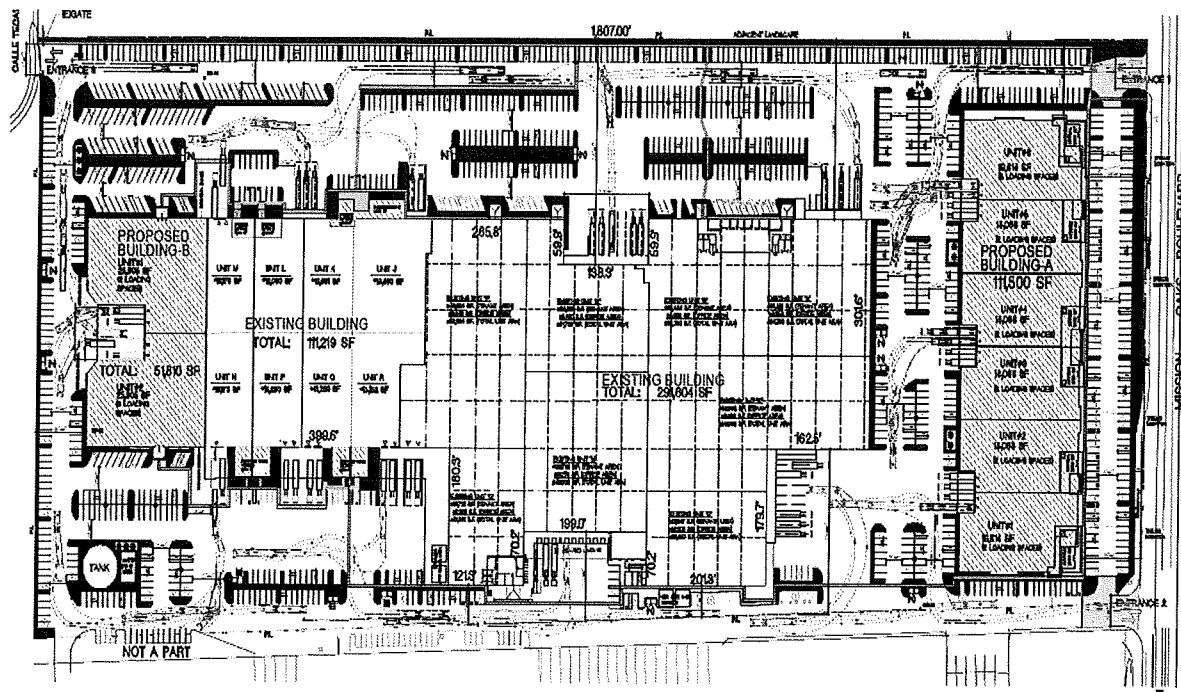


Appendix C

Traffic Study

TRAFFIC STUDY



ATE Project #19091

Rincon Consultant Inc.
1800 North Ashwood
Ventura, CA 93003



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ASSOCIATED TRANSPORTATION ENGINEERS

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Since 1978

Richard L. Pool, P.E.
Scott A. Schell, AICP, PTP

February 20, 2020

Mr. Joe Power
Rincon Consultants, Inc.
1800 North Ashwood
Ventura, CA 93003

TRAFFIC STUDY FOR THE MISSION OAKS INDUSTRIAL PROJECT - CITY OF CAMARILLO, CALIFORNIA

Associated Transportation Engineers (ATE) is pleased to submit the following traffic study for the Mission Oaks Industrial Project. The traffic study examines existing and future traffic conditions in the vicinity of the Project site. It is our understanding that this traffic study will be incorporated into the development application for the Project to be submitted to the City of Camarillo.

We appreciate the opportunity to assist Rincon Consultants Inc., with this Project.

Associated Transportation Engineers

Scott A. Schell, AICP, PTP
Vice President

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INTRODUCTION

The following study contains an analysis of the potential traffic impacts associated with the proposed Mission Oaks Boulevard Industrial Project (the "Project"), located at 3233 Mission Oaks Boulevard in the City of Camarillo. Project site location is illustrated on Figure 1. The study provides information relative to Existing, Existing + Project, Cumulative and Cumulative + Project traffic conditions within the Project study-area.

PROJECT DESCRIPTION

The Mission Oaks Boulevard Industrial Project consists of the demolition of an existing 52,500 square-foot office building currently occupied by Technicolor Home Entertainment Services, the construction of a new 111,500 square-foot multi-tenant industrial building and the addition of 52,026 square-feet to an existing industrial building. Site access will be provided via existing driveway connections to Mission Oaks Boulevard and Calle Tecate. Figure 2 illustrates the Project site plan.

EXISTING CONDITIONS

Street Network

The study-area circulation system is comprised of U.S. Highway 101, State Route 34, Mission Oaks Boulevard, Flynn Road, Adolfo Road, Dawson Drive, Village at the Park Drive, Petit Street and Dawson Place which serve as the major arterials, and collector streets, as illustrated in Figure 1. The following text provides a brief discussion of the primary components of the study-area street network.

U.S. Highway 101, located south of the site, is a multi-lane freeway which serves as a major arterial for the City of Camarillo and is the principal inter-city route along this portion of the Pacific Coast. The segment of U.S. Highway 101 in the study-area is 6-lanes with auxiliary on-off ramp lanes. Primary access between the freeway and the Project site is provided via the signalized hook ramps at Mission Oaks Boulevard and Village at the Park Drive.

State Route 34, (Pleasant Valley Road/Lewis Road) in the study-area is a 2- to 4-lane north-south primary arterial. State Route 34 connects the City of Camarillo and City of Oxnard. State Route 34 serves industrial, commercial and residential land uses in the study-area.

Mission Oaks Boulevard, is a 4-lane roadway that extends south from Upland Road then transitions to Dawson Drive at U.S. Highway 101. Mission Oaks Boulevard serves industrial and commercial land uses in the study-area. Mission Oaks Boulevard provides direct access to Project site via two existing driveway connections.

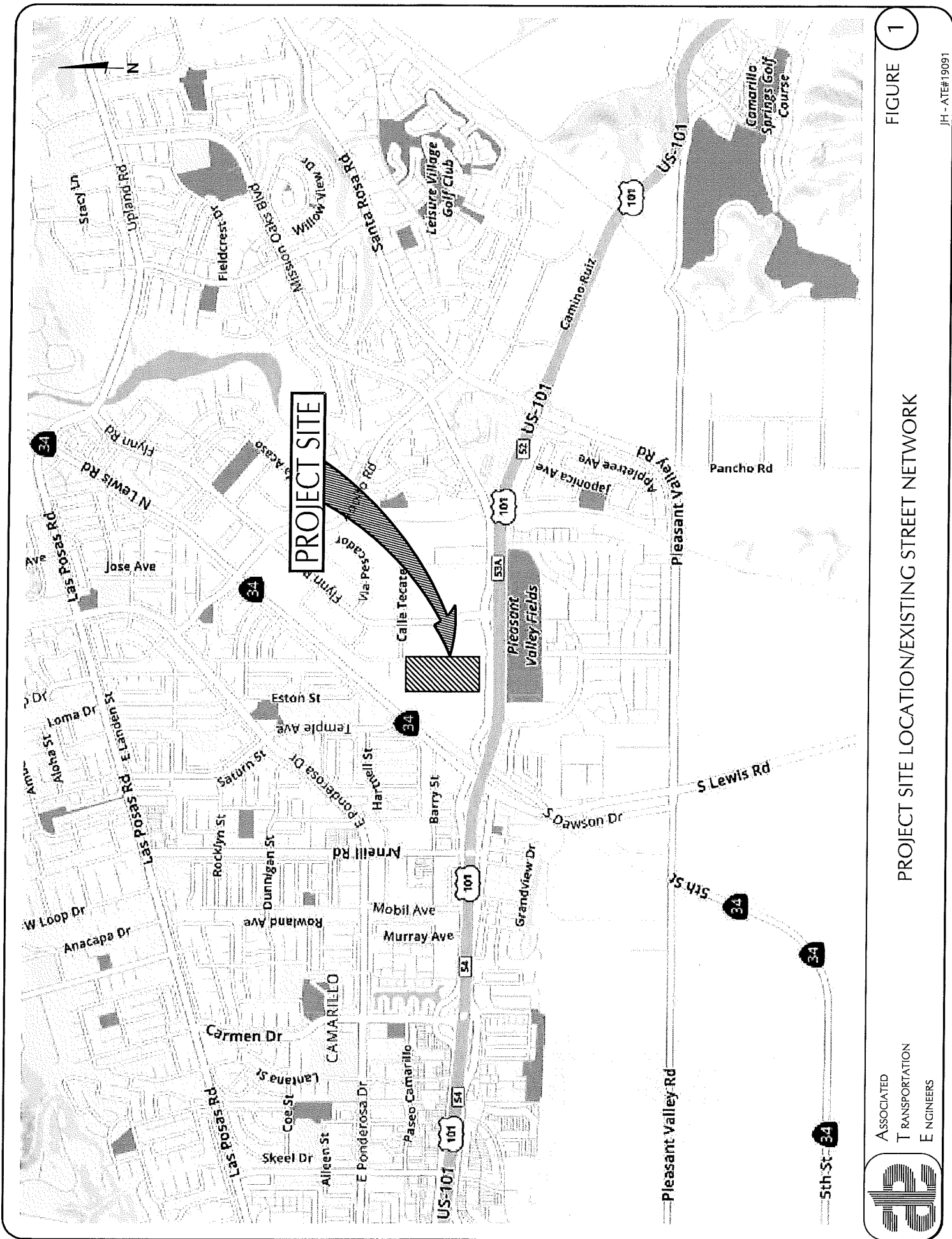


FIGURE 1

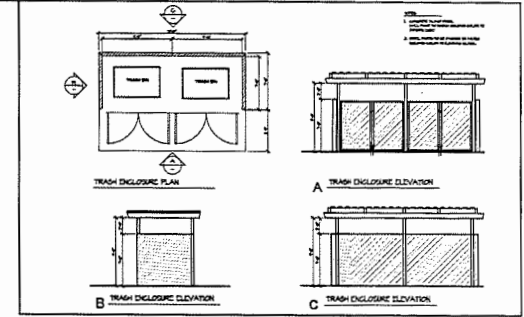
PROJECT SITE LOCATION/EXISTING STREET NETWORK

PROJECT DATA:		
Zoning:	M1 (Light Manufacturing Zone)	
Lot Area:	1,389,128 SF	
BUILDINGS:	(E) Warehouse	402,823 SF
	(E) Office	4,800 SF
	(N) Building-A	111,500 SF
	(N) Building-B	51,810 SF
	Total :	570,933 SF
FAR: 411 %	570,933 / 1,389,128 = 411 %	
Landscape Required:	1,389,128 - 570,933 = 818,195 x10% = 81,819 SF	
Landscape Provided:	10.7% = 88,000 SF	

PARKING ANALYSIS:	
Parking Required: 2 / 1000 SF	
Proposed Building A : 111,500 SF Parking Required: 111,500 X 2 / 1000 =	223 Stalls
Proposed Building B : 51,810 SF Parking Required: 51,810 X 2 / 1000 =	104 Stalls
Existing Warehouse Building : 402,823 SF Parking Required: 402,823 X 2 / 1000 =	806 Stalls
Existing Office Building : 4,800 SF Parking Required: 4,800 X 2 / 1000 =	10 Stalls
Total Parking Required:	1143 Stalls (10% Reduced = 114 Stalls) 1029 Stalls
Total Parking Provided:	1073 Stalls

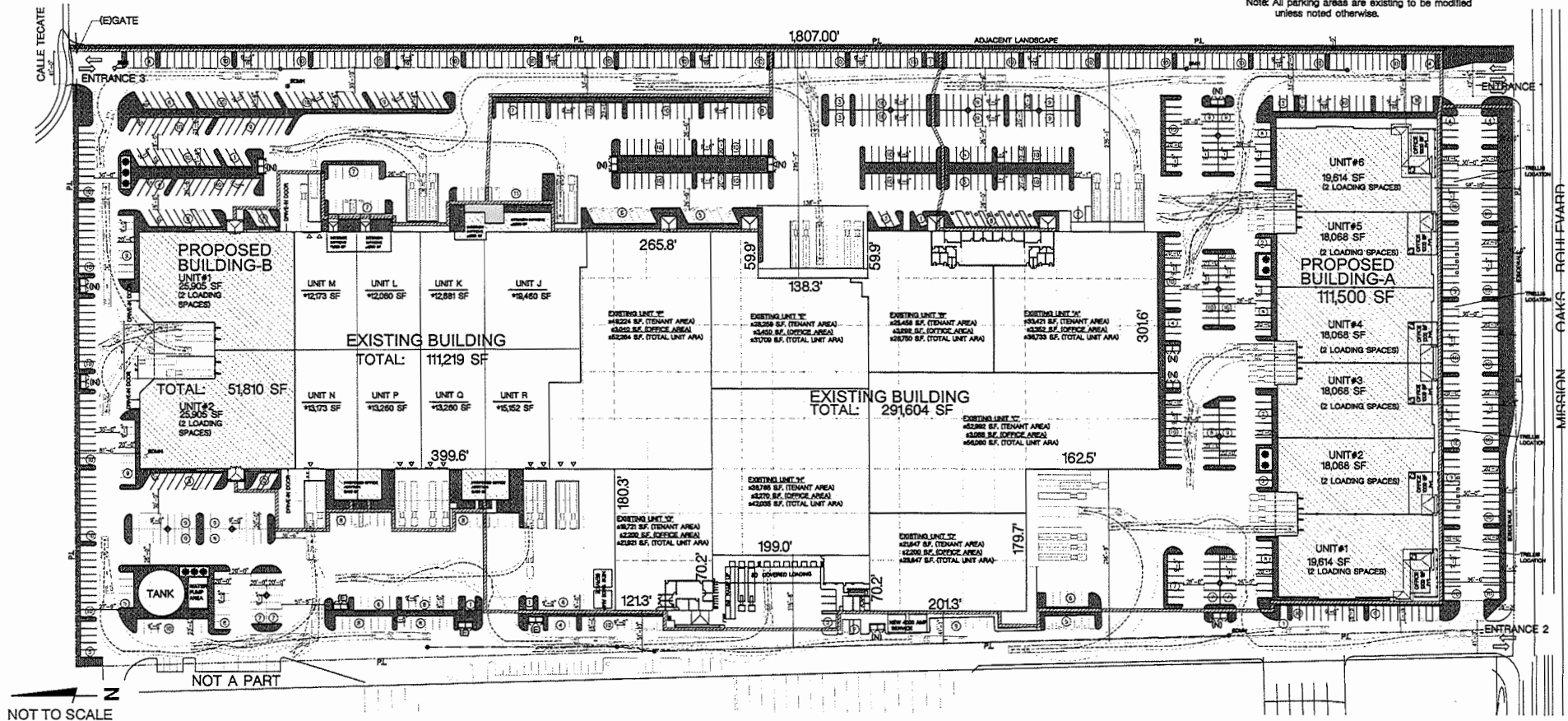
NOTES :

1. ALL LIGHTING MUST BE BROUGHT INTO COMPLIANCE WITH THE CAMARILLO MUNICIPAL CODE (CMC 18.44.250). LIGHTING MUST BE INDIRECT, HOODED, AND ARRANGED TO REFLECT LIGHT AWAY FROM ADJOINING PROPERTIES AND STREETS. LIGHT STANDARDS MAY NOT EXCEED 20 FEET IN HEIGHT.
2. ALL EXISTING TRASH ENCLOSURES MUST COMPLY WITH CURRENT CITY STANDARD S-1 AND INCLUDE A SOLID COVER.



LEGEND

- OUTDOOR LUNCH AREA
 - DECORATIVE PAVEMENT
 - 4' WIDE ADA PATH
 - EXISTING PARKING TO REMAIN
 - NEW PARKING AREA
- Note: All parking areas are existing to be modified unless noted otherwise.



PROJECT SITE PLAN

FIGURE 2

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Adolfo Road, is a 4-lane roadway that extends east from Ponderosa Drive to its terminus at the Conejo Creek. Adolfo Road serves residential, commercial and industrial land uses in the study-area.

Flynn Road, is a 4-lane roadway that extends south from Upland Road to Mission Oaks Boulevard. Flynn Road serves residential, commercial and industrial land uses in the study-area.

Dawson Drive, located south of the site, is a 2-lane north-south roadway that provides access to the commercial and residential area located south of U.S. Highway 101. Dawson Drive extends north from Pleasant Valley Road and transitions into Mission Oaks Boulevard north of U.S. Highway 101.

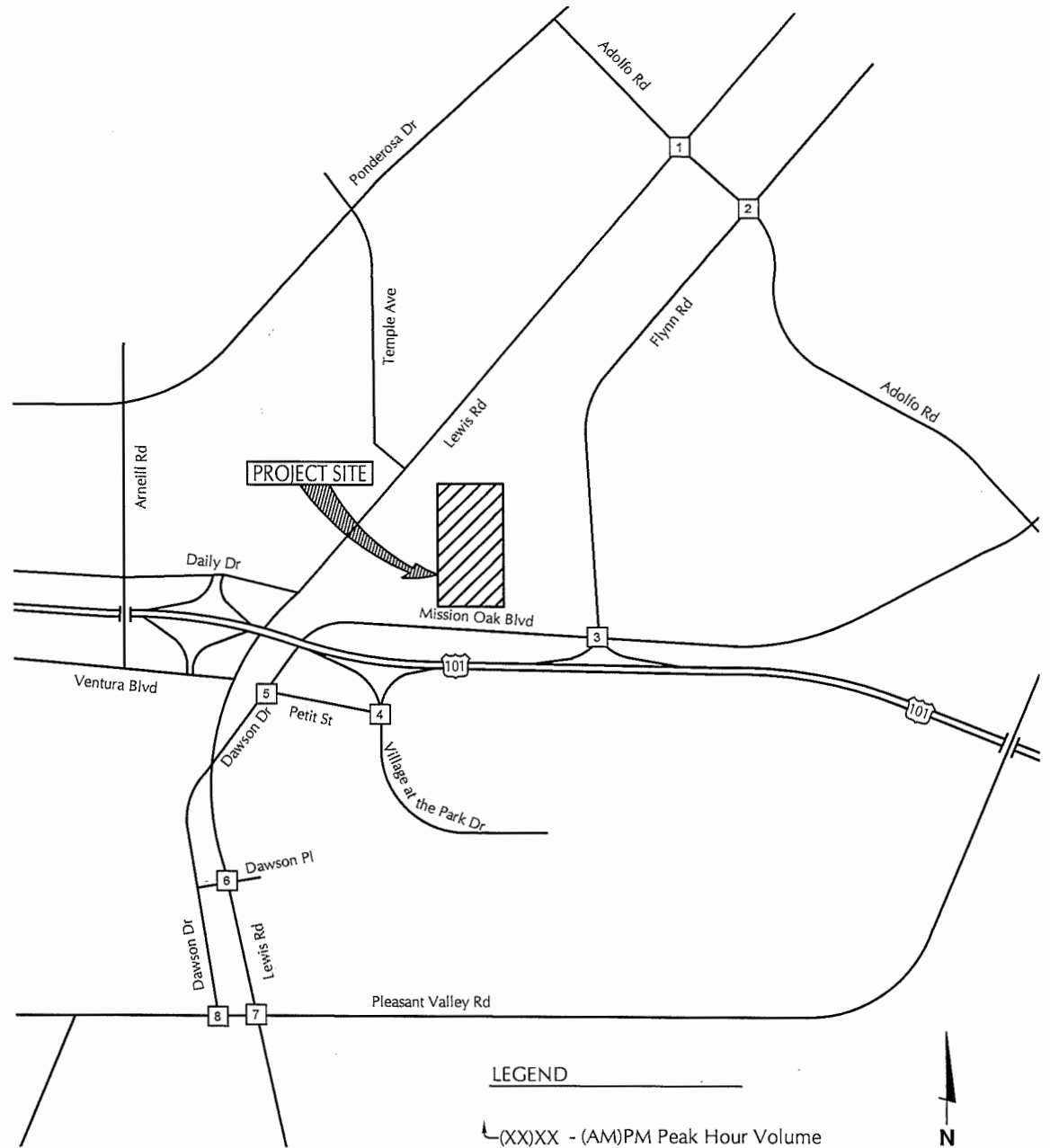
Petit Street, located south of the site is a 3-lane east-west roadway that extends from Dawson Drive to Village at the Park Drive where it provides access to from southbound U.S. Highway 101. Petit Street provides access to the commercial and residential area south of U.S. Highway 101.

Dawson Place, is a 2-lane east-west roadway that extends from Dawson Drive to State Route 34. Dawson Place serves commercial and industrial land uses in the study-area.

In rating an intersection's operating condition, "Levels of Service" (LOS) "A" through "F" are used. LOS "A" and LOS "B" represent primarily free-flow operations, LOS "C" represents stable conditions, LOS "D" nears unstable operations with restrictions on maneuverability within traffic streams, LOS "E" represents unstable operations with maneuverability very limited, and LOS "F" represents breakdown or forced flow conditions. LOS "C" is considered acceptable in the City of Camarillo.

Intersection Operations

Existing AM and PM peak hour traffic volumes were collected for this study in January of 2020. Figure 3 illustrates the existing AM and PM peak hour traffic volumes. Existing levels of service for the study-area intersections were calculated using the adopted Intersection Capacity Utilization methodology for intersections as required by the City of Camarillo. Worksheets illustrating the level of service calculations are contained in the Technical Appendix. Table 1 lists the existing intersection level of service for the study-area intersections. The existing lane geometries and traffic controls for the study-area intersections are illustrated on Figure 4.



LEGEND

←(XX)XX - (AM)PM Peak Hour Volume

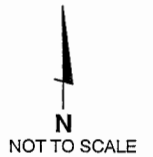


FIGURE 3

JH - ATE#19091

EXISTING TRAFFIC VOLUMES

1

88(256)
470(597)
34(29)

↓

39(63)
339(604)
31(36)

(88)169
(304)486
(170)176

↓

(252)252
(476)498
(23)54

Adolfo Rd

↓

(23)54

2

118(164)
173(394)
140(126)

↓

280(200)
387(617)
65(261)

(52)94
(298)472
(79)70

↓

(43)64
(176)424
(148)265

Adolfo Rd

↓

(148)265

3

64(135)
460(224)
363(133)

↓

229(528)
382(562)
153(118)

(130)64
(150)219
(446)447

↓

(94)37
(318)197
(68)81

Mission Oaks Blvd

↓

(68)81

4

358(211)
368(734)

↓

149(76)
174(78)

(141)71
(252)67

↓

(252)67

Petit St

↓

149(76)
174(78)

5

254(102)
427(201)

↓

(957)472
(59)62

(38)57
(372)210

↓

(372)210

Petit St

↓

(372)210

6

39(15)
634(835)
65(86)

↓

137(56)
18(0)
90(68)

(51)65
(5)9
(26)32

↓

(71)4
(731)859
(24)20

Dawson Pl

↓

(731)859

7

105(112)
309(543)
251(219)

↓

207(199)
384(563)
17(8)

(236)247
(353)724
(358)279

↓

(251)414
(236)423
(54)59

Pleasant Valley Rd

↓

(54)59

8

351(123)
19(5)

↓

112(309)
585(763)

(73)60
(550)975

↓

(550)975

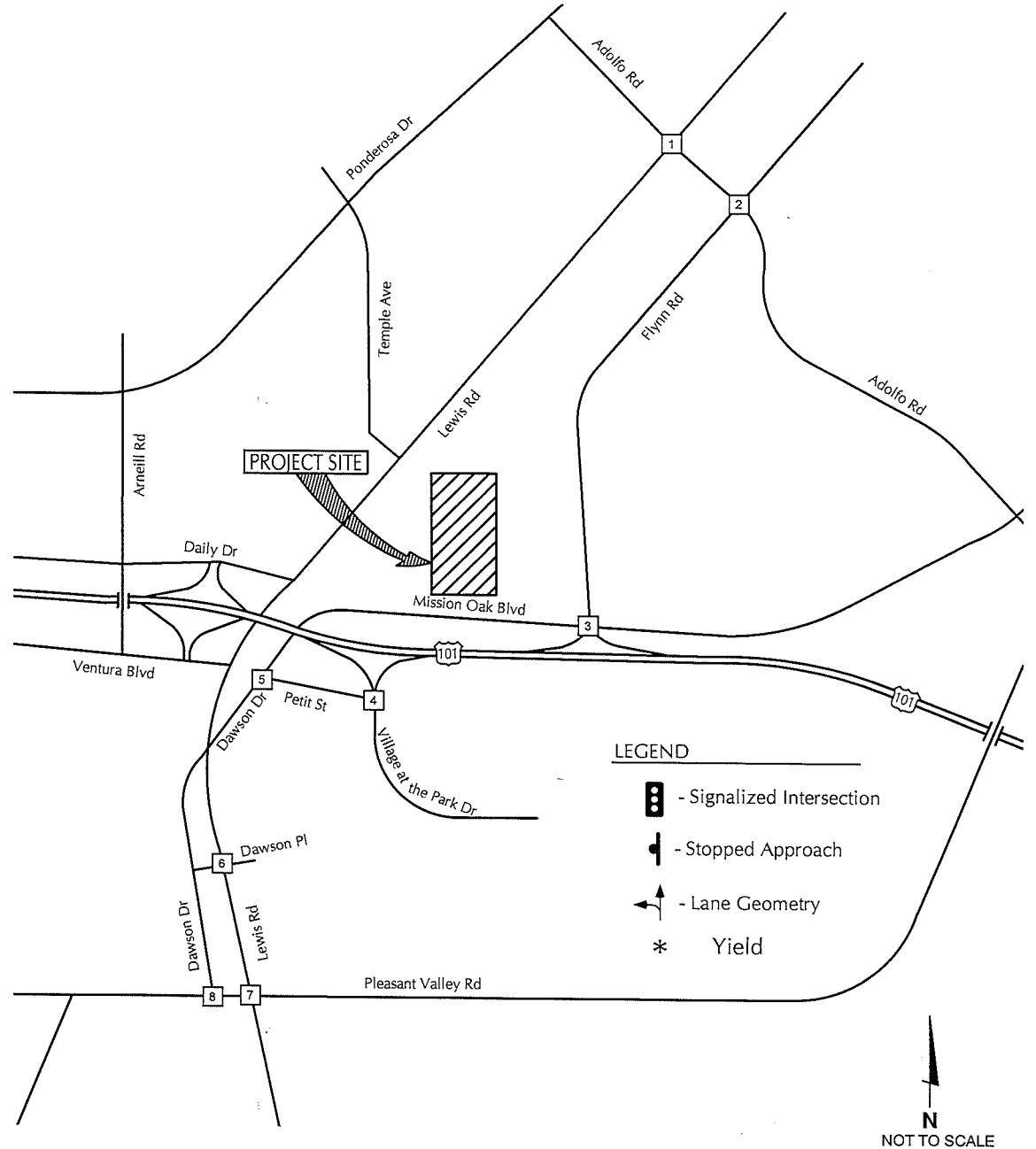
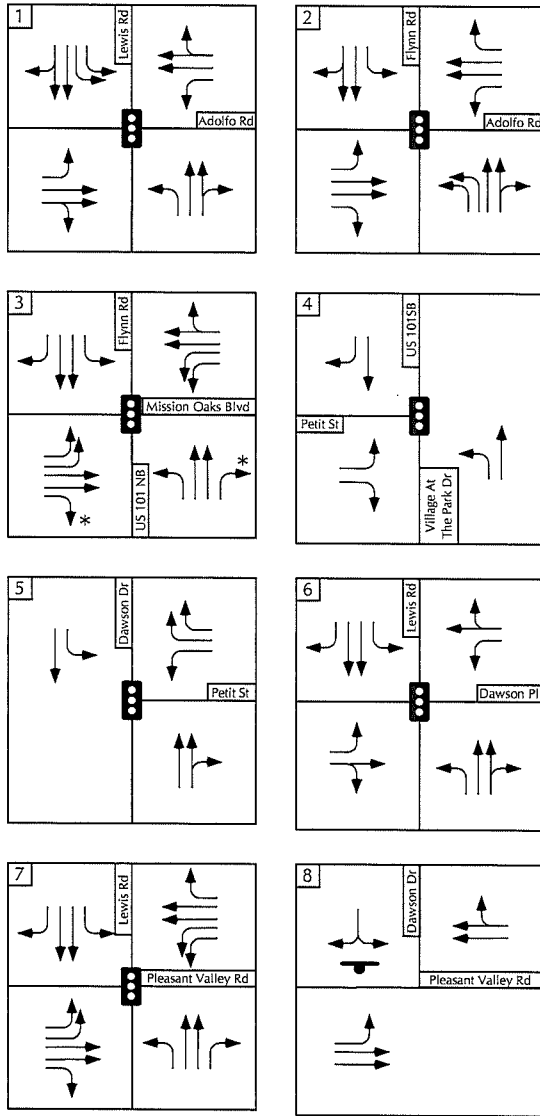
Pleasant Valley Rd

↓

(550)975



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EXISTING LANE GEOMETRIES AND TRAFFIC CONTROLS

FIGURE 4

JH - ATE#19091



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Table 1
Existing Intersection Operations

Intersection	Control	Existing Conditions	
		AM Peak Hour	PM Peak Hour
		ICU-LOS	ICU-LOS
Lewis Rd./Adolfo Rd.	Signal	0.59-LOS A	0.54-LOS A
Flynn Rd./Adolfo Rd.	Signal	0.41-LOS A	0.54-LOS A
Dawson Dr./Petit St.	Signal	0.48-LOS A	0.42-LOS A
Lewis Rd./Dawson Pl.	Signal	0.32-LOS A	0.43-LOS A
Pleasant Valley Rd./Dawson Dr.	Signal	0.47-LOS A	0.62-LOS B
Pleasant Valley Rd./Lewis Rd.	Signal	0.49-LOS A	0.49-LOS A
U.S. Highway 101NB Ramps/Mission Oaks Blvd.	Signal	0.50-LOS A	0.40-LOS A
U.S. Highway 101 SB Ramps/Village at the Park	Signal	0.67-LOS B	0.44-LOS A

The study-area intersections generally operate in the LOS A - B range during the AM and PM peak hour periods as indicated in Table 1.

IMPACT THRESHOLDS

City of Camarillo

The City of Camarillo's acceptable level of service for intersections is LOS C or better, with LOS D (V/C 0.83) allowed for short periods of time during the peak hours periods. Project impacts are significant and must be mitigated if they exceed the thresholds listed in Table 2. Mitigation measures must provide a level of service equal to or better than the base conditions.

Table 2
Intersection Threshold Criteria

Existing + Project; Cumulative + Project	Per Lane Critical Project-Added Peak Hour Trips
LOS D	30 Trips
LOS E	20 Trips
LOS F	10 Trips

PROJECT-GENERATED TRAFFIC

Project Trip Generation

Trip generation estimates were calculated for the Mission Oaks Boulevard Industrial Project based on the rates presented in the Institute of Transportation Engineers (ITE), Trip Generation, 10th Edition for General Light Industrial (Land-Use Code #110) and Single Tenant Office (Land Use #715).¹ Technicolor Home Entertainment is the current occupant of the existing office building proposed to be demolished. Technicolor's current employment level is 113 people. Table 3 summarizes the average daily, AM and PM peak hour trip generation estimates for the Project.

Table 3
Project Trip Generation Comparison

Land Use	Employees/Size	ADT		AM Peak Hour		PM Peak Hour	
		Rate	Trips	Rate	Trips (In/Out)	Rate	Trips (In/Out)
Existing Use: Office Space	113 Employees	3.77	426	0.53	60 (53/7)	0.50	58 (9/49)
Proposed Use: Light Industrial	111,500 S.F.	4.96	553	0.70	78 (69/9)	0.63	70 (9/61)
Light Industrial	52,056 S.F.	4.96	258	0.70	36 (32/4)	0.63	33 (4/29)
Total Proposed Trip Generation:			811		114 (101/13)		103 (13/90)
Net Change Trip Generation:			+ 385		+ 54 (48/6)		+ 45 (4/41)

The data presented in Table 3 show that the existing office space with 113 employees generates 426 average daily trips, 60 AM peak hour trips and 58 PM peak hour trips. The Project would generate 811 average daily trips, 114 AM peak hour trips and 103 PM peak hour trips. The Project would result in a net increase of 385 average daily trips, 54 AM peak hour trips and 45 PM peak hour trips.

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

Project Trip Distribution and Assignment

Project-generated traffic was distributed and assigned to the study-area street system as presented in Table 4. Figure 5 illustrates the distribution and assignment of project-generated traffic volumes.

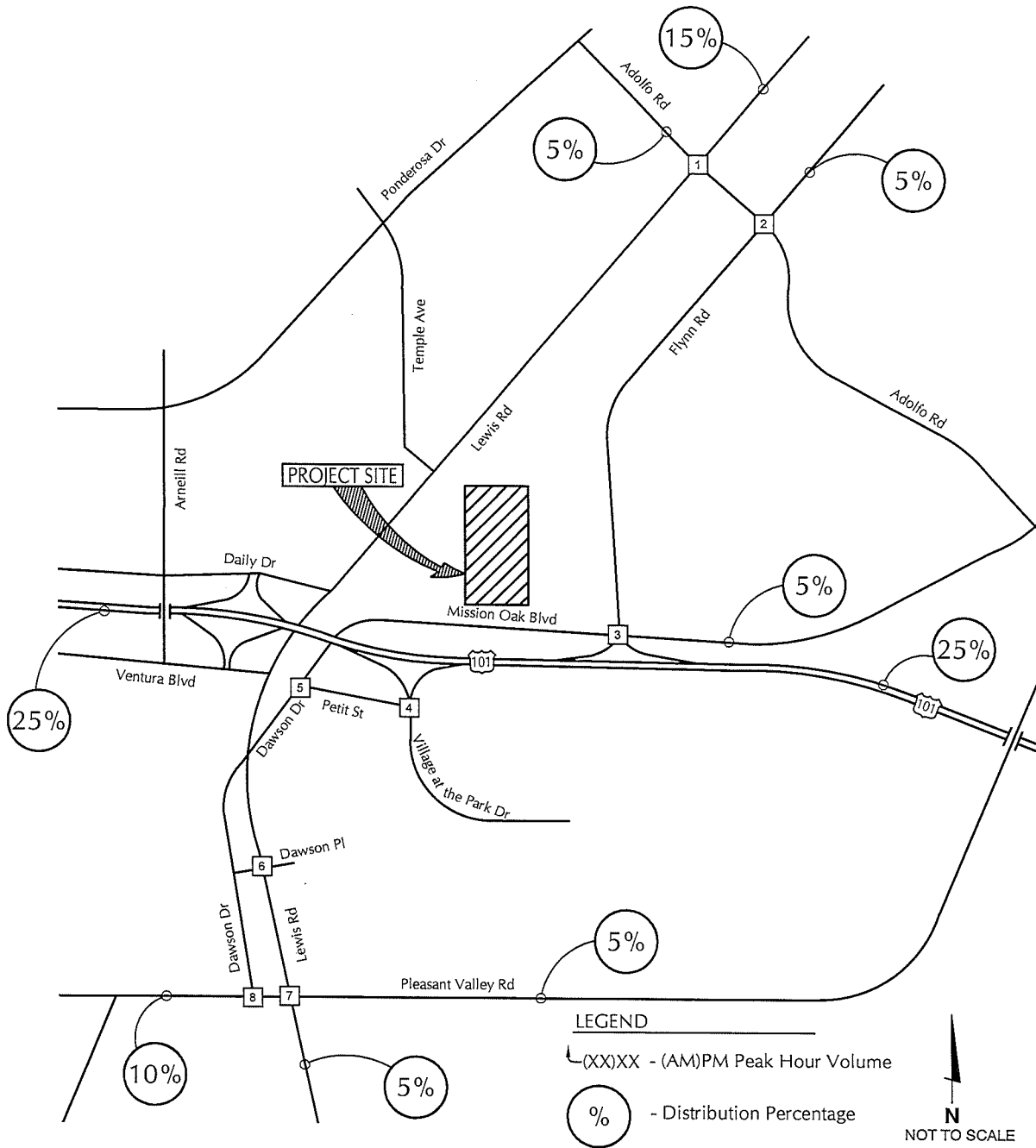
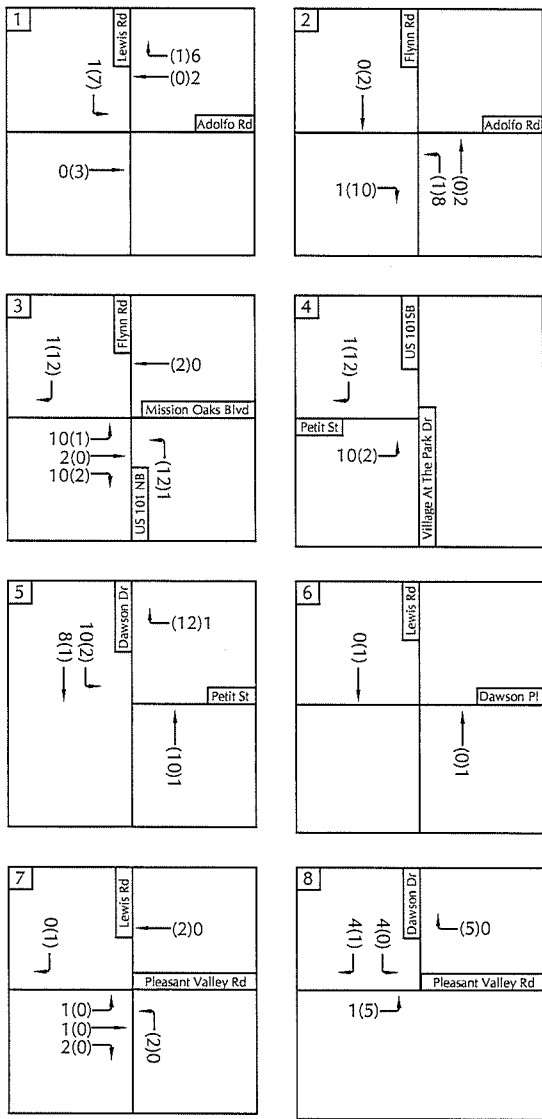
Table 4
Project Trip Distribution

Route	Origin/Destination	Percent
U.S. Highway 101	East	25%
	West	25%
State Route 34	North	15%
	South	5%
Pleasant Valley Road	East	5%
	West	10%
Adolfo Road	West	5%
Flynn Road	North	5%
Mission Oaks Boulevard	East	5%
Total:		100%

POTENTIAL TRAFFIC IMPACTS

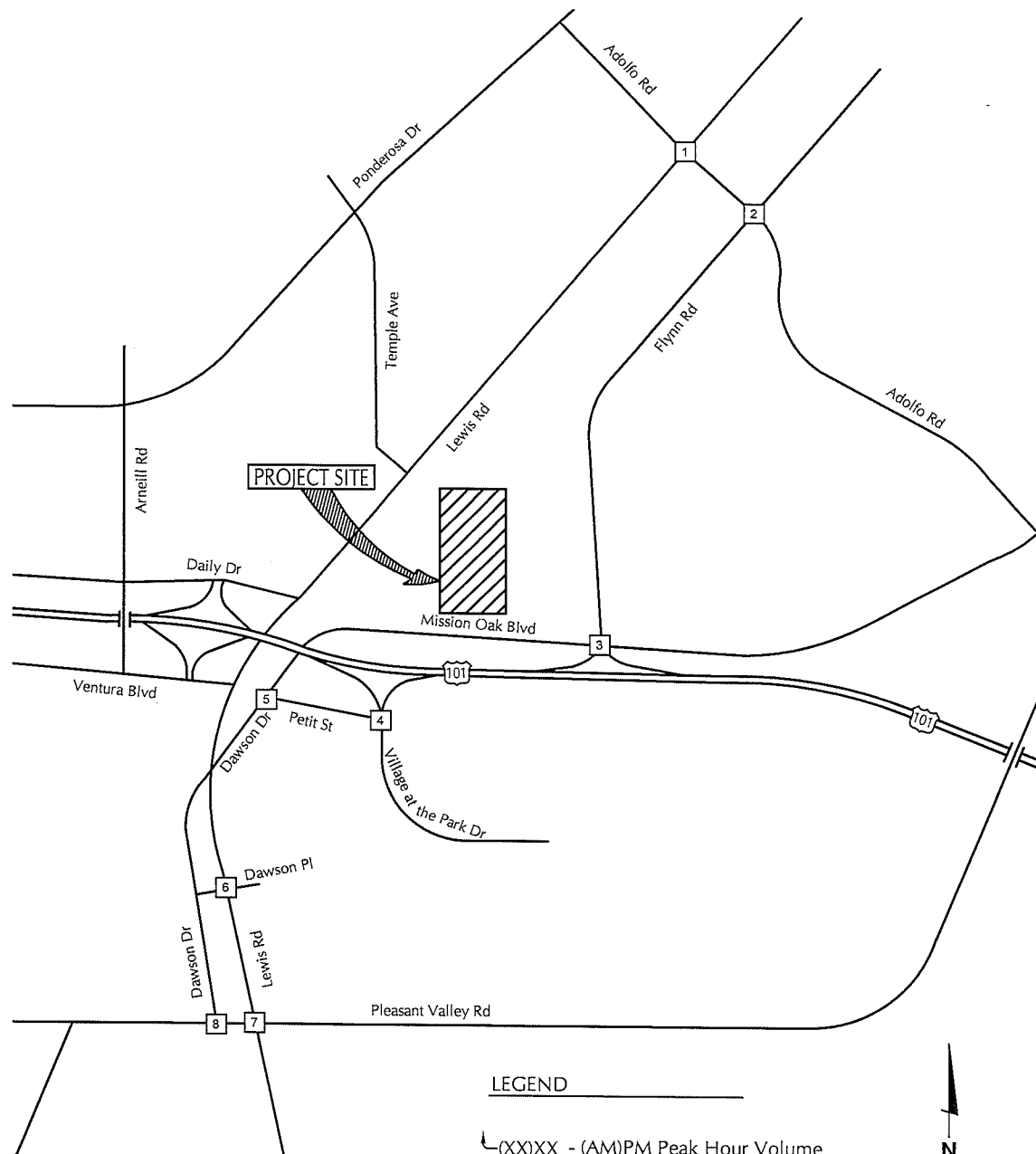
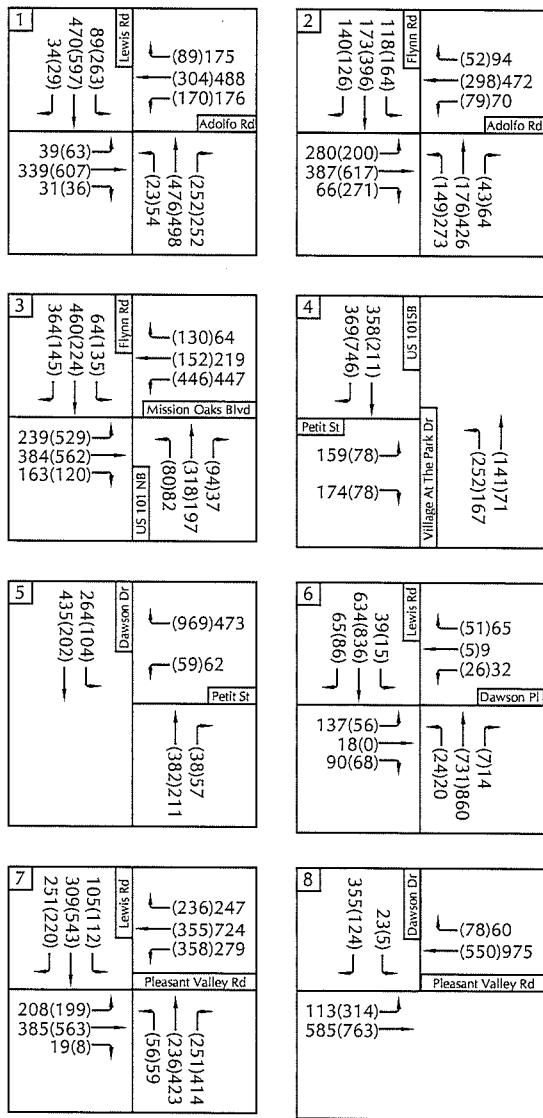
Project-Specific Impacts

Intersections. Tables 9 and 10 present the Existing and Existing + Project AM and PM peak hour intersection levels of service and identifies impacts based on the City of Camarillo thresholds. Figure 6 illustrates the AM and PM peak hour Existing + Project traffic volumes.



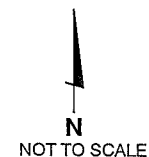
PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 5



LEGEND

(XX)XX - (AM)PM Peak Hour Volume



EXISTING + PROJECT TRAFFIC VOLUMES

FIGURE 6

JH - ATE#19091



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Table 5
Existing + Project AM Peak Hour Intersection Operations

Intersection	AM Peak Hour		Change	Impact?
	Existing	Existing + Project		
	ICU-LOS	ICU-LOS		
Lewis Rd./Adolfo Rd.	0.59-LOS A	0.59-LOS A	0.00	No
Flynn Rd./Adolfo Rd.	0.41-LOS A	0.41-LOS A	0.00	No
Dawson Dr./Petit St.	0.48-LOS A	0.49-LOS A	0.01	No
Lewis Rd./Dawson Pl.	0.32-LOS A	0.32-LOS A	0.00	No
Pleasant Valley Rd./Dawson Dr.	0.47-LOS A	0.47-LOS A	0.00	No
Pleasant Valley Rd./Lewis Rd.	0.49-LOS A	0.49-LOS A	0.00	No
U.S. Highway 101NB Ramps/Mission Oaks Blvd.	0.50-LOS A	0.50-LOS A	0.00	No
U.S. Highway 101 SB Ramps/Village at the Park	0.67-LOS B	0.67-LOS B	0.00	No

Table 6
Existing + Project PM Peak Hour Intersection Operations

Intersection	PM Peak Hour		Change	Impact?
	Existing	Existing + Project		
	ICU-LOS	ICU-LOS		
Lewis Rd./Adolfo Rd.	0.54-LOS A	0.54-LOS A	0.00	No
Flynn Rd./Adolfo Rd.	0.54-LOS A	0.54-LOS A	0.00	No
Dawson Dr./Petit St.	0.42-LOS A	0.42-LOS A	0.00	No
Lewis Rd./Dawson Pl.	0.49-LOS A	0.49-LOS A	0.00	No
Pleasant Valley Rd./Dawson Dr.	0.62-LOS B	0.63-LOS B	0.01	No
Pleasant Valley Rd./Lewis Rd.	0.44-LOS A	0.44-LOS A	0.00	No
U.S. Highway 101NB Ramps/Mission Oaks Blvd.	0.45-LOS A	0.46-LOS A	0.01	No
U.S. Highway 101 SB Ramps/Village at the Park	0.44-LOS A	0.44-LOS A	0.00	No

The data in Tables 5 and 6 show that the Project would not significantly impact any of the other study-area intersections based on City of Camarillo impact thresholds.

CUMULATIVE (EXISTING + APPROVED/PENDING PROJECTS) ANALYSIS

The City of Camarillo require that intersections be analyzed with the addition of traffic generated by projects which have been approved or are pending within the study-area that could impact the facilities. The Cumulative (Existing + Approved/Pending Projects) traffic volumes were forecast for the study-area roadways and intersections assuming development of 18 approved and pending projects located within the City of Camarillo and unincorporated Ventura County. Trip generation estimates were developed for the approved/pending projects using trip generation rates published in the ITE, Trip Generation, 10th Edition. Table 7 summarizes the trip generation for the approved/pending development projects.

Table 7
Approved/Pending Development Projects Trip Generation

No.	Jurisdiction	Project	Land Use	Size	ADT	Trips	
						AM Peak Hour	PM Peak Hour
1.	Ventura County	PL15-0014	Wholesale Lumberyard	18.9 acres	164	16	16
2.	Ventura County	PL18-0081	Organics Processing	17.2 acres	40	4	4
3.	Ventura County	PL18-0109	Dog Kennel	20 acres	50	5	5
4.	Ventura County	Somis Ranch	Farmworker Housing	360 units	2,635	166	202
5.	City of Camarillo	CUP-307(2)	Apartments	10 units	73	5	6
		CPD-236M(1)	Retail Commercial	8,000 sq.ft.	302	8	30
6.	City of Camarillo	RPD-188	Condominiums	87 units	637	40	49
7.	City of Camarillo	CUP-330	Apartments	23 units	168	10	13
			Retail Commercial	6,100 sq.ft.	230	6	23
8.	City of Camarillo	RPD-189M(2)	Apartments	96 units	703	44	54
9.	City of Camarillo	RPD-198	Senior Housing	281 units	2,118	168	166
10.	City of Camarillo	RPD-203	Single Family Residential	2 units	19	1	2
11.	City of Camarillo	RPD-202	Townhomes	8	58	4	4
		CUP-391	Apartments	12 units	88	6	7
		CUP-391	Retail Commercial	1,400 sq.ft.	53	1	5
12.	City of Camarillo	CUP-381	Convenience Store	3,000 sq.ft.	2,287	188	147
13.	City of Camarillo	CUP-364M(1)	Brewery	24,102 sq.ft.	2,704	0	235
14.	City of Camarillo	IPD-23M(25)	Light Industrial	67,867 sq.ft.	337	48	43
15.	City of Camarillo	CUP-397	Dog Kennel	3,600 sq.ft.	50	5	5
16.	City of Camarillo	RPD-200	Senior/Assisted Living	93 beds	242	18	24
17.	City of Camarillo	CUP-398	Moose Lodge	3,693 sq.ft.	50	0	30
18.	City of Camarillo	CUP-394	Groundwater Treatment	6,541 sq.ft.	32	4	4
Total Trips:					13,040	747	1,074

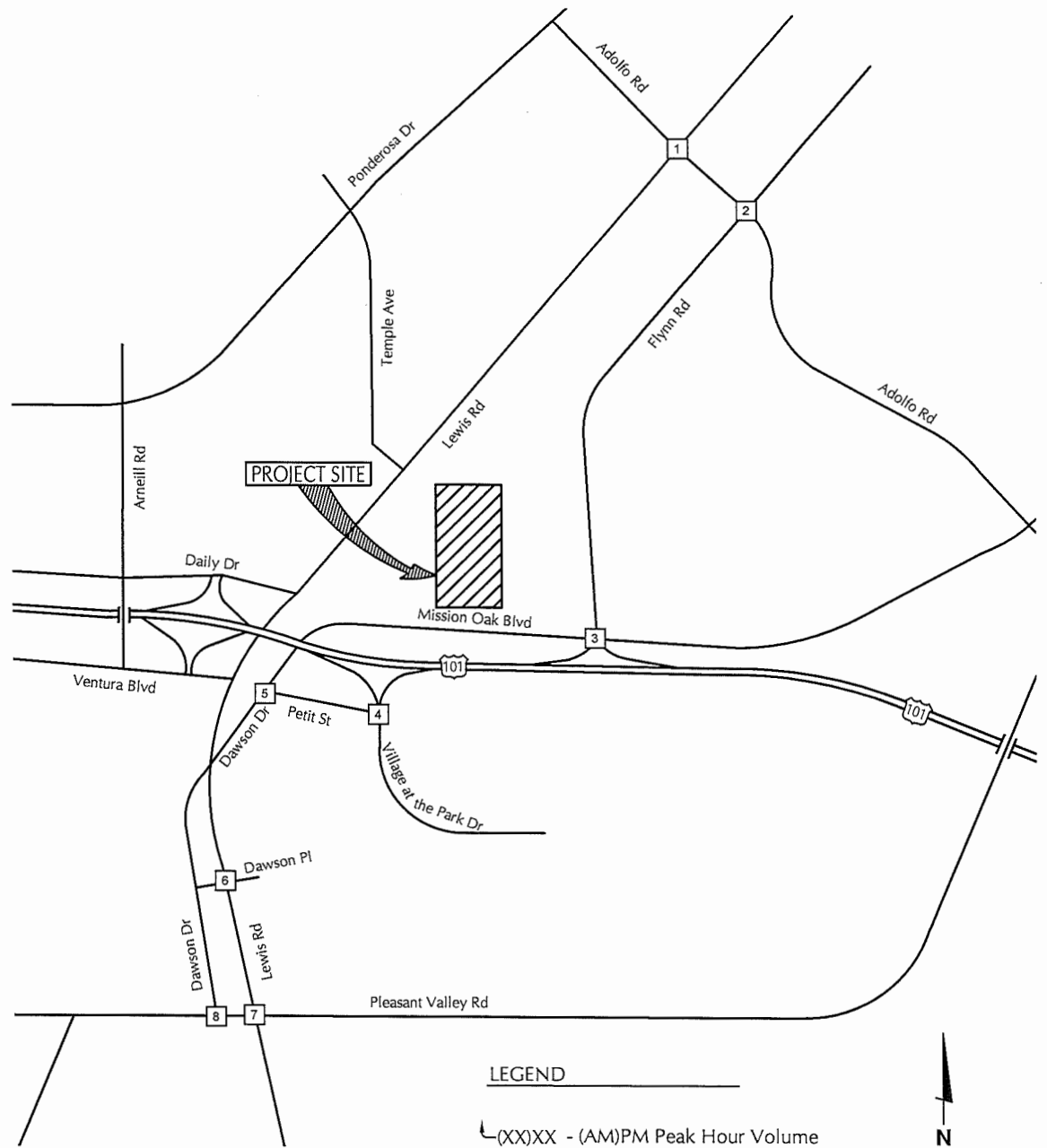
The data presented in Table 7 indicate that the approved and pending projects would generate a total of 13,040 average daily trips, 747 AM peak hour trips and 1,074 PM peak hour trips. The approved and pending projects' peak hour traffic volumes were distributed and assigned to the study-area roadways and intersections. The trip assignment for the approved and pending projects was developed based on the location of each project, approved traffic studies, existing traffic patterns observed in the study-area as well as a general knowledge of the population, employment and commercial centers in and surrounding the study-area. Figure 7 illustrates the Cumulative AM and PM peak traffic volumes.

Cumulative Impacts

Intersections. Tables 8 and 9 present the Cumulative and Cumulative + Project AM and PM peak hour intersection levels of service and identifiers impacts based on the City of Camarillo thresholds. Figure 8 illustrates the AM and PM peak hour Cumulative + Project traffic volumes.

Table 8
Cumulative + Project AM Peak Hour Intersection Operations

Intersection	AM Peak Hour		Change	Impact?
	Cumulative	Cum. + Project		
	ICU-LOS	ICU-LOS		
Lewis Rd./Adolfo Rd.	0.60-LOS A	0.61-LOS B	0.01	No
Flynn Rd./Adolfo Rd.	0.44-LOS A	0.44-LOS A	0.00	No
Dawson Dr./Petit St.	0.53-LOS A	0.54-LOS A	0.01	No
Lewis Rd./Dawson Pl.	0.34-LOS A	0.34-LOS A	0.00	No
Pleasant Valley Rd./Dawson Dr.	0.55-LOS A	0.55-LOS A	0.00	No
Pleasant Valley Rd./Lewis Rd.	0.52-LOS A	0.53-LOS A	0.01	No
U.S. Highway 101NB Ramps/Mission Oaks Blvd.	0.51-LOS A	0.51-LOS A	0.00	No
U.S. Highway 101 SB Ramps/Village at the Park	0.71-LOS C	0.72-LOS C	0.01	No



LEGEND

(XX)XX - (AM)PM Peak Hour Volume

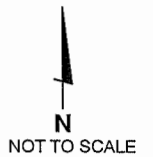


FIGURE 7

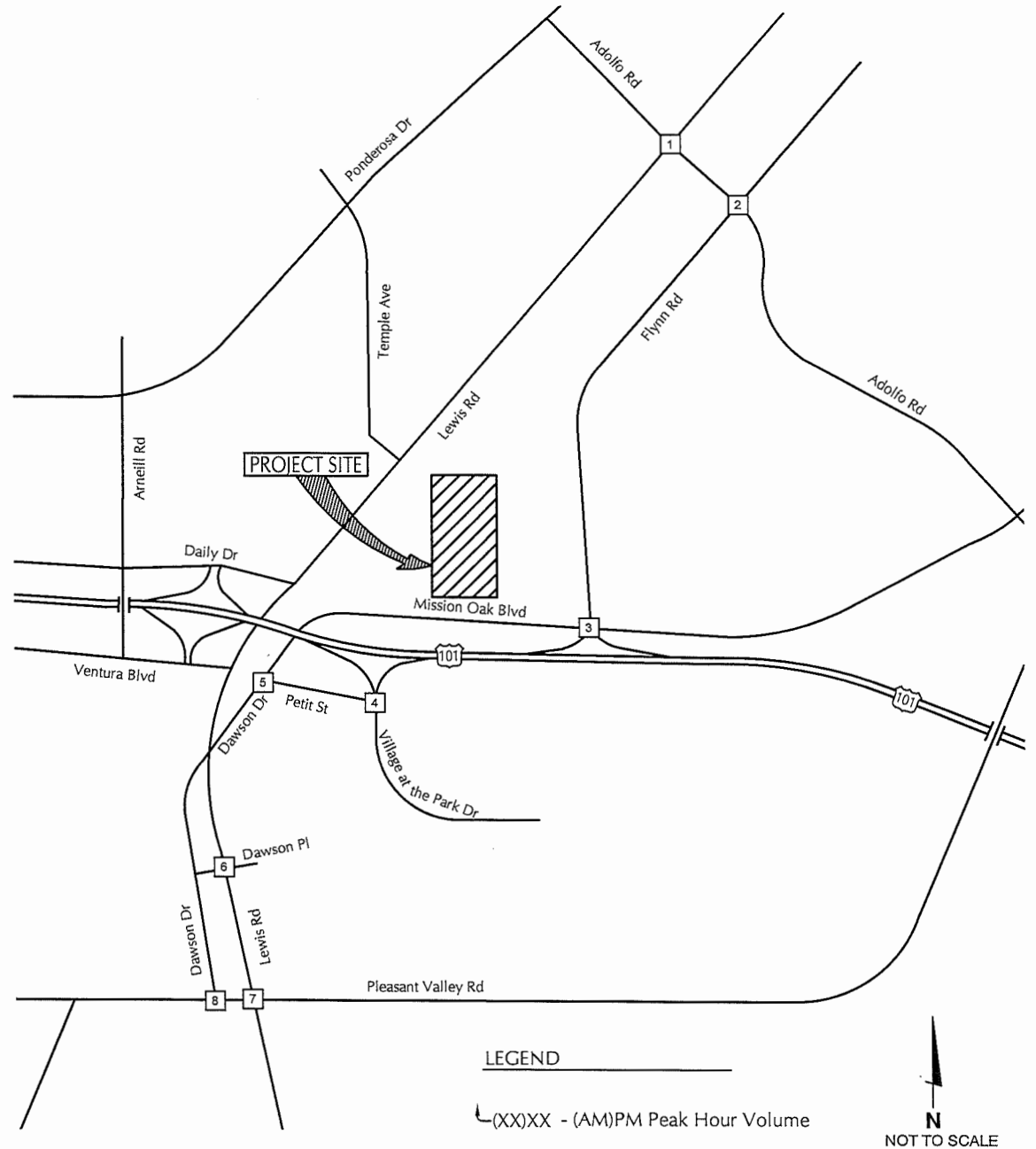
JH - ATE#19091

CUMULATIVE TRAFFIC VOLUMES

<div>1</div> <div> <div> <div>PG signal</div> <div> <div>(90)175</div> <div>(315)495</div> <div>(180)180</div> </div> </div> <div>Adolfo Rd</div> </div> <div> <div> <div>40(65)</div> <div>350(610)</div> <div>35(40)</div> </div> <div> <div>(266)265</div> <div>(500)565</div> <div>(45)60</div> </div> </div>	<div>2</div> <div> <div> <div>PG signal</div> <div> <div>(61)102</div> <div>(310)490</div> <div>(85)80</div> </div> </div> <div>Adolfo Rd</div> </div> <div> <div> <div>290(205)</div> <div>400(630)</div> <div>70(270)</div> </div> <div> <div>(50)70</div> <div>(190)469</div> <div>(150)270</div> </div> </div>
<div>3</div> <div> <div> <div>PG signal</div> <div> <div>(140)80</div> <div>(160)230</div> <div>(450)455</div> </div> </div> <div>Mission Oaks Blvd</div> </div> <div> <div> <div>250(533)</div> <div>385(570)</div> <div>165(135)</div> </div> <div> <div>(100)45</div> <div>(330)227</div> <div>(80)90</div> </div> </div>	<div>4</div> <div> <div> <div>BS 101 ST</div> <div> <div>390(240)</div> <div>414(763)</div> </div> </div> <div>Petit St</div> </div> <div> <div> <div>189(104)</div> <div>205(90)</div> </div> <div> <div>(160)95</div> <div>(275)180</div> </div> </div>
<div>5</div> <div> <div> <div>PG signal</div> <div> <div>(983)514</div> <div>(85)80</div> </div> </div> <div>Petit St</div> </div> <div> <div> <div>294(139)</div> <div>470(240)</div> </div> <div> <div>(45)80</div> <div>(405)250</div> </div> </div>	<div>6</div> <div> <div> <div>Lewis Rd</div> <div> <div>45(20)</div> <div>715(855)</div> <div>70(90)</div> </div> </div> <div>Dawson Pl</div> </div> <div> <div> <div>140(60)</div> <div>20(0)</div> <div>95(70)</div> </div> <div> <div>(55)70</div> <div>(5)10</div> <div>(30)35</div> </div> </div>
<div>7</div> <div> <div> <div>PG signal</div> <div> <div>(250)260</div> <div>(400)760</div> <div>(365)285</div> </div> </div> <div>Pleasant Valley Rd</div> </div> <div> <div> <div>230(220)</div> <div>410(600)</div> <div>25(15)</div> </div> <div> <div>(255)420</div> <div>(250)450</div> <div>(60)65</div> </div> </div>	<div>8</div> <div> <div> <div>Dawson Dr</div> <div> <div>35(20)</div> <div>390(160)</div> </div> </div> <div>Pleasant Valley Rd</div> </div> <div> <div> <div>150(350)</div> <div>610(800)</div> </div> <div> <div>(90)80</div> <div>(600)1025</div> </div> </div>



ASSOCIATED
TRANSPORTATION
ENGINEERS



1	<div> <div> PG SWMT</div> <div> (91)181 (315)497 (180)180 Adolfo Rd</div> </div> <div> <div> 40(65) 350(613) 35(40)</div> <div> (266)265 (500)565 (45)60</div> </div>	2	<div> <div>PG SWMT</div> <div> (61)102 (310)490 (85)80 Adolfo Rd</div> </div> <div> <div> 290(205) 400(630) 71(280)</div> <div> (50)70 (190)471 (151)2278</div> </div>
3	<div> <div>PG SWMT</div> <div> (140)80 (162)230 (450)455 Mission Oaks Blvd</div> </div> <div> <div> 260(534) 387(570) 175(137)</div> <div> (100)45 (330)227 (92)91 BN 101 ST</div> </div>	4	<div> <div>BS 101 ST</div> <div> 390(240) 415(775) Petit St</div> </div> <div> <div> 199(106) 205(90)</div> <div> (160)95 (275)180 Village at the Park Dr</div> </div>
5	<div> <div>PG SWMT</div> <div> (995)515 (85)80 Petit St</div> </div> <div> <div> 304(141) 478(241)</div> <div> (45)80 (415)251</div> </div>	6	<div> <div>PG SWMT</div> <div> (55)70 (5)10 (30)35 Dawson Pl</div> </div> <div> <div> 140(60) 20(0) 95(70)</div> <div> (10)15 (790)901 (30)25</div> </div>
7	<div> <div>PG SWMT</div> <div> (250)260 (402)760 (365)285 Pleasant Valley Rd</div> </div> <div> <div> 231(220) 411(600) 27(15)</div> <div> (255)420 (250)450 (62)65</div> </div>	8	<div> <div>PG SWMT</div> <div> (95)80 (600)1025 Pleasant Valley Rd</div> </div> <div> <div> 151(355) 610(800)</div> <div> 39(20) 394(161) Dawson Pl</div> </div>

CUMULATIVE + PROJECT TRAFFIC VOLUMES

FIGURE 8

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Table 9
Cumulative + Project PM Peak Hour Intersection Operations

Intersection	PM Peak Hour		Change	Impact?
	Cumulative	Cum. + Project		
	ICU-LOS	ICU-LOS		
Lewis Rd./Adolfo Rd.	0.57-LOS A	0.57-LOS A	0.00	No
Flynn Rd./Adolfo Rd.	0.57-LOS A	0.57-LOS A	0.00	No
Dawson Dr./Petit St.	0.46-LOS A	0.46-LOS A	0.00	No
Lewis Rd./Dawson Pl.	0.45-LOS A	0.45-LOS A	0.00	No
Pleasant Valley Rd./Dawson Dr.	0.71-LOS C	0.71-LOS C	0.00	No
Pleasant Valley Rd./Lewis Rd.	0.52-LOS A	0.52-LOS A	0.00	No
U.S. Highway 101NB Ramps/Mission Oaks Blvd.	0.42-LOS A	0.42-LOS A	0.00	No
U.S. Highway 101 SB Ramps/Village at the Park	0.50-LOS A	0.50-LOS A	0.00	No

The data in Tables 8 and 9 show that the Project traffic would not significantly impact the study-area intersection during the AM and PM peak hour periods based on City of Camarillo impact thresholds.

■ ■ ■

STUDY PARTICIPANTS AND REFERENCES

Associated Transportation Engineers

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Darryl F. Nelson, Senior Transportation Planner
Jiho Ha, Transportation Engineer I

References

Circulation Element, General Plan, City of Camarillo, 2014.

Persons Contacted

Jason Samonte, City of Camarillo Public Works Department
Michelle D'anna, City of Camarillo Community Development Department