controlled by stop signs and the eastbound left-turn movement from Harvard Boulevard on to Main Street must yield to westbound through traffic from Telegraph Road. The level of service at stop-controlled intersections is based on the delay at the most constrained approach, which in this case is the eastbound approach on Main Street. This movement is projected to increase from 13 to 54 seconds of average delay per vehicle in the PM peak hour with the development of the East Gateway project without the Lemonwood Drive extension. The threshold for LOS D is 25 seconds. To fully mitigate the impact (to LOS C or better) would require the installation of

a traffic signal. A peak hour signal warrant analysis is provided in Appendix D and indicates that the installation of a traffic signal would be warranted under cumulative plus project conditions. This improvement would require coordination with and approval by Caltrans.

Residual Impacts

The improvements identified above would mitigate projected cumulative impacts in 2020 at all intersections with the exception of the intersection of 10th Street and Harvard Boulevard, where LOS C cannot be achieved. The improvement identified above for this intersection will mitigate the contribution of traffic from the East Gateway Project at this intersection to a less than significant level. For this reason, the cumulative impact at this intersection from other projected growth would be significant and unavoidable.

5.13.7 REFERENCES

Local agency planning documents used in this section include the following:

- Santa Paula *General Plan*, Circulation Element
- Ventura County Transportation Commission, 2009 Update Congestion Management Program, adopted July 2010.
- Ventura County Airport Land Use Commission, Airport Comprehensive Land Use Plan for Ventura County – Final Report, prepared by Coffman Associates, Inc., adopted July 7, 2000.

The following technical reports were used in the preparation of this analysis and are provided in **Appendix 5.13**:

- Fehr & Peers, Inc., Draft Traffic Study for the Santa Paula East Gateway Project Environmental Impact Report, August 2012.
- Fehr & Peers, Inc., Traffic Analysis of Hallock Drive Corridor – East Gateway Project Santa Paula, CA, July 26, 2012.